

The Bluff

portsider



SOUTH PORT'S PEOPLE – BRUCE JONES, MASTER CYCLIST

In the May 2010 edition of the Portsider Bruce Jones featured on this page as one of South Port's people. On that occasion he was included in his role as tug boatswain, but there is much more to Bruce than just being one of South Port's longest serving staff members. Away from work he is also one of Southland's leading senior cyclists and when Cycling Southland celebrated the year's achievements at its annual prize giving dinner during May Bruce was a leading figure among the recipients.

At the awards ceremony Bruce was named Southland Masters Cyclist of the Year and presented with the Peter Grandiek Cup for 'Overall Contribution to Masters Cycling'. South Port's continuing sponsorship of Saturday road racing was also acknowledged by Cycling Southland CEO Nick Jefferies.

For many years South Port staff living in Invercargill, driving comfortably to and fro each morning and evening, have admired Bruce's stamina and determination as he cycled regularly between his Invercargill home and Bluff as part of a training regime which has included conquering Bluff Hill more than 350 times – professional cyclists in the prestigious Tour of Southland often struggle to do it once. This strenuous training has resulted in Bruce winning five age group national titles and setting three national cycling records during the last two years. He is also prominent in coaching, event management and



Bruce Jones in cycling mode with the Peter Grandiek Cup.

sponsorship, being known in cycling circles as 'The Mayor' for organising social rides. We are delighted that Bruce's achievements have been recognised with this award and look forward to hearing of further accolades in the future.

Bruce also brought news of fellow cyclist and past recipient of South Port's Community Scholarship, Aimee Burns. When Aimee received her scholarship in 2001 she had just enrolled at Otago University and expressed the desire upon graduation to become a Nutritionist and Dietician. She more than fulfilled her ambition becoming a Bachelor of Consumer and Applied Sciences, majoring in Human Nutrition with a Postgraduate Diploma in Dietetics and an MSc in Sports Nutrition. Along with her partner Josh Hall, Aimee is a director of their company Human Performance Consultants and specialises in sports nutrition. Aimee is currently working with Rugby Southland's Stags, the Southland Academy, Netball Southland Academy, the White Ferns and High Performance Sport New Zealand as lead nutritionist for the Under 21 Netball Squad. In between these commitments Aimee finds time in private practice to advise age group athletes and the wider community of Southland. It is always gratifying for South Port to receive news of former scholarship recipients and we congratulate Aimee on her outstanding success.



South Port Scholarship recipient Aimee Burns in action.

Tailwind Events

COVER STORY:

THE CONTAINER HANDLING FLEET

Our cover photo shows the new Reachstacker container handler with some of the South Port fleet of toplifters also in shot. In addition to the Reachstacker South Port has five toplifters, all of forty tonne capacity and so able to handle the largest and heaviest containers passing through the port.



South Port NZ

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The Reachstacker and three of South Port's five toplifters posing for the photographer.

SOUTH PORT'S PEOPLE – THE WIDER MANAGEMENT TEAM



The team: Standing, Geoff Finnerty, Brent Fairweather, Misty Johnson, Blair Cousins, Lara Stevens, Peter Cade, Murray Kelman, Jamie May, Russell Slaughter, Gareth Carson; seated, Mark O'Connor, Joan Sutherland, Marie McNaught and Nigel Gear.

Over recent years South Port senior staff has gathered annually to review the previous twelve months and look forward to the coming twelve months.

These gatherings are used as a brainstorming session where participants are asked to offer ideas

or opportunities that may add value to the business or the way we carry out our activities.

The sessions have been very successful with many of the ideas introduced.

It has also been an opportunity after all the hard work is done

to celebrate our successes along with partners. We would like to assure present and future clients that the gentleman dressed in white is not a member of our management team – although some older team members reckon he does look vaguely familiar.....



Fertiliser imports remained strong throughout the year.

BUCKING THE TREND AGAIN

Once again South Port has bucked the gloom and doom pervading financial commentators predictions with another record year for cargo throughput. This was achieved despite a downturn in production at the New Zealand Aluminium Smelters plant and a reduction in log exports. Increases in sawn timber and woodchips exports plus record petroleum and fertiliser imports more than compensated for these losses and the buoyant dairy sector, aided by resilience in primary produce generally, saw further improvements in cargo volumes. Although the container shipping trades have suffered globally throughput at Bluff has remained constant.

Overall cargo handled amounted to 2.69 million tonnes.



Mr Zhang, General Manager of Shandong Foreign Trade Taifeng on Rex Chapman's right, together with other Shandong Foreign Trade personnel and representatives from the Lumber Division, Shandong Plastics.



Mark O'Connor and Rex Chapman with the black pottery vase presented to South Port by Lanshan Harbour Company, China, on signing of the Technical Co-operation Agreement.



The Linggu Chemical Plant (Coal-to-urea conversion) at Yi Xing.

BLUFF FOR THE C CONNE



Mark O'Connor exchanging the Technical Co-operation Agreement.

