

The Daily Telegraph

Thursday, January 29, 1981

PORT OPEN DAY



Welcome . . .
to the
Hawke's Bay Harbour Board
PORT OPEN DAY
at the Breakwater Harbour
Sunday, February 1st, 1981.
Gates open from 12.30pm to 5pm

The full programme is shown on pages 16-17

★ *NOTE: There will be very limited parking in the wharf area*

HALF A CENTURY OF PROGRESS ON SHOW

Open Day at the Port of Napier on Sunday is presented by the Hawke's Bay Harbour Board as its participation in the commemoration of the Hawke's Bay earthquake 50 years ago and in recognition of what has been achieved by the people of the province since the disaster of February 3, 1931.

Open Day pays tribute not only to the naval and merchant ships who were first to the rescue, but also the many departments, organisations and interests — and the people themselves — who rolled up their sleeves and rebuilt the harbour, the towns and villages and their services to create the new foundations on which the Hawke's Bay province of today has been developed.

So the Hawke's Bay Harbour Board at Sunday's Open Day at the port — the first for three years — is not only showing what it has achieved in the last 50 years but is also acting as host to many others doing the same thing on this special occasion.

And it all adds up to an interesting, educational and inspiring event for the people of the province and their summertime visitors. And with no charge, the price is right!

Navy's involvement

Of special interest, of course, will be the navy's participation. Probably for the first time, six naval ships will be berthed together at the Port of Napier. They are HMNZS Otago, Hawea, Rotoiti, Tarapunga and Takapu and the Australian frigate HMAS Vampire.

With a substantial line-up of merchant ships in port and the "Spirit of Adventure" berthed at Ahuriri and most of them open to public inspection the emphasis will be on shipping and the public given a unique opportunity to have a good look over these vessels.

But ashore, all the other operations and facets which make up a modern port are on display with impressive animated demonstrations at various parts of the harbour during the whole afternoon.

The harbour board's fleet of mobile equipment of all kinds will be going through its paces for the public

with demonstrations of all the many and varied cargo-handling techniques. Supporting these will be the NZ Railways, the Hawke's Bay region of the NZ Road Transport Association and other organisations involved with cargo.

Some of the huge cargo sheds will accommodate a wealth of static and animated displays including model boats, model trucks, a harbour model, ship models, historical and modern photograph displays, Flying Fifteen and other yachts on display, boat building display by an Auckland expert, forest products display, displays of equipment, radios, safety gear etc by suppliers to the board and a bookstall with the last of the board's centennial publication "Port and People" on sale.

Of special interest will be displays by the NZ Navy's hydrographic section, East Coast Farmers Fertiliser Ltd and Carter Oji Kokusaku Pan Pacific — the port's biggest importers and exporters.

The installations of NZ Cement Holdings and NZ Portside Storage will be open for inspection.

Three bands

Open Day will not be without its musical accompaniment. Three bands will be in session during the afternoon led by the ever-popular band of the Royal New Zealand Navy playing alongside Otago and the Napier City Band and Napier Pipe Band making a welcome contribution to the musical programme.

Then there are a host of other activities such as the Hawke's Bay Game Fishing Club's display outside No. 3 shed with their radio control headquarters established there for the day and boats bringing in fish at the west jetty to be weighed for the biggest fish and "most for Marineland" contests.

There's the fire brigade showing off the "Jaws of Life" and "wall of water", a Customs Department drug detection dog showing how its done, a Tae Kwon Do demonstration by YMCA members, the HB Amateur Radio shack in communication with other parts of the country and the outside world, a rescue from the top of a cement silo by the New Zealand Red Cross disaster relief team from Wellington, a display of an electronic manikin and rescue breathing by the

watersiders' branch of the St John Ambulance, and a "Fisherama" fishing contest for children by the Harbour Board Social Club.

Fire fighting display

The harbour basin will see exciting water skiing, barefoot and trick, by the HB Water Ski Club and sailing races presented by the Napier Sailing Club. And the board's tug "Maungatea" will present a fire fighting display in conjunction with the Napier fire brigade.

Subject to the weather, the breakwater mole will be open to the public and a stroll along there will give a unique view of the harbour and the city and certainly be a nostalgic experience for older residents of the city.

