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The Bluff

portsider



SOUTH PORT'S 2014 SCHOLARSHIPS PRESENTED

Staff Scholarship

HANNAH ALLAN – After completing 7 years at Southland Girls' High School, Hannah, the daughter of R&D Cargo Operator, Andrew Allan, has enrolled at the University of Otago to undertake a Bachelor of Arts degree, majoring in Psychology.

Over the years Hannah has been involved with the Bluff Swimming Club, enjoyed playing netball and at High School was part of the Students Against Drink Driving group. She also undertook the 40 Hour Famine Challenge and was a Peer Wise and Peer Support Leader.

After completing her three year Psychology degree, Hannah would like to complete a two year Bachelor of Social Work. Upon completion of that degree Hannah, who has always had a strong interest in helping others, would like to undertake a career in social work.

BROCK FAIRWEATHER – Brock is the son of South Port's Fonterra Store Supervisor, Brent Fairweather, and is completing his third and final year at the University of Otago for a Bachelor of Science in Biochemistry.

While at school Brock participated in sporting events, mainly volley ball, badminton and rugby. He was also involved in a programme called



LEFT: C.E.O. Mark O'Connor presents Hannah Allen with her scholarship while Chairman Rex Chapman does the same for Brock Fairweather. **BELOW:** Danielle Johnson, who was unable to attend the presentation.



Incubator which involved listening to health professionals talk about their careers and how they got there. The programme also led to work experience at Southland Hospital. In Brock's last year of High School he was awarded a General Excellence Medal for his academic achievements.

After completing his degree Brock would like a career in scientific research.

Community Scholarship

DANIELLE JOHNSON – Danielle is Bluff born and bred and has just completed 7 years at James Hargest College. Danielle will attend the

Otago Polytechnic to study towards a Bachelor of Culinary Arts.

While at College, Danielle participated in the Gateway Programme which gave her a placement at the Level One Restaurant at the Kelvin Hotel. This programme gave her an insight into the reality of a commercial kitchen and solidified her love for cooking. Danielle was involved in school activities, working as a senior librarian and involved in the book club.

It is Danielle's intention to strive to reach an international level within the hospitality industry and on completion of her degree indulge in her passion for cooking.

Mayall Cup winners Craig Popham and Gary Rose keep a firm grip on their trophy.



SOUTH PORT GOLF TOURNAMENT

It was "take two" for the 70 plus entrants in the recent South Port golf tournament after the first event was postponed due to inclement weather in February. However fast forward four weeks and the participants were looking for the sun screen, tee shirts & shorts! Obviously the warmer weather suited the eventual winners Craig Popham & Gary Rose, (representing Radcliffe Electrical) who secured the Mayall Cup for the first time. The South Port drought continues for another year, although Mark O'Connor & Brent Fairweather went within a whisker (one shot back) of claiming the major spoils. Other Results were, second: Mike Whibley & Innes Forbes, third: Stu Low & Brent Hewitt.

Longest Drive: Scott Faithfull (South Port Operations Supervisor).

Closest to the pin: Brent Hewitt (hole no. 2) & Kerry Popham (hole no.17).

The Bluff Portsider is compiled by South Port N.Z. Ltd
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South Port NZ

COVER: The biggest cruise ship to visit Bluff is now the "Amadea" seen here approaching Stirling Point out-bound. At 29,008 gross tonnes she is nearly 50% larger than the previous title holder, the "Fyodor Dostoyevskiy" which was here in March 1995. (See page 7).

TONNAGE RECORD TUMBLES – TWICE



The ships that set a record – in the foreground the “Amadea” sails for Stewart Island, “Kakariki” is at the Town Wharf and “Toucan Arrow” at Tiwai with “Conti Emden”, “Fermita” and “Greentec” at the Island Harbour’.

When the coastal tanker “Kakariki” berthed in Bluff at 00:32 on 20 February she joined the “Toucan Arrow”, “Fermita”, “Conti Emden” and “Greentec” to establish a new record with 142,524 gross tonnes of shipping in port. It was particularly appropriate that it should be “Kakariki” that contributed the additional tonnage leading to the record as she was also a contributor to the previous record established on 7 August 2010 when 139,538 gross tonnes of shipping was in port.