Two years ago in the September 2010 edition of 'The Bluff Portsider' (Vol. 30 #3) we devoted a page to the agreement between South Port and NAC Trading Limited to develop a new 10,000 square metre log storage area. At the time we noted that NAC Trading has a close association with the Shandong Foreign Trade Corporation which handles a significant volume of imports in Shandong Province.

Shandong Province is on China's east coast and several major ports are located within the province including Lanshan, the main destination for NAC log exports from Bluff and part of the Rizhao Port Group. During the first five months of this year Lanshan Port handled 1.6 million tonnes of log imports of which over 1 million tonnes were New Zealand radiata.

With Lanshan being such a major destination for New Zealand log exports the relationship between South Port NZ Limited and Lanshan Port Limited was recently formalised through the signing of a Technical Co-operation Agreement.

To facilitate this South Port's Chairman, Rex Chapman, and C.E.O. Mark O'Connor, accompanied by NAC Trading representatives, recently

FOCUS ON CHINA SECTION



Meeting with Mr Liu of Lanshan Harbour Company.

travelled to China where they were joined by senior members of Rizhao Port Group and Lanshan Port management including Shang Jinrui, General Manager of Lanshan Port Limited and Deputy General Manager of Rizhao Port Group, Liu Lei, Vice General Manager of Rizhao Port Group and Lanshan Port Limited, Ma Xianbin, Deputy General Manager of Lanshan Port Limited and Yang Jian, Director of The Office of Rizhao Port Group and Lanshan Port Limited.

Although it is just one of several major ports in Shandong Province a tour of Lanshan Port gave perspective to New Zealand's trading position with China. Major cargoes handled include iron ore, chemicals and petroleum, in addition to logs, with annual throughput in Lanshan Port alone presently some 53 million tonnes and expected to rise to 80 million tonnes over the next three years. Log imports for the current year are anticipated to be some 4 million tonnes and among the ships in port was the "Maple Fortitude", which was discharging logs loaded in Bluff, physical confirmation of the link between Lanshan Port Limited and South Port NZ Limited.



Maple Fortitude sailing from Bluff with logs for Lanshan.



Barbara Zhang of NAC Trading Limited, Rex Chapman, Shang Jinrui of Lanshan Harbour Company and Mark O'Connor at Lanshan Port. In the background the "Maple Fortitude" discharges logs loaded in Bluff.



Mark O'Connor, Rex Chapman and Ma Xianbin, Deputy General Manager of Lanshan Port Company Limited, at an off-port log storage and trading area close to Lanshan Harbour.

IDENTICAL TWINS



The 'Yangtze Classic' loading logs to be followed by



her identical twin 'Yangtze Grace' discharging fertiliser.

Sisters are commonplace, twins are not unusual but identical twins are something of a rarity so to have two pairs of identical twins visiting Bluff within days of each other is not an everyday occurrence. First came the identical twins from China, the "Yangtze Classic" and "Yangtze Grace", both born earlier this year in the Jiangmen Nanyang Shipyard and weighing in at 32,503 deadweight tonnes.

They were followed by a pair of identical twins who, although conceived in Australia, were born in the Tenix Shipbuilding (NZ) Limited facility at Whangarei, so we can rightfully claim them as our own. As identical twins often do the Royal New Zealand Navy's inshore patrol boats "Rotoiti" and "Taupo" stuck close together, following each other into and out of port, and even lying together during their stay.



H.M.N.Z.S. 'Rotoiti' inbound for Bluff leading



her identical twin H.M.N.Z.S. 'Taupo' into port.

BUT WAIT — THERE'S MORE



Another pair of identical twins that have been coming here so regularly we nearly forgot them are the "MSC London", seen inbound at left, and "MSC Sardinia", seen outbound at right, both operating on the MSC Capricorn Service out of Bluff to Australia and South East Asia. And, what is even more, several other sisters, though not identical, share the trade with them.

EXPLORING STEWART ISLAND

Many of those who visit Stewart Island enjoy nothing more than tramping through the wilderness exploring the pristine interior of our third island and discovering 'New Zealand the way it was'.

Greymouth Petroleum was also intent on exploring Stewart Island when it sent a drilling rig and ancillary equipment across Foveaux Strait on the barge "Pataki" towed by the tug "Tiro II". The company was hoping to discover gas deposits in commercial quantities at a drilling site in Horseshoe Bay, north of the main settlement in Halfmoon Bay. If successful this might even provide a 'clean, green' solution to the island's electricity generating dilemma.



South Port's container crane and Reachstacker were used to load the barge 'Pataki'.



'Torea' beached on Ruapuke Island (Photo Paul Taylor.)

'TOREA' TO THE SYNCROLIFT

The presence of the tug "Tiro II" and barge "Pataki" in Bluff at the time of the "Torea's" grounding was fortuitous indeed as the barge with crane aboard proved an ideal platform from which to carry out salvage work. During the early hours of 29 August "Torea" was successfully refloated and "Tiro II" towed her back to Bluff. There she was assisted onto the South Port Syncrolift by the company's work boat "Oreti". Completed in 1940 "Torea" was the first purpose-built oyster boat in Bluff.