And for the public's convenience the Marineland train will run throughout the afternoon on a "see the port" circuit and the Waterfront Industries Commission building will be open for afternoon teas etc during the afternoon.

Ice cream and soft drink stalls will be manned by the board's social club. Information booth, lost children booth, first aid room, police office, traffic office and rescue boat on patrol will cope with any emergencies.

Gates open at 12.30pm and close at 5pm . . . after what promises to be a memorable day.

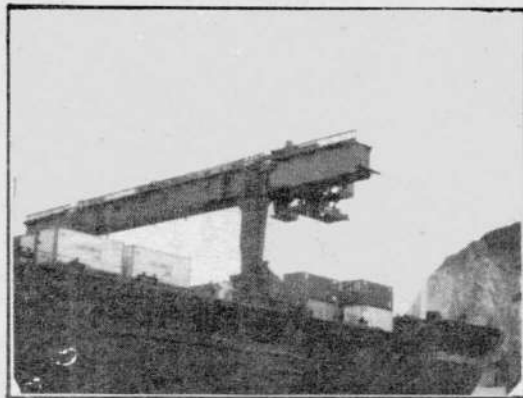
Did you know that . . . ?

Last year the Hawke's Bay Harbour Board paid \$2,827,956 in wages to its employees. They include administrators, accountants, harbour pilots, tugmasters, launchmasters, boatmen, watchmen, marine engineers, civil engineers, engineering assistants, plumbers, electricians, carpenters, fitters and turners, mechanics, welders, blacksmith, heavy plant drivers, storemen, clerks, typists, riggers, painters, computer operators, farm manager, shepherds, farm hands, industrial relations officer, purchasing officer, panel beater, trades apprentices, wharfingers, traffic officer, security officers, cleaners, labourers and sandblasters.

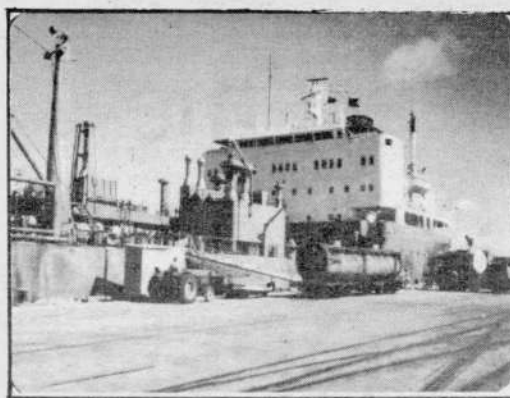
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Chairman: Come and see what has been achieved

Hawke's Bay Harbour Board chairman, Mr Jack Tucker, in extending a warm welcome on behalf of the board to the people of Hawke's Bay and visitors to attend Port Open Day on Sunday, says people will see "first hand" the progress made in the last few years.

Staff members, says Mr Tucker, have organised a most interesting and informative programme, providing a unique opportunity to observe the operations of the Port of Napier and to see displays by companies and Government departments associated with the board.

The board, he says, has undertaken considerable capital development in the port area, aimed at increasing efficiency and staying ahead of changing cargo handling methods and trends.

Since the port was last on view to the public, a number of projects had been completed, materially assisting establishment of new trades and extension of others.

Dredging of the harbour was undertaken over a 12 month period, increasing the working draft to 10.4 metres. The

result had been a number of much larger vessels using the port, providing for discharge or loading of greater quantities of cargo per ship visit, with all associated benefits resulting from this increased efficiency.

Reclamation

Spoil from dredging was used to reclaim land in the Kirkpatrick Wharf area where a multi-purpose berth had been completed, especially suited to roll on roll off and cellular container vessels.

With provision of a 3000 square metre shed for packing and unpacking containers, power points for storage of up to 240 refrigerated containers, large paved areas for pre-assembly of containers and investment in specialised handling equipment, the Port of Napier had met the challenge of providing for a container concept. As a result of these developments, the port had attracted regular container shipping services to Europe, Japan, South East Asia and the Pacific Islands.

"Our planning," says Mr Tucker, has allowed for expansion to these facilities to provide for

anticipated increase in containerised and unitised traffic, and work is in progress to complete extension of Kirkpatrick Wharf and associated reclamation work.

"A further 10ha of unpaved land is adjacent to Kirkpatrick Wharf for future use as and when required, giving us considerable flexibility to cater for new and expanded container trades, at short notice", he said.