The new record was to be short-lived, however, as on the next tide along came the cruise ship “Amadea”, at 29,008 gross tonnes the largest passenger ship to enter Bluff, and the tonnage record is now 171,532. Ships in port were (see facing table):-

Toucan Arrow	35,998 gt loading aluminium
Fermita	30,053 gt discharging fertiliser
Conti Emden	27,915 gt exchanging containers
Greentec	20,763 gt loading logs
Kakariki	27,795 gt discharging petroleum products
Amadea	29,008 gt cruise ship
Total 171,532 gross tonnes	

BACK FOR SECONDS – Another Mobile Harbour Crane Purchased

Following a recent review of the Port infrastructure, and anticipated growth in the region, South Port has committed to purchasing a second Liebherr mobile harbour crane and heavy-lift container forklift. South Port Chief Executive Mark O’Connor said, “It is important that South Port as a regional port operator is able to provide an efficient and competitive containerised cargo distribution option and this requires a 2-crane model be put in place”.

Areas of projected growth identified in the region revolve around agriculture products; specifically dairy ingredients and finished product plus stock food imports. The crane is expected to be operational in September this year and will work alongside the existing Liebherr mobile harbour crane.



Geoff Finnerty (Cargo Operations Manager) & Rex Chapman (South Port Chairman) at the Liebherr manufacturing site in Nenzing, Austria.

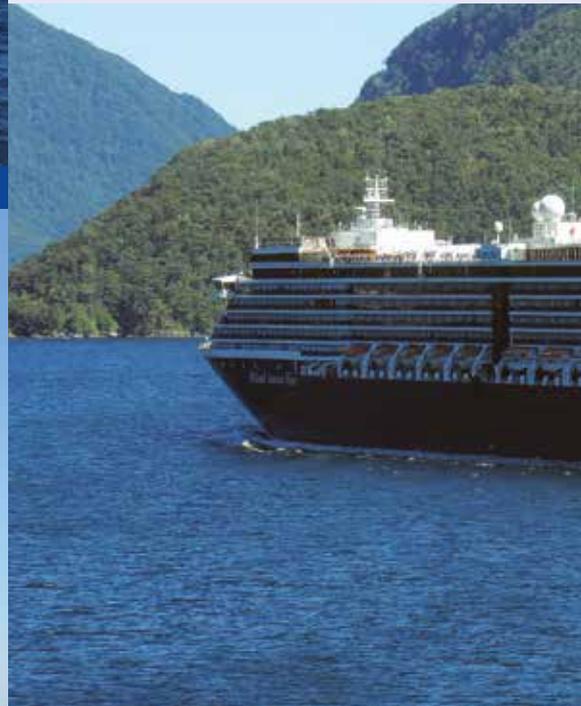
BLUFF FOR Cruise Ships



Milford Sound pilot vessel approaching the "Dawn Princess".



Off to Australia the "Celebrity Solstice" clears Milford Sound.



Holland America Line's "Oosterdam" heading south.



Several 'adventure' type cruise ships based themselves in Bluff – here the "Hanseatic" approaches her berth.

As another southern cruise ship season draws to a close there are thousands of people throughout the world who will have fond memories of Fiordland's spectacular scenery or their voyage south from Bluff to the sub-Antarctic islands and Antarctica itself. While the number of cruises through Fiordland was slightly down on the previous season the average size of the ships involved continued to rise giving even more tourists the opportunity to voyage through New Zealand's most remote National Park. Once again the largest ship to transit Fiordland was the "Voyager of the Seas", 137,276 gross tonnes, and the longest the "Celebrity Solstice" at 317 metres. Both operate within the Royal Caribbean Group but the largest contingent of cruise ships through our waters represented

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ing towards Gaol Passage, Doubtful Sound.



Sailing direct from Akaroa to Fiordland the "Sun Princess" called off Bluff to embark her Fiordland pilot.