'Torea' high and almost dry on the South Port Syncrolift

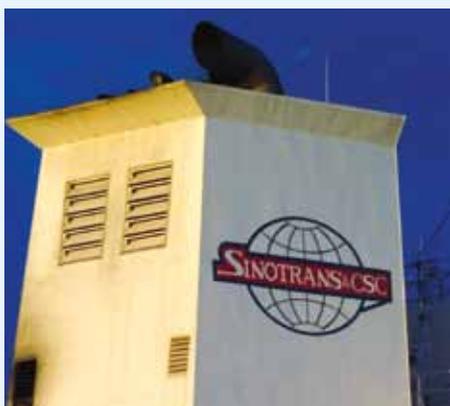


'TAKITIMU' TO THE RESCUE

As she is one of the fastest and most seaworthy vessels in the area whenever there is an emergency involving life and limb in Foveaux Strait the South Port pilot boat "Takitimu" is invariably one of the first sent to assist. So it was on 24 August when the oyster boat "Torea" struck rocks near Ruapuke Island. As she had 23 people on board the potential for tragedy was very real and "Takitimu" was despatched without delay.

Fortunately Foveaux Strait was in a benign mood that day and all aboard "Torea" were returned safe and sound to Bluff by "Takitimu".

SINOTRANS & CSC HOLDINGS COMPANY LIMITED



Sinotrans & CSC colours aboard "Yangtze Grace".

SINOTRANS & CSC Holdings Company Limited was formed in March 2009 through the merging of China National Foreign Trade Transportation Corporation (SINOTRANS) and China Changjiang National Shipping Corporation (CSC). The resulting group, generally known as SINOTRANS & CSC, is a modern corporate entity engaged in world-wide businesses including shipping agency work, ship-building, ship-owning, marine transportation, warehousing and terminal operations and integrated logistic services. Group shipping activities include ship management, dry bulk, oil transportation, container shipping and roll-on/roll-off vessels. It ranks as China's third largest shipping company with 2,000 ships totalling over 18 million deadweight tonnes capacity, has one of China's largest ocean going fleets and is also the country's largest inland shipping group.

Ship-building activity within the Group comprises several facilities including Jinling Shipyard in Nanjing, Qingshan Shipyard and the Yichang yard, all located along the Yangtze River. The largest of these is the Jinling Shipyard with the ability to build ships up to 200,000 tonnes deadweight. It was recently in the news when a memorandum



Multi-purpose cargo ship "Great Immensity" inbound for Bluff.

of understanding was signed with Australian billionaire Clive Palmer to build a replica of the ill-fated "Titanic" that sank on her maiden voyage 100 years ago. Assuming a firm order is placed with the yard it is expected that the "Titanic" will be delivered in 2016 and her maiden voyage will be from Southampton to New York, the originally intended route of the "Titanic" delivered in 1912. Jinling Shipyard was founded in 1952 and has been building for the international market since 1996. Although it has constructed most types of merchant ship the "Titanic" replica will be its first large passenger ship. Qingshan Shipyard in Wuhan is another substantial facility able to build ships up to 50,000 tonnes, while also manufacturing deck machinery, pressure vessels and ZP propellers. Yichang Shipyard specialises in river and inland vessels but also constructs deep sea ships up to 20,000 tonnes. Supporting this ship-building activity is the Chang Jiang Ship Design Institute, one of the largest such organisations in China. In addition to merchant and naval vessels the institute is active in ship and harbour machinery design and

water conservation projects. Overall the SINOTRANS & CSC Group has some 67,000 employees and assets in excess of US\$2.5 billion.

SINOTRANS was founded in 1950 to manage the transport of foreign trade into, out of and within China, hence its full title of China National Foreign Trade Transportation Corporation, with its headquarters in Beijing. Numerous subsidiary companies were formed during the ensuing years covering all aspects of international and internal transport and the combined SINOTRANS & CSC strategic assets within China include twenty ocean ports and inland terminals, fifty-six container handling facilities totalling 1.87 million square metres, 335 warehouses providing a storage area of 3 million square metres and 3,000 trucks and trailer units. Internationally SINOTRANS & CSC has subsidiaries in many countries including Canada, Singapore, Japan, Germany, Great Britain and, closer to home, has a majority shareholding in New Zealand forestry company Wenita.

Prominent among its shipping subsidiaries is Worlder Shipping Limited, established in Hong Kong in 1988 as ship owners, ship managers, crewing agents, ship sale and purchase brokers and all other aspects of fleet management. Several ships managed by this company have visited Bluff including the "Great Motion", "Great Happy" and "Great Immensity". Sinotrans Shipping Limited was incorporated in Hong Kong in January 2003 and since November 2007 has been listed on the Hong Kong Stock Exchange. Ships under its control are a familiar sight in our waters with the "Yangtze Classic" and "Yangtze Grace" the latest ships carrying SINOTRANS & CSC colours to visit the port of Bluff.



After loading a part cargo of logs in Bluff the "Yangtze Classic" passes Tiwai Wharf outbound.