On the eastern side of the harbour, on the Higgins Wharf area, the public would also see new projects undertaken since February 1978.

The winning of the contract by the Hawke's Bay Harbour Board to handle wood-pulp from Winstones mill at Karioi, required the board to provide a new storage shed of 6300 square metres, which was completed during the middle of last year.

Exports of wood pulp and timber have increased since last Port Open Day by 65,804 tonnes, bringing total exports for those commodities to 341,350 tonnes last year.

Imports of fertilisers and fertiliser ingredients were an important

feature of Napier's trade, and work was due to start shortly on building a shed with a capacity to store a maximum of 34,000 cubic metres of the product.

The new building would be situated north of the existing rock



MR TUCKER

phosphate shed, and would be linked to the same intake system. The board, having provided the equipment and facilities, had been fully supported by its own staff and waterside workers whose skills and expertise had created an overall efficiency and productivity rate second to none.

The positive attitude

demonstrated by the board's workforce had helped develop the excellent reputation the Port of Napier enjoyed both in New Zealand and overseas, enabling the board to continue its trade promotion programme with confidence in the knowledge that it had a high quality product and service to market.

For the future, Mr Tucker sees that forest-based products would provide the board with the greatest increase in tonnage to be handled through the Port of Napier in the next decade, with predictions of a four fold increase in production from this region in that time.

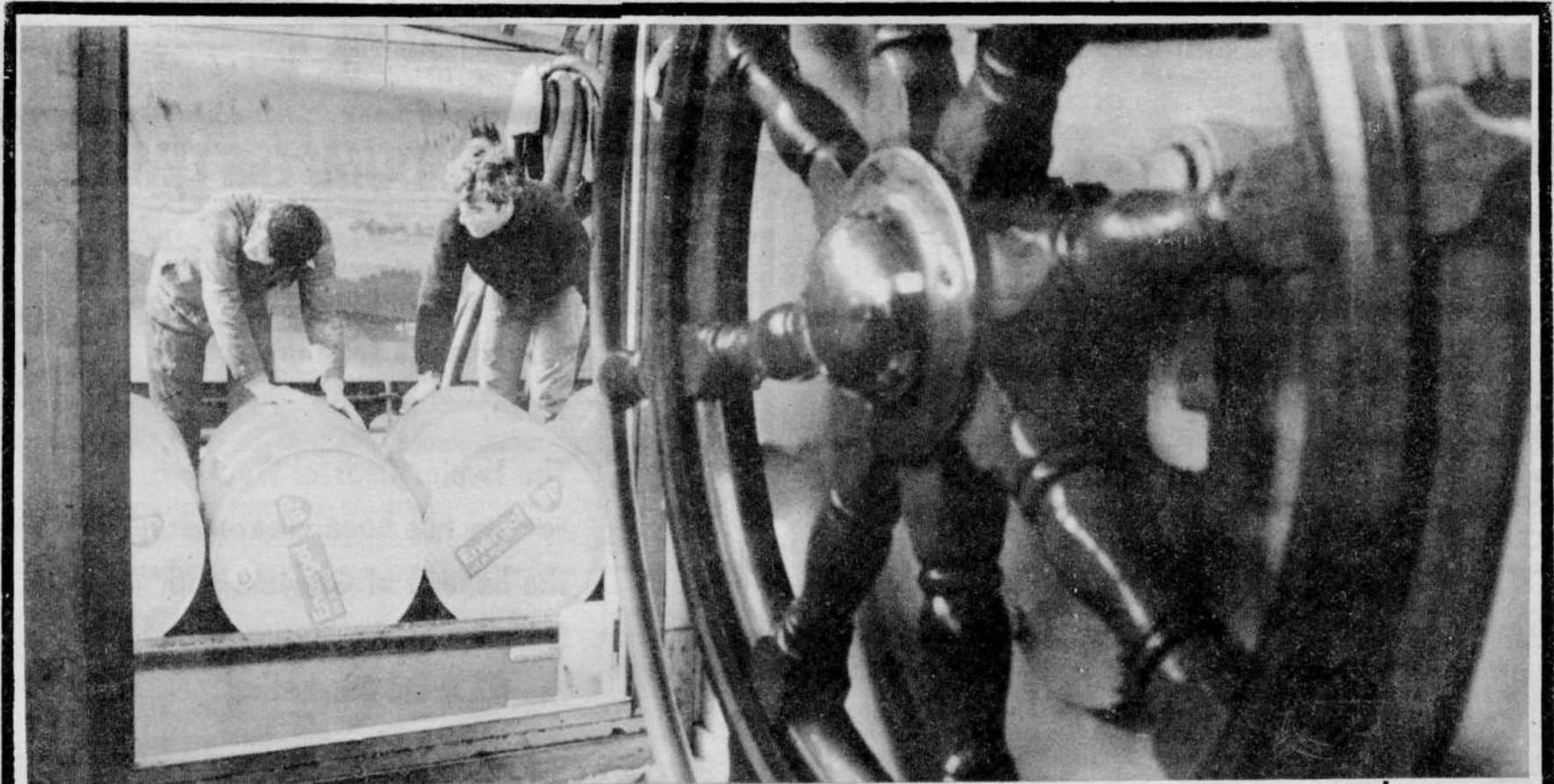
"The Hawke's Bay Harbour Board, conscious of the need to stay ahead of future requirements, was recently granted approval by the New Zealand Ports Authority to proceed with a reclamation of 1.3ha to the north of Higgins Wharf. This work, which will commence shortly, is the first stage in the planned construction of a 5.6ha reclamation and 300m wharf," says Mr Tucker.