Royal Caribbean has an increasing profile locally. Here "Voyager of the Seas" turns into Acheron Passage, Breaksea Sound.

Princess Cruises, part of Carnival Corporation, which was also represented by Holland America, Seabourn Cruises and Cunard Line.

During her World Cruise of 2014 our 'cover-girl' "Amadea" also cruised to Stewart Island and through Fiordland, regular destinations for "Amadea" and her fleetmate "Albatros" in the course of their annual around-the-world adventures.

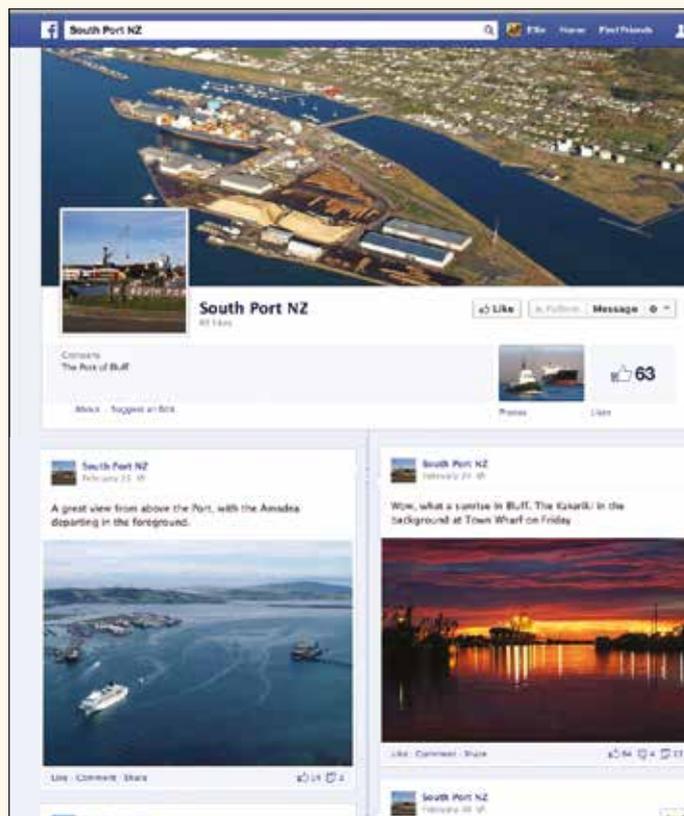
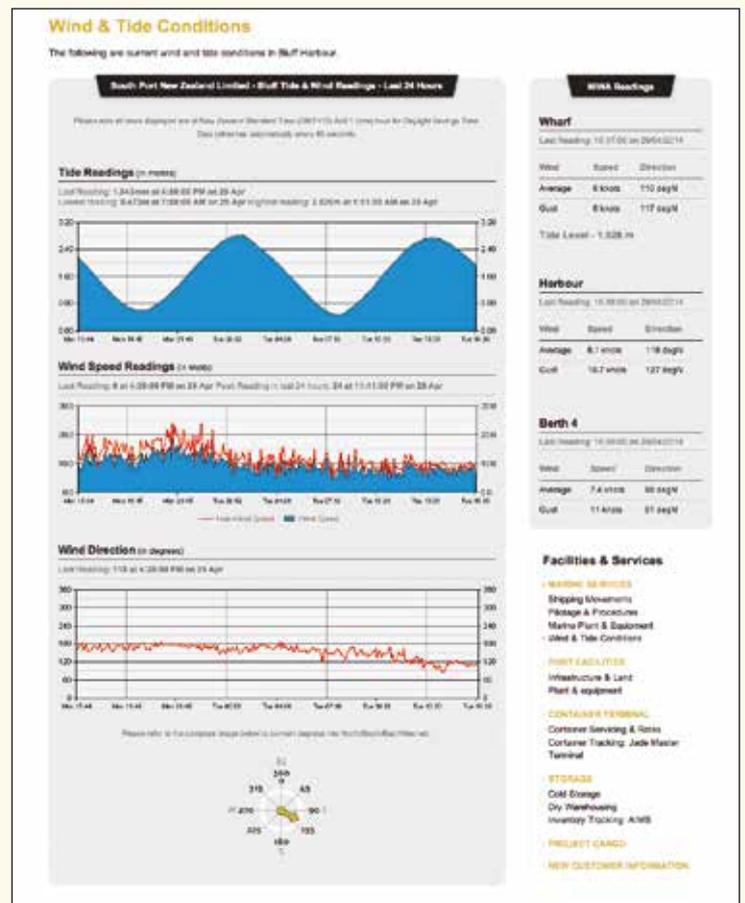
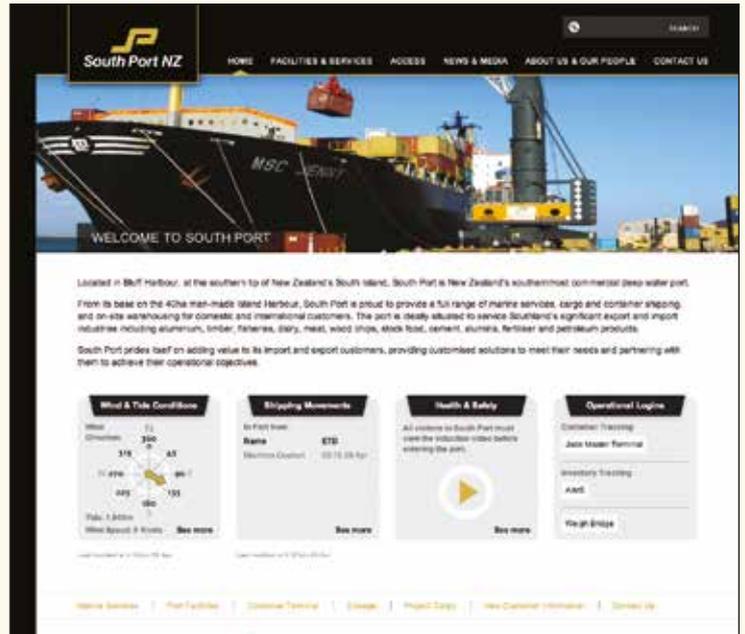
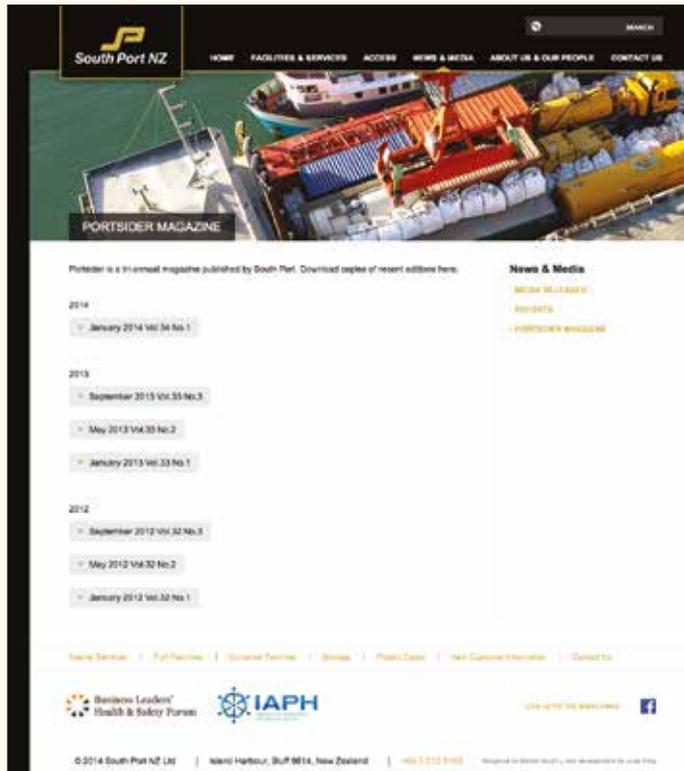
For those of more adventurous mien, Antarctica beckoned and Bluff played host to many of the vessels cruising the Southern Ocean and beyond. One ship we may have welcomed for the last time is the former "Orion", now renamed "National Geographic Orion", which will apparently be cruising elsewhere in future.



