

# Flinders *Re*Port

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Welcome to Edition 9 of the Flinders RePort, the quarterly newsletter from Flinders Ports.

The Flinders RePort will continue to provide a means of informing our various interest groups about current activities in and around the ports of South Australia.

Feedback or issues arising from any articles appearing in the newsletter should be addressed to;

[flindersreport@flindersports.com.au](mailto:flindersreport@flindersports.com.au)



Vincent Tremaine CEO

## Message from the CEO

**The dredging of the Outer Harbor channel to 14.2 metres is closer to being undertaken, with the Premier recently announcing the State Government's major infrastructure plan costing more than \$300 million. At the heart of this program, is a \$55 million plan to further deepen the Outer Harbor Channel from 12.2 metres to 14.2 metres.**

The business case is being developed and the Government is now finalising arrangements on the proportion of public and private funding.

While Flinders Ports praised the State Government's announcement, we have continued to push for a

specific financial contribution from the Government.

We are hopeful that financial commitment will be made available in the very near future, following a Government consultants report into funding options.

Flinders Ports is ready to contribute \$20 million to the project. With Government financial commitment, we could finish the project a year ahead of planned.

As a state, we may already be losing trade to other Australian ports due to the channel's restrictive depth.

Geotechnical and all other specialist studies associated with the dredging have been completed and are being incorporated into the environmental report which will accompany the Development Application to be submitted in June.

Detailed briefings to Government Agencies have now been conducted over the past six weeks with broader consultation with the public to commence in June after completion of the environmental report.

The consultants report on funding options for the project is due to be completed in the next month.

Subject to a satisfactory outcome on funding of the project and achievement of statutory approvals, Flinders Ports expects the channel to be deepened to 14.2 metres by December 2005.

In this edition of the Flinders RePort we provide an update on port security, we introduce you to Stewart Lammin, our General Manager Business Development and we profile our regional port of Port Pirie.

As of the 1st July 2004 photo identification security access cards will be required by all port users to access the Port of Adelaide. Please refer to our website for further information.

[www.flindersports.com.au](http://www.flindersports.com.au)

Your assistance is required to ensure that there are minimal disruptions to port users accessing the Port of Adelaide during the transition to photo identification security access cards.

Vincent Tremaine  
CEO



Providing Shipping Solutions. Redefining Port Service.

PORT ADELAIDE | PORT LINCOLN | PORT PIRIE | WALLAROO | THEVENARD | PORT GILES | KLEIN POINT

## Introducing Stewart Lammin



Stewart Lammin

Stewart Lammin joined Flinders Ports in February as the General Manager Business Development. Stewart was previously employed with Columbus Line Australia Pty Ltd (now Hamburg Sud) as the State Manager Victoria and Tasmania, where he was responsible for the leadership and overall management of the Victorian office.

Stewart brings valuable knowledge and experience to the role, having been employed within the shipping industry for some 24 years, with the majority of this time spent working with Columbus Line Australia Pty Ltd in various positions ranging from Sales and Marketing Manager to State Manager Queensland and the most recent, State Manager Victoria and Tasmania.

Stewart has his Masters in Business Administration (MBA) and holds a graduate certificate in Management.

Stewart is married with 5 children and enjoys reading, music and all sports.

Stewart can be contacted on 08 8447 0627, or email [lammin.stewart@flindersports.com.au](mailto:lammin.stewart@flindersports.com.au)

## Port Security Update

### Maritime Security Plans

All Risk assessments, Risk Treatment Plans and Maritime Security Plans for the ports of Port Adelaide, Port Giles, Port Lincoln, Port Pirie, Wallaroo and Thevenard have been submitted to the Department of Transport and Regional Services (DoTaRS) on the 1st of March 04 for their approval. Klein Point is exempt from these requirements as international shipping does not visit this port. Flinders Ports has been in constant communication with DoTaRS and hopes to have the plans approved shortly. All South Australian ports are at a Security Level of "Level 1".

### Access to the Port User

At present infrastructure upgrades are being undertaken at most of the Flinders Ports facilities. These include electronic gates. Details of the upgrade program can be accessed from the Flinders Ports website. The electronic gates are being put into place to comply with the new Commonwealth Maritime Security Act and they will assist Flinders Ports to monitor the presence of people within the port area. A new process is being developed to ensure that port users that have legitimate business in the port are issued with access cards. If for any reason the Commonwealth Government increases the security

level, added precautions will be taken to ensure the safety of the port and the port users.

