

In brief...

Port makes record profit

The Port of Melbourne made a record A\$48.5 million (US\$37.3 million) profit after tax in 2005-06 from revenue of \$134.7 million, up A\$10.5 million or nine percent. This was despite rising operating expenses, which increased by \$2.3 million to \$90.3 million from 2004-2005.

The after-tax profit figure benefited from several one-off items, including a reduction in income tax due from deductions for research and development expenses, and changes in accounting policies.

Scientific investigations for the port's channel-deepening project and significant investment in landside infrastructure, including wharf rehabilitation, the redevelopment of Victoria Dock and enhancements to port security, contributed to record capital expenditure of over \$80 million.

The port has also invested \$18.5 million to buy nearly 60ha of industrial land in Yarraville.

Centre may control all maritime rescues

Responsibility for inshore maritime rescues could change hands as part of a government shakeup.

The National Rescue Co-ordination Centre operated by Maritime New Zealand is mainly responsible for ocean operations requiring a large-scale coordination of resources, while the police deal mainly with rescues close to shore.

But the Minister for Transport Safety, Harry Duynhoven, said on September 26 that the government was reconsidering the arrangement. One proposal is understood to be that the rescue centre takes responsibility for all maritime rescues. Duynhoven would not confirm if that option was on the table, as a paper on the matter was before the Cabinet, but said the government was keen to clarify who had responsibility for what. Should the RCC also coordinate inshore searches, the police would still be involved in the operations side.

Crew wanted for classic yachts

The Classic Yacht Charitable Trust is seeking honorary crew members to help sail its craft in various events. The trust owns the classic yachts *Waitangi*, *Frances* and *Gloriana*. Those interested and over 16 years old should contact Tony Blake on 021 2295 2758 or email a.d.blake@ezysurf.co.nz

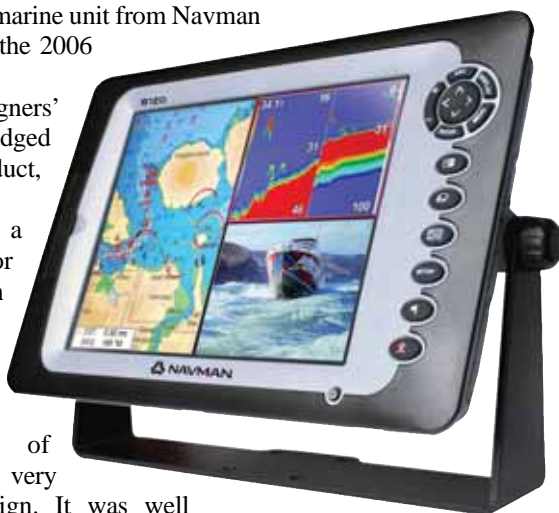
MARINE UNIT SCOOPS DESIGN PRIZE

AN INTEGRATED MULTIFUNCTION marine unit from Navman won the consumer product prize at the 2006 BeST Design Awards on August 25.

The awards, as chosen by the Designers' Institute of New Zealand, were judged according to three criteria - product, spatial (interiors) and graphics.

The Navman 8120 is a multifunctional marine display or data-helm for the serious fisherman and boater that integrates GPS, sonar, fuel management and video functions.

The judges said the product, designed by Andrew Bissett of Formworks Product Design, was a very effective, competent piece of design. It was well manufactured with good attention to detail so that it could survive outdoors and in wet weather. The split screen allowed sailors to watch camera and video shots at the same time. "This product stands up well in the international market."



Maersk keeps New Zealand ports

THE WORLD'S BIGGEST container shipping line, AP Moller-Maersk A/S, said on October 12 that it would not reduce the number of New Zealand ports it would call at, but would restructure services.

The shipping line, which carries around 40 percent of New Zealand's trade, had previously said it was looking to reduce the number of ports it visited from nine to five.

"The decision gives Maersk the opportunity to work with all the key players to plan a 30-year horizon for infrastructure investment that will best serve New Zealand exporters long-term," said Maersk's New Zealand Managing Director, Tony Gibson.

Gibson said direct services to Europe from New Zealand would be replaced by a relay service through its Malaysian hub terminal. The company was still talking with Ports of Auckland and the Port of Tauranga, the two biggest ports in New Zealand, about which services would call at which port.

The two port companies said on October 11 that they were looking at ways of working together, including a possible merger of operations, partly because of the prospect of fewer ship visits.

POAL, the country's biggest container port, handles around 70 percent of imports and 40 percent of exports by value.

Shares in the Port of Tauranga rose four percent on October 12 to a high of \$6.25.

CASH PLEDGED FOR PAUA SCHEME

MARLBOROUGH'S PAUA QUOTA owners and fishermen have pledged about \$90,000 to continue a reseeded project in the Marlborough Sounds.