Another 'adventure' type cruise ship, this time the "Caledonian Sky", inbound for Bluff.

SOUTH PORT'S WEB REFRESH & SOCIAL MEDIA PRESENCE

In late February the South Port website was updated with a more modern, user friendly look from the last time it was refreshed in 2007. The information on the site is predominately the same (although probably found in a different location) but allows the Port to update photos, material and colours more instantly compared to the last version. We have added some new features into the wind and tide section of the site allowing for real time conditions to be communicated with port users, specifically the wind speed and direction across the wharf, harbour and container berth. The new website can be found at www.southport.co.nz



Coinciding with the launch of the new website the Company also created a Facebook page. The objective of having a social media presence is to update the community with all the latest photos & news around the port. We also plan to have profiles on staff and what they like to do in their spare time. Recently we uploaded a photo of South Port's chairman Rex Chapman swapping the suit for the lycra and competing in the Motutapu. Another hit that followers enjoyed was a sensational sunrise looking towards town wharf with the 'Kakariki' in the background. We can be found by searching South Port NZ on Facebook or clicking the link at the bottom right hand corner of the website. Be sure to hit 'like' and stay up with the play with what's happening in the south!

WET AND WINDY WELLINGTON

This sobriquet is normally applied to our otherwise beautiful capital city but was equally applicable to the recent voyage south of H.M.N.Z.S. Wellington when hurricane force winds and 14 metre waves were experienced.

“Wellington” sailed from Bluff on 23 February for New Zealand’s sub-Antarctic islands to, among other tasks, formally open new Marine Reserves around the Antipodes, Bounty and Campbell Islands. To this end the Minister of Conservation, Dr Nick Smith, was aboard. Dr Smith now wonders if he isn’t entitled to a share of the Southern Ocean fishing quota given his contribution to feeding the fish during the voyage.



H.M.N.Z.S. Wellington in more benign waters approaching Bluff.



The “High Discovery” inbound for Bluff during her maiden voyage.

THE ECO-TANKER

The words oil and ecology don’t usually sit comfortably together in the same sentence but the new tanker “High Discovery” proves that peaceful co-existence is possible. Calling at Bluff during her maiden voyage the “High Discovery” is the second of a new class of tanker being built in Korea. These ships have a deadweight of about 50,000 tonnes and the service speed of 13 knots can be maintained on a consumption of just 15 tonnes of fuel a day. In road transport terms this is roughly equivalent to taking a forty tonne load from Bluff to Invercargill on half a litre of fuel. With that kind of parsimonious consumption her ecological relationship with the environment is surely harmonious.

CRUISING ZONE

As mentioned on pages 2 and 3, when the “Amadea” berthed on the morning of 20 February she became the biggest cruise ship to visit Bluff and set a new tonnage record for the port, the previous record having lasted just a single tide.

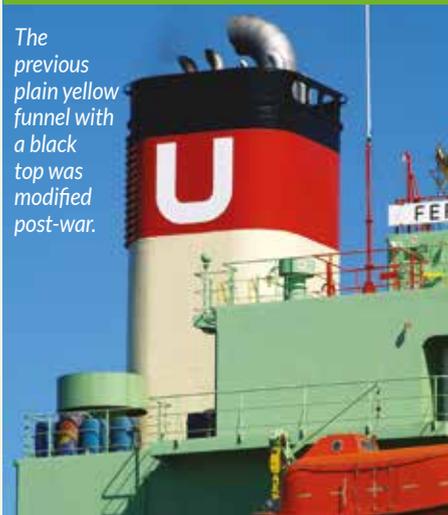
One of the first purpose-built cruise ships to be built in Japan the “Amadea” entered service in 1991 as the “Asuka”. Purchased by her present German owner, Phoenix Reisen, in 2006 she was modified to suit the predominantly German market she now serves and renamed “Amadea”. At 29,008 gross tonnes she has accommodation for just 604 passengers giving a more intimate atmosphere than found aboard the modern mega-cruise ships now in service, an atmosphere many prefer as shown by the large percentage of repeat bookings among the clientele on her annual world cruises.