Other general works completed include the building by the board of a new mechanics workshop, and a tallow storage complex, erected by NZ Portside Storage Limited, with direct load out pipelines to two berths.

With increasing quantities of meat and wool being shipped conventionally to Iraq, Iran, Russia and China, larger quantities of the Hawke's Bay fruit crop available for export, and the expansion of forestry exports, a bright future is ahead of the Port of Napier. In addition, the trend of losing traditional cargoes to the main container ports, had been reversed.

The increasing cost of internal transport continued to erode any benefit of centralisation of cargo to the container terminals making the Port of Napier more attractive day by day as the main outlet for exports generated from the region.

"This coupled with the efficiency of our labour force and the excellent facilities we have developed, gives us a reason for optimism", adds the chairman.



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CAPTAIN GEORGE Gunn (left) with his deputy, **Captain John Hazell**.

Harbourmaster pulls the stroke oar

In overall control of the running of the harbour at the Port of Napier is Harbourmaster George Gunn who has far-reaching legal powers to enable him to carry out his duties.

Assisting him in his administration and standing in for him in his absence are his deputy, Captain John Hazell, and pilots Captains Jan Raudon and Brian Andrews.

The pilots are really the "front line" of the Harbour Board as they are the first and last contact a visiting ship's captain and crew have with the port.

First impressions of the port are very important as Captain Andrews pointed out. He said the pilots often deliver mail and business papers to a ship approaching port. This enables the master of the ship to acquaint himself with the intended running and working of the ship before the agent boards when the vessel has berthed.

The pilot's primary duty is to safely conduct the ship in to or out of the harbour in all weather and winds, daylight or dark. He is a highly qualified and proficient

man capable of making instant decisions.

Captain Andrews said many people were under the misconception a pilot drives a tug or a pilot boat. To enlighten those people, he said the pilot boat "Tautane", skippered by Malcolm Richards and assisted by Ray Nutt, was the pilot's means of conveyance from shore to ship or vice versa. The tugs assisted the pilot to manoeuvre the ship, under his direction, from the bridge of the ship.

The most dangerous part of a pilot's job is when he has to jump from the deck of the tossing pilot boat on to a rope ladder suspended over the side of a rolling ship. Timing is of the optimum, and once on the ladder, the pilot has a long climb (up to nine metres) to the deck of the ship.

This would be akin to climbing from Emerson Street to the top of the Manchester Unity Building if one could imagine that building rolling up to 20 degrees each way.

Once on the bridge of the ship and the formalities completed, the pilot proceeds to

bring the vessel into port by directing, through the ship's captain, the helmsman and officer at the engine controls.

Once inside the breakwater the pilot directs the tugs by portable VHF radio as necessary. In this respect, the pilots have the assistance of one of the most powerful tugs in New Zealand, the 32-tonne bollard pull "Maungatea" and the smaller "Mahia".