**Photo identification security access cards will be required by all port users to access the Port of Adelaide as from the 1st July 2004. PIN numbers will no longer be used.**

If you require a security access card, please refer to our website [www.flindersports.com.au](http://www.flindersports.com.au).

## New Grain Wharf and Associated Dredging Project

The first stage of earthworks for the new grain wharf and associated dredging project has now been completed by Bardavcol in preparing land adjacent to the new berth to receive dredged spoil.

The dredging contractor, Boscalis, has commenced construction of a temporary wharf to enable the unloading of barges filled with dredged material from the new grain berth.

Boscalis will commence dredging operations with their backhoe dredge "Storken" next month after the dredge completes a maintenance dredging operation in Port Melbourne.

Tenders have been called for the construction of the new grain wharf with the contract award planned for the end of June.

With the development of a new deep sea grain berth at Outer Harbor, as well as the dredging of the Outer Harbor channel,

South Australian farmers will benefit from significant savings in sea freight costs, with the berth enabling the loading of larger Panamax sized vessels.

This, as well as the upgrade works at Wallaroo and Port Giles will ensure that the South Australian grain industry remains competitive in the world market.



## Port Adelaide Dredging Project

Work has commenced on the maintenance dredging of several berths and sections of the shipping channel at Port Adelaide. The cutter suction dredge "Kikilu", owned and operated by Hall Contracting of Queensland is undertaking the dredging.

The dredge has been mobilised to South Australia to undertake capital deepening of the berth at Port Giles, as part of the mandatory capital works program.

Flinders Ports has taken advantage of this situation and engaged Hall Contracting to also undertake the Port Adelaide maintenance dredging, some of which has been carried out.

To date, dredging of most of the Outer Harbor Swinging Basin and some of the Outer Harbor Berths has been completed. Dredged material from the Outer Harbor Swinging Basin has been used to fill



Dredging at Outer Harbor Berth 7

a gap in the northern revetment mound, thus eliminating the risk of "wash away" of this section of the mound during forthcoming winter storms.

The dredge has now relocated to Port Giles, and will return to Port Adelaide at the end of the Port Giles project, scheduled for September 2004, to complete the remaining dredging works.

When the dredge returns to Port Adelaide after completion of the Port Giles deepening project, it will complete maintenance dredging of all of the Outer Harbor berths, sections of the Outer Harbor channel and a number of Inner Harbour berths.

For further information about the dredging project please contact Lindsay Pitcher, 08 8447 0637 or [pitcher.lindsay@flindersports.com.au](mailto:pitcher.lindsay@flindersports.com.au)

## Regional Project Update

The contractor has now completed the upgrading of the fendering on all six dolphins at Port Giles and has been granted practical completion.

The reclamation pond construction work is complete with practical completion granted to the contractor, Adelaide Civil.

The dredging contractor, Hall Contracting, has now mobilised his cutter suction dredge to Port Giles and has commenced capital dredging of the channel and berth box to accommodate deep draft Panamax vessels. The work is expected to be completed by October 2004.



Divers preparing to remove debris from under the wharf prior to dredging



Completed reclamation pond prior to the commencement of dredging



Under wharf steel debris being lifted out by crane

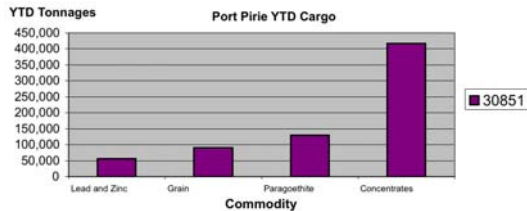
## Regional Port Profile



# Port Pirie

Port Pirie, situated 223km north of Adelaide has a population of over 16,000.

The diverse nature of the region lends itself to a wide cross section of economic, social and sporting activities and lifestyle opportunities for residents, tourists and business interests. The city area of Port Pirie is a commercial centre and port, with an industrial history centered on Pasmaenco, the world's largest lead smelter. The region is also rich in agricultural contributions to the State and National gross national product.



Ray represents Flinders Ports on the Mid North Regional Disaster Committee and is also the local Flinders Ports OH&S Representative. He is an Officer in the RAN Reserve and is involved with the Port Pirie community as a member of the Port Germein CFS as well as being a member of the Port Pirie Legacy Club.