Those aboard “Amadea” enjoy perfect conditions in Foveaux Strait.

A/S UGLANDS REDERI

The previous plain yellow funnel with a black top was modified post-war.



The "Glenita" sailing from Bluff, still with the original white upperworks.

Few shipping companies still extant can trace their ship-owning ancestry back to the 18th century – A/S Ugland Rederi is one of the few. In fact the Ugland family can trace its seafaring ancestry back far beyond the 18th century, back to about 870 and the Thjore ship that sailed to Iceland with members of the nobility fleeing the rule of Harald Fairhair, the first King of Norway. During the 1600's the Ugland family settled around present day Grimstad where they engaged in farming, notably at Storegra Farm, one of the oldest in Norway. Halvor Olsen Ugland, born in 1725, became a master ship-builder, however, and delivery of the sailing vessel "Fortuna" in 1772 marked the Ugland family entry into ship-owning. The shipping company prospered but when the market reached a peak in 1888 Jorgen Halvorsen Ugland decided to dispose of his shipping assets.

After many years working in South America Johan Milmar Ugland, born in 1881 and the son of Jorgen, returned to Grimstad where he established his own shipping company, A/S Uglands

Rederi, on 30 June 1930. Like many Scandinavian ship-owners of the day Ugland concentrated on owning oil tankers. His first ship was the elderly Anglo-Saxon (Shell) tanker "Melania", which he renamed "Sarita" after his wife, thus introducing the 'ita' suffix still used today, either in conjunction with a family name or as a Spanish word reflecting the South American connection. The "Sarita" was joined in 1936 by the "Evita", a modern motor-tanker, and another, "Lisita", was under construction in Sweden when war intervened in 1939.

Post-war the company also moved into dry cargo tramp shipping, a precursor of the bulk carriers that were to follow. In the late 1950's the company built several ore carriers for charter to British Iron and Steel Corporation and by 1965 Ugland had the largest fleet of ore carriers under the Norwegian flag. Ill health forced the retirement of J. M. Ugland during this period and he died on New Year's Day, 1960. His sons then took over the management of the

company with Johan Jorgen Ugland eventually taking full control in 1996, and today the company is known as J. J. Ugland. Other shipping companies operated by family members include J. B. Ugland and L. T. Ugland while Storegra Farm remains in the family managed by Johan Benad Ugland.

During the 1960's there was a huge increase in the number of motor vehicles being transported internationally. Before the purpose built car carrier evolved many bulk carriers were fitted with portable car decks and other ships were radically altered to carry cars. In 1970 Ugland entered into a joint venture with fellow Norwegian shipowner Leif Hoegh under the style Hoegh-Ugland Auto Liners (HUAL) and the following year the consortium bought the three Shaw Savill Line passenger-cargo ships "Akaroa", "Aranda" and "Arawa", all well-known in New Zealand waters, which were rebuilt almost beyond recognition to carry 3,800 vehicles. "Akaroa" was renamed "Akarita", later "Hual Akarita", and much of the conversion work was carried out at Ugland's own A/S Nymo repair facility. The HUAL joint venture ceased in March 2000 when Hoegh bought out the Ugland share-holding. Other companies once part of the Ugland empire include United European Car Carriers (UECC), Western Bulk – whose ships were regular visitors here – and Nordic American Tankers. Canship Ugland Limited, formed in 1997, is a joint venture with another Norwegian shipping company, Knutsen OAS and operates shuttle tankers between Canadian offshore oil fields and St John's, Newfoundland.

Most recent visitor from the present Ugland fleet of tankers and bulk carriers was the "Fermita" mentioned on page 3. With Grimstad in South East Norway still the company's home base "Fermita" came a long way to contribute to a record tonnage in the port of Bluff.



This aerial view of "Fermita" shows virtually empty holds as discharging of her fertiliser cargo nears completion.