There are three tugmasters at the Port of Napier, Captains Bob Sands, John Milne and Mike Bishop and three tug engineers, Bill Skilton, Rick Melhuish and Brian Wrathall. Once alongside the berth, the ship is moored by the bosun, Harry Hogg, and his able mooring staff.

Ships are generally berthed or sailed between 4.30am and midnight and every effort is made to have ships alongside for the start of the watersiders' working day which is from 7am to 11pm, although shifts are also worked.

As in most ports of the world today, pilotage is compulsory and only two cement ships are exempt from pilotage.

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TIME RUNNING OUT

Only very limited supplies of its centennial history, "Port And People" by H. K. Stevenson, are held by the Hawke's Bay Harbour Board, and Open Day at the port could well be the final opportunity for people to obtain a copy of this extremely valuable and popular publication. "Port And People" is a

limited edition and there will be no reprint. This, of course, makes it a valuable book. But apart from that, "Port And People" is a particularly well-presented and produced handsome volume which would grace anybody's bookshelf and is a lavishly-illustrated fascinating account of the colourful

development of the Port of Napier.

"Port And People" will be on sale at Open Day at a specially reduced price for the occasion and those wanting a copy should make sure of obtaining one on what promises to be the last opportunity. Author H. K. (Jock) Stevenson will be on hand to autograph copies during the day.

Protecting future of our forests

Timber insects and diseases arriving in New Zealand from overseas in various types of cargo pose a constant potential threat to the health of New Zealand's forests and some could seriously damage wooden buildings and other timber structures.

With forest products — pulp and sawn timber — representing the Port of Napier's biggest export item, protection of the forests from insects and disease and continuation of supply is of pre-eminent importance and

emphasises the vital role played by the Forest Service senior timber inspector at the Port of Napier, Mr Jim Cross.

To give perspective to this threat, it must be realised these forests, which are a continually renewable resource, are playing an increasingly important role in the economy of New Zealand. The trees, particularly of the exotic varieties and predominantly Pinus Radiata, provide the raw material for many diverse industries, such as logging, sawmilling, pulp and paper manufacture, timber treatment, construction and a host of manufacturing industries. Particularly important, is the fact a growing percentage of the products from these industries are being exported.

To combat this possible threat to NZ's forests and timber industries, the Forest Service has strict quarantine regulations which provide for inspection of all imported forest produce and quarantine treatment of any material carrying, or suspected of carrying, harmful insects or fungi.

Specialist training

The Forest Service employs just over 40 quarantine officers, known as timber inspectors, around the country to carry out this inspection work. Using their specialist training and knowledge they inspect imported cargo in such places as ships holds, wharf sheds, container terminals and de-vanning depots, airport cargo sheds, bonded stores, post offices, importers' warehouses and any other place where imported wood packing may be found.

Items which come under the timber inspectors' scrutiny include imported cases, crates, pallets, sawn timber, peeler logs, ships dunnage, poles, cable drums, wooden carvings and shipping containers, by no means an exhaustive list. The inspector checks the wood for frass (or dust) pushed out by tunnelling insects, insect holes, termite runways or galleries, signs of decay fungi and for bark, which

is known to harbour many types of serious timber pests.

When an item or line of cargo is found to be harbouring overseas pests or fungi the timber inspector arranges for its segregation and quarantine treatment, often by fumigation, burning or other suitable treatment appropriate to the particular item, thereby removing the risk of an unwanted pest becoming established in our forests.

The last decade has seen a growing trend in importing cargo in shipping containers which has presented new problems for timber inspectors. While the overall use of timber packing has declined, it has become more difficult to inspect as some containers are 40 feet long and when the doors are opened the inspector may find the container packed so tight with cargo that a thorough inspection is very difficult.

Inspection

Quarantine regulations in New Zealand specify that all forest produce must be inspected by a quarantine officer before export and as timber and timber products for export comprise approximately 25 per cent of the total trade volume for the port of Napier inspection and clearance of this material is an important part of Jim Cross' duties.

The bulk of these wood exports comprises sawn timber and sawlogs. Sawn timber is inspected at the producing mills and again on the wharf, to detect prohibited bark, signs of insect and fungal attack and to check various other export requirements.