Pasmaenco Pty Ltd operates one of the largest smelters in the world, exporting large quantities of zinc concentrates and lead. Other exports include grains and seeds, with principal imports comprising minerals, coal and ores.

During 2002/2003, 1.03 million tonnes of cargo was moved through Port Pirie.

There are five permanent employees based at Port Pirie.

Of those five permanent employees, two are Marine Pilots, one being Ray Partington and the other Moin Ahmad.

Ray and Moin both pilot ships in and out of Port Pirie, as well as at Port Bonython and Whyalla. They liaise with agents to determine ship sailing times and sailing drafts which are affected by the tides and they provide advice on assorted marine related issues as required.

Ray lives at Port Germein and enjoys playing the bagpipes with the Celtic Bear (a Port Pirie based pipe band).

Moin lives in Port Pirie with his wife and two children.

Bob Tasanen is the Operations Supervisor who organises shipping movements in and out of Port Pirie and Wallaroo via the ships agents request including the ordering and supervision of the casual mooring personnel.

Bob liaises with agents, contractors and related organisations as necessary to oversee the safe and efficient operation of the port.

From time to time, Bob assists with managing mooring operations at Port Bonython.

Roger Dahlenburg and Michael Breed are the Pilot Launch Coxswains and are responsible for maintaining the pilot vessels "Capt. GS Bergland" and "Orana" at Port Pirie and Wallaroo.

They are responsible for ensuring the Pilot is safely embarked and disembarked from ships at Port Pirie, Port Bonython, Wallaroo and occasionally Whyalla as well as maintaining navigation aids into Port Pirie and Wallaroo.



*Captain Ray Partington*



*Captain Moin Ahmad*



*Bob Tasanen*



*Roger Dahlenburg*



*Mick Breed*

## Flinders Ports Ironman

Flinders Ports CEO Vincent Tremaine recently completed the Ironman Australian Triathlon in Forster-Tuncurry, New South Wales where he finished 693 out of 1478 participants.

Vincent finished the 3.8km swim, 180km bike ride and 42.2km run in 11 hours 20 minutes – well under his own 12 hour prediction.

His training for this gruelling event was made harder when he was knocked off his bike travelling about 40km/h on Henley Beach Road on his way home from a 60km loop through the hills.



## Tahitian ferry visits Port Lincoln

The “Aremiti 5”, a large and luxurious passenger ferry, stopped at Port Lincoln recently for refuelling on its way to Tahiti.

Worth around \$50 million, and 56 metres in length, the “Aremiti 5” was built in Austral Shipyards in Western Australia for Tahitian ferry company Bora Bora cruises.

The ferry can transport several hundred passengers and 30 cars, and features plush seating, plasma-screen televisions and other luxurious appointments.

The “Aremiti 5” will spend its days taking tourists between the islands of Morea, Papeete and Bora Bora.



## In the Port Community ...



The 2004 International Freight Charity Ball was held in March, in which Flinders Ports was proud to be a major sponsor. The Ball was held to raise funds for the 4th Floor of the Women's and Children's Hospital. The event was held at the Hyatt Hotel and a great night was had by all those who attended.

Door prizes, raffle tickets and auctions were held during the night to raise funds.

The evening raised \$6,000 which was presented to the Women's and Children's Hospital at a presentation held at the Hospital in March.

The South Australian Farmers Federation Grains Council Annual General Meeting was held during March at the Plant Research Centre, Urrbrae. Flinders Ports was proud to be a sponsor of this event.

## Port Personalities

5 mins with...  
Greg Burk,  
Inchcape Shipping  
Services Pty Ltd



Greg Burk

### *Where and when did your career begin?*

My career began in Port Adelaide on 10th June 1974 when I applied for a position with Patrick Agencies as an Accounts Clerk and was employed by the then manager Mr. Cliff Howard. The office was upstairs in the Frickers building at 15 Divett Street and at that time all accounts and ledgers were hand written, with the most advanced piece of office equipment we had being a "Fordigraph" machine which printed multiple copies from a typed stencil. The first thing done each morning was to "shoo" the pigeons from the storeroom and toilets.