There are 52 quota holders in Pauamac 7 and the area, which stretches from Kahurangi Point to Clarence, had a total allowable commercial catch rate of 187 tonnes. Paua is worth about \$780,000 annually to the region.

The five-year trial cost \$200,000 and saw more than 100,000 paua seeded in the eastern Cook Strait, outer Queen Charlotte Sound and Tory Channel. The latest survey had shown a 37 percent survival rate of seeded paua after 18 months in the ocean, up from earlier 17 percent, said the Chairman of Pauamac 7, Dave Baker.

"That's really exciting stuff. We need about eight percent to make it financially viable," he said. The paua are bred in land-based hatcheries and use local broodstock and a large number of male and females to breed from, he said.

The reseeded project manager, Gerard Prendeville, said research by the Cawthron Institute had given the industry extensive knowledge on the best reseeded sites, and the optimum seed size and density for seed survival. "The science work done to date is looking extremely positive for the future of reseeded."

Other Pauamacs were using some of the information gained from the Marlborough Sounds surveys in their own reseeded projects.

Dramatic rescue after boat sinks

A CELLPHONE AND FLARES helped rescuers come to the aid of two Nelson fishermen who had to abandon their vessel off the West Coast on August 19.

The owner, Shane Wakelin, and a crew member of the 50 tonne trawler *Challenger II*, were plucked from a liferaft after spending three hours adrift in the dark.

They were about 130km south of Greymouth when the boat began to take on water at about 0100. They initially radioed a distress call and asked for a portable pump, but within minutes the call turned to a mayday and the pair abandoned ship in 2m swells. They watched as the *Challenger II* finally sank at 0345.

Another fishing vessel, the *Amalut Columbia*, was in the area, heard the distress calls and immediately changed course to rescue the pair, said Lindsay Sturt of the Maritime Rescue Co-ordination Centre.

The *Columbia's* captain, Shane Wells, said the two men knew the ship was on her

way to rescue them when they abandoned ship. The centre also dispatched a helicopter from Te Anau with night vision equipment. Sturt said the men kept in touch with rescue authorities from a cellphone in the liferaft.

As the *Columbia* approached at about 0600 the *Challenger* crew fired off two flares, which Wells spotted, guiding the large trawler slowly to the liferaft by the men by using a flashlight. The weather was poor with rain and reasonably high seas. "There was not a lot of wind but possibly a 2m swell, so for a small boat it took a bit of a pounding," Wells said.

The crew were taken on board, where they showered and were given spare clothing. The helicopter winched them off the bow of *Columbia* at about 0700.

Sturt said the two men were suffering from shock, but were otherwise unharmed, and were flown to Hokitika. Maritime New Zealand is investigating the incident.

PROFITS UP AT PORT

SOUTH PORT NEW ZEALAND LTD, which operates the Port of Bluff, boosted tax-paid profit by 26 percent to \$2.45 million in the year ended June 30.

Revenue from port and warehousing operations increased by 10 percent to \$14.8 million. Group surplus before interest expense and taxation increased by 22 percent to \$3.9 million. Earnings per share increased to 9.3 cents per share, bringing the total dividend to 7.75 cents per share.

During the year New Zealand Aluminium Smelters generated the highest ever-annual volume of import-export cargo through Bluff, with almost 1.15 million tonnes of product transferred across the Tiwai berth, which the port leases to NZAS.

Cargo volumes of 2.1 million tonnes exceeded the previous year, with encouraging trends in the export of logs, wood chips and processed forestry products, said the Chairman, John Harrington.

Other highlights included the launch of the new \$1.3m pilot boat *Takitimu*, as featured in the last issue of *Professional Skipper*.

South Port remained committed to establishing a coastal container feeder service, said the Chief Executive, Mark O'Connor. "Yet a more extensive coastal network will only develop when the large shipping companies that dominate the New Zealand market determine such a development is helpful to their operating cost structures."

Kaikoura reserve extended

A TEMPORARY MARINE RESERVE in Kaikoura is set to continue for another two years to allow for further recovery and research to be done, with approval of the locals.

The reserve, or rahui, was established four years ago between the Old Wharf and New Wharf in Kaikoura in response to concerns over the declining numbers of crayfish, paua and fish.

The community had supported the concept and the area was recovering remarkably well, the Chairman of the Kaikoura Coastal Guardians, Maurice Manawatu, said on September 4.

"A lot of the divers have been going out and having a look. It is like an oasis in the middle of a desert," he said. The concern was that once the fishing ban was lifted, people would swoop on the area because of its excellent stocks.

The area chosen for the rahui had been a no-man's land, but crayfish pots were now scattered around the perimeter. Residential houses overlook the rahui, so poaching was not a problem.

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