Two insects which have previously established themselves in New Zealand, Arhopalus ferus and Hylastes ater, can infest sawn timber and logs for export, which then require expensive fumigation prior to loading which in one way illustrates the importance of denying entry into New Zealand of any further timber pests and thereby protecting, for the future, the tremendous investment this country has in its forests.

THE CHOICE IS YOURS!!

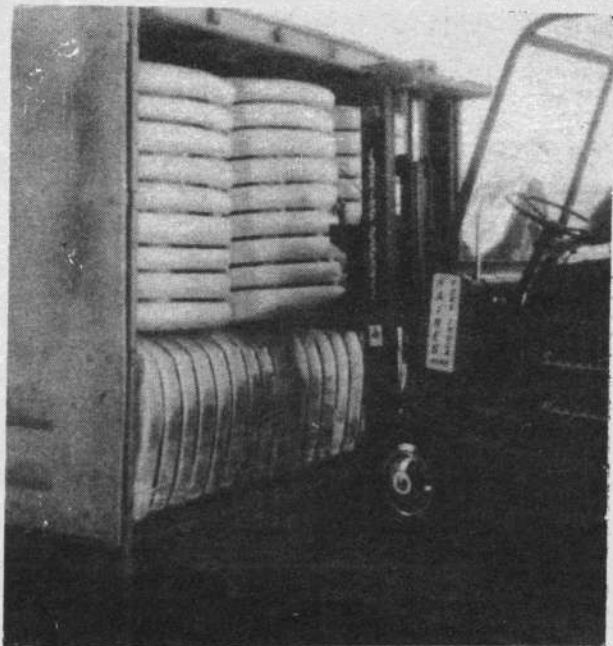
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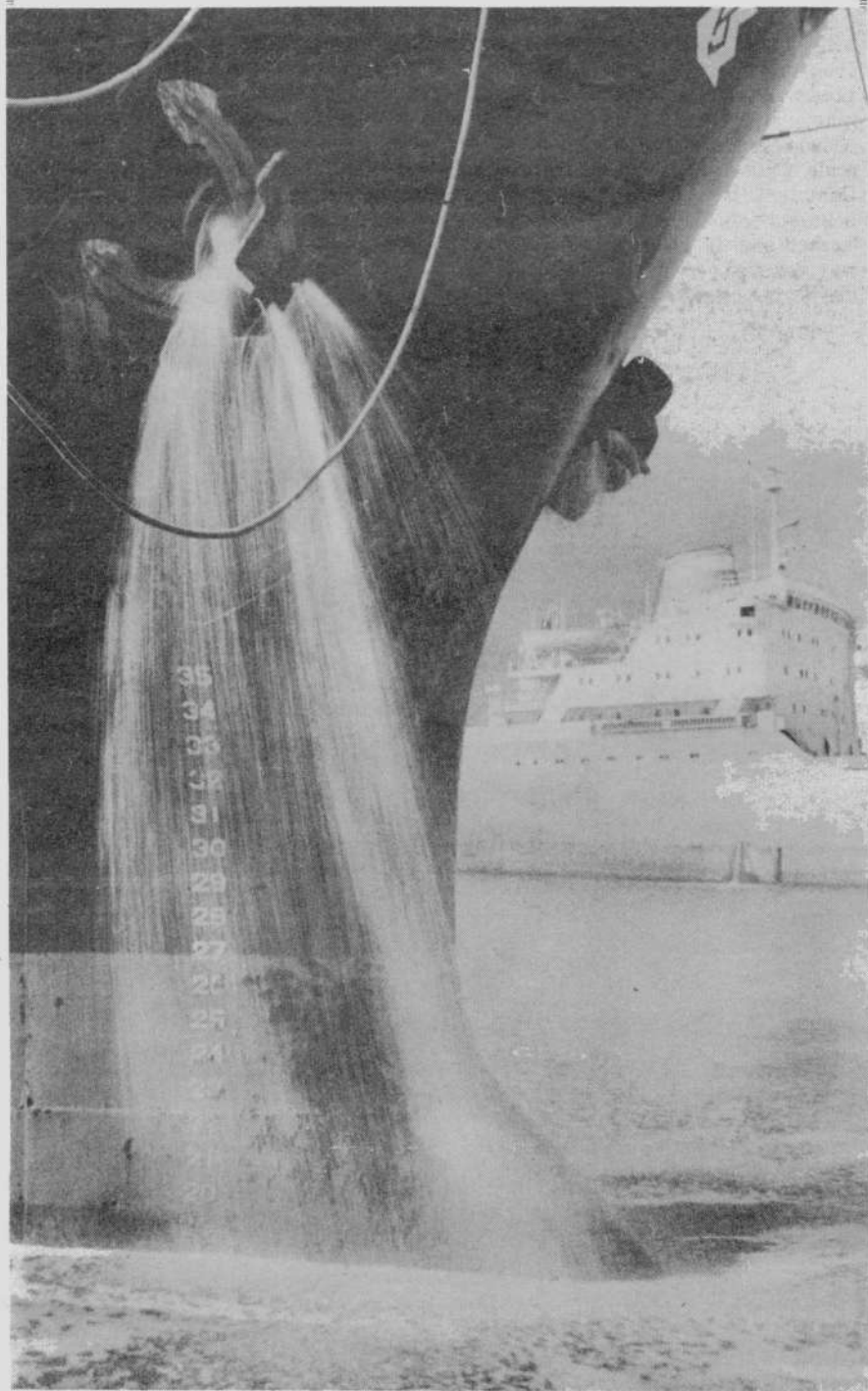
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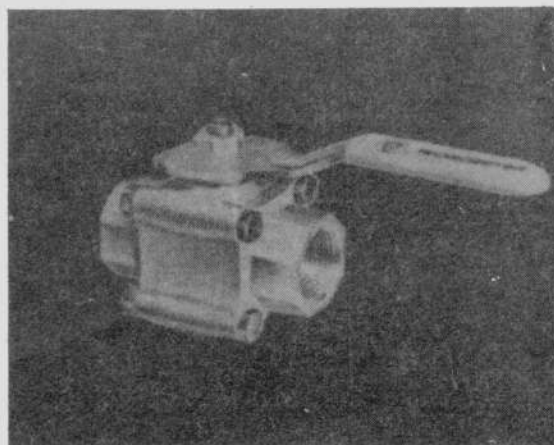
PORT SHOWER