### *How long have you been with Inchcape Shipping?*

I'm coming up for 30 years continuous company service on 10th June 2004, however it has not always been under the Inchcape Banner. When I started, our company was called Patrick Agencies and in 1980 our parent company, Howard Smith Ltd. took 100% ownership and merged us with their Howard Smith and R.W. Miller & Co offices to form one main office. Then in 1990, another merger took place where we merged with H.C. Sleigh to become Patrick Sleigh Shipping Agencies. In October 1998, international shipping agency Inchcape Shipping Services Pty. Ltd. bought us from Howard Smith to complete their global agency network.

### *What are the positive aspects that have kept you within the industry for so long?*

Two of the major positive aspects have been being able to work in Port Adelaide for the whole time and the people I have worked with during that time.

Port Adelaide is a close knit community where friendships are forged with everyone regardless of who works for who. There is a sense of "community" within the shipping fraternity where everyone helps everyone else to some degree and we leave our Head Offices to compete in the higher stakes business world.

I have worked with very good people both within and outside our company and as a result of that I have formed lifetime friendships. It is testament to the calibre of these people I have worked with, such as my current colleagues Geoff Watson (30 years) and Barry Poole (25 years), that after all this time we can still sit down at the end of each week and have a beer as friends despite having spent more time with each other than with our families over the years.

### *What has been a career highlight for you?*

There have been several highlights over the past 30 years. One was working in a relieving capacity in our Fremantle office for the two weeks in 1987 when Australia was defending the Americas Cup there. Then there was a three week overseas trip to Singapore and the

Middle East in 2000 to visit various clients in several countries. But on a personal note, probably being appointed as S.A. State Manager and then being given the task of managing Inchcape in Australia's biggest account on a National basis was something that endorsed my position within our organisation as far as our new owners, Inchcape Shipping Services Pty. Ltd. were concerned.

### *What are some of the major changes you have seen in the industry over the years?*

There have been many changes. There has been a dramatic reduction in the waterfront workforce in the past thirty years which in turn has meant that the hustle and bustle of the port in general has been seriously effected.

From a ship's agent point of view, I consider that the biggest change has been in technology and communication. Basically over the years ships have gotten bigger and more efficient however changes in technology and communication has by far outstripped all other changes. In 1974 most communication with ships and principals was by telex and documentation was prepared by hand or typed and sent by airmail which took days or a week to arrive. Today we have laptops and PCs, mobile telephones, facsimiles, satellite communication, E-mail and everything is virtually instantaneous. The agent's office is now completely portable and he can operate from anywhere at any

time. Such advances in technology and communication has also resulted in office manpower being drastically reduced.

### ***What do you foresee for the future of bulk shipping in South Australia?***

Bulk shipping in South Australia will always play an important part for the state and country. Australia is an island continent which relies heavily on its agricultural and mineral exports. South Australia is a major grain and pulses producer for export as well as producing huge volumes of gypsum for shipping interstate and overseas. Hand in hand with producing grain and

pulses goes the import of substantial quantities of bulk fertilisers. There is no other efficient way to handle such volumes of cargo other than with bulk vessels. With the proposed Outer Harbour Grain Terminal and the upgrade to Port Giles and Wallaroo, the state will be well positioned to handle all size bulk vessels across all of the major grain producing areas. Despite the changes in ship size and efficiency, there is always going to be major bulk shipping activity in this state.

### ***What do you like to do outside of work?***

I like to be active and keep myself

occupied. My three daughters have grown up and my wife and I go to watch "The Power" play whenever we can. I like to play golf however because of work commitments I only get to play on Saturdays if I am lucky and my expectations far outweigh my ability. I am currently Captain of The Riverside Golf Club and any spare time I may have had is now well and truly taken up with that role.

### ***What's next for Greg Burk?***

Who knows? I don't even know myself. I've spent the last 30 years working in Port Adelaide thinking "what's next for Greg Burk?" and have been totally happy and

content doing so. I do set myself achievable goals and basically deal with whatever happens along the way. I am a believer in fate, things happen for a reason. So whatever is in store for me will be waiting for me when I get there.

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## **Port Statistics**

*Trade statistics are currently published in a monthly report format accessible through the Flinders Ports website at;*

[www.flindersports.com.au](http://www.flindersports.com.au)

*- Port Statistics*

*Reports are published in both a Microsoft Excel spreadsheet format and in a portable document format (pdf).*

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