WATER CASCADES out of the hawse pipe and down the bulbous bow of the bulk carrier *Swiftness* into the sea at the Port of Napier. Decks were being washed down when the picture was taken. The vessel in the background is the Russian freighter, *Novomirgored*.

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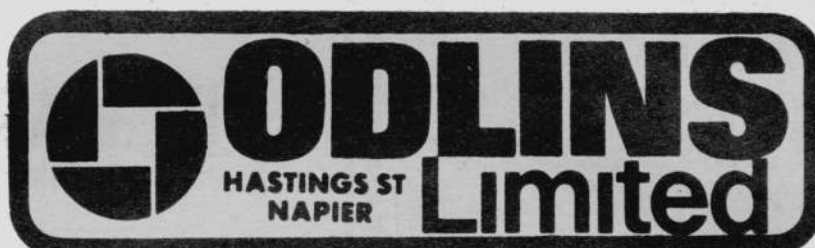
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Tugmaster — and modelmaker

“Maungatea” tugmaster, Bob Sands, is a very modest man but with a very rich sense of humour. This was revealed when he was asked how he came to build the magnificent radio-controlled scale model of the tug “Maungatea” and the

almost equally intriguing model of the Port of Napier which visitors will see in action and on display on Sunday.

“I was approached by the Harbour Board to build a static model of the ‘Maungatea’ about 3½ years ago and, when

it was completed, I decided it would make a very nice radio-controlled working model,” said Bob Sands.

“Being basically lazy,” he said, “I used the balsa plug for the hull of the static model to make the radio-controlled model and,

after two years of frustration — and goodness knows how many cigarettes — I ended up with a one to 40 scale ‘little sister’ to the ‘Maungatea’ which, believe it or not, actually worked and, in a funny way, behaved very much like her big sister.”

surprise, I was then asked by the board to produce a model of the port. This was the first time I had ever done anything like this. But with a little bit of luck and more by sheer fluke, I ended up with a model two metres long by 1.2 metres at a scale of one

to 800 — which, if looked at through dark glasses and squinting the eyes, slightly resembled the Port of Napier.”

On Sunday, visitors will be able to judge just how modest the Port of Napier’s tugmaster-modeller really is!



BOB SANDS proudly displays his model of the “Maungatea” at the port.

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Fishing club staging open day contest

Members of the Hawke's Bay Game Fishing Club will be all-out on Sunday to put on a good show for Open Day at the port. It is staging a special Open Day contest for the biggest fish with the weigh-in on the launch jetty between the Herrick and Kirkpatrick wharves at 4 o'clock. And in addition, there's to be a prize for the boat bringing in the largest number of food-fish for Marineland.

There's to be a handsome prize of a digital watch provided by Winstones Ltd for the angler weighing-in the heaviest fish of the day and a special prize all the way from Scotland provided by Marineland for the most food-fish landed by a club boat.

The club is also displaying a number of its game fishing boats at the base of the jetty and members will be on hand to talk fishing and answer any questions from the public.

Jan Stothart, the club's well-known and popular radio operator, will be controlling operations from a site at the base of the jetty, probably in a caravan if the weather is unsuitable for outside operation. The public will

be able to see how constant communication is maintained from base with all club boats at sea and reports are received of catches as they are made on the day.

Reports of major catches will be relayed to the Harbour Board's public address commentator so the public can be kept informed of developments in the contest for the biggest fish.

The public will also be able to see how the position of boats and changes of position are plotted on the club's grid map of the bay so that any emergency can be handled quickly and efficiently.

Street parade

The club's participation in Open Day will follow a special street parade of boats on Saturday morning to publicise the club's annual Coruba Shark Hunt the following weekend.

This contest has captured the imagination of anglers over a wide area to the degree that the club has received notice of entries from Australia and from many other parts of New

Zealand.

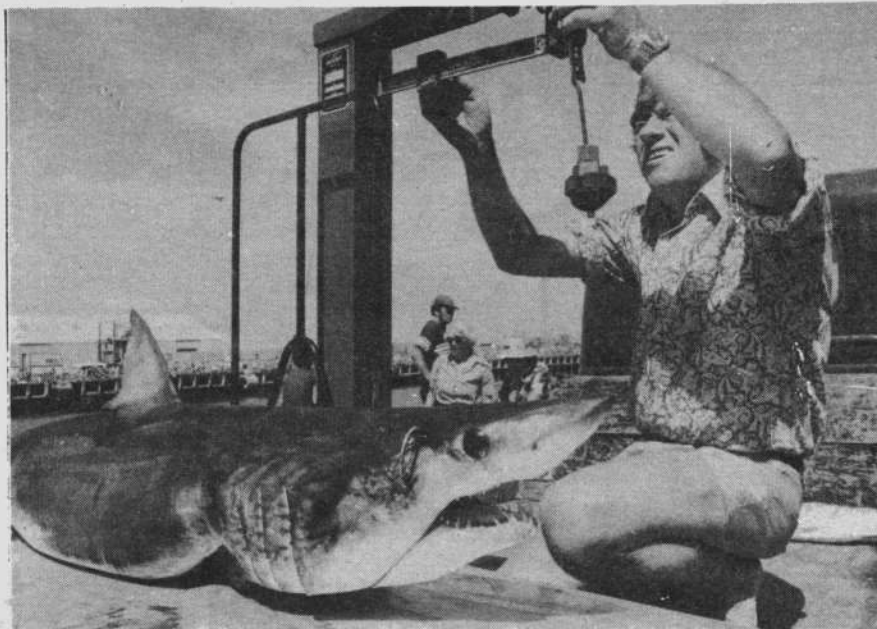
And no doubt on Open Day on Sunday many Hawke's Bay anglers will be looking on the big fish contest as a run-up to the big Coruba three-day shark hunt the next weekend.

Club president, Bob Woon, said the club was delighted to be able to contribute to Open Day at the port and was doing its best to provide something interesting for the people.

Members hoped the weigh-in at 4 o'clock would be an exciting finish to the day's operations and although the weigh-in was the climax, boats would no doubt be bringing in fish from early afternoon and should provide an interesting spectacle at the jetty.

Appreciation

"The Hawke's Bay Game Fishing Club is happy that, by contributing to the day, it can in some very small way show its appreciation to the Hawke's Bay Harbour Board for all it has done to assist the club's spectacular development over the years, said Mr Woon.



A mako shark being weighed in at the last port open day, held in 1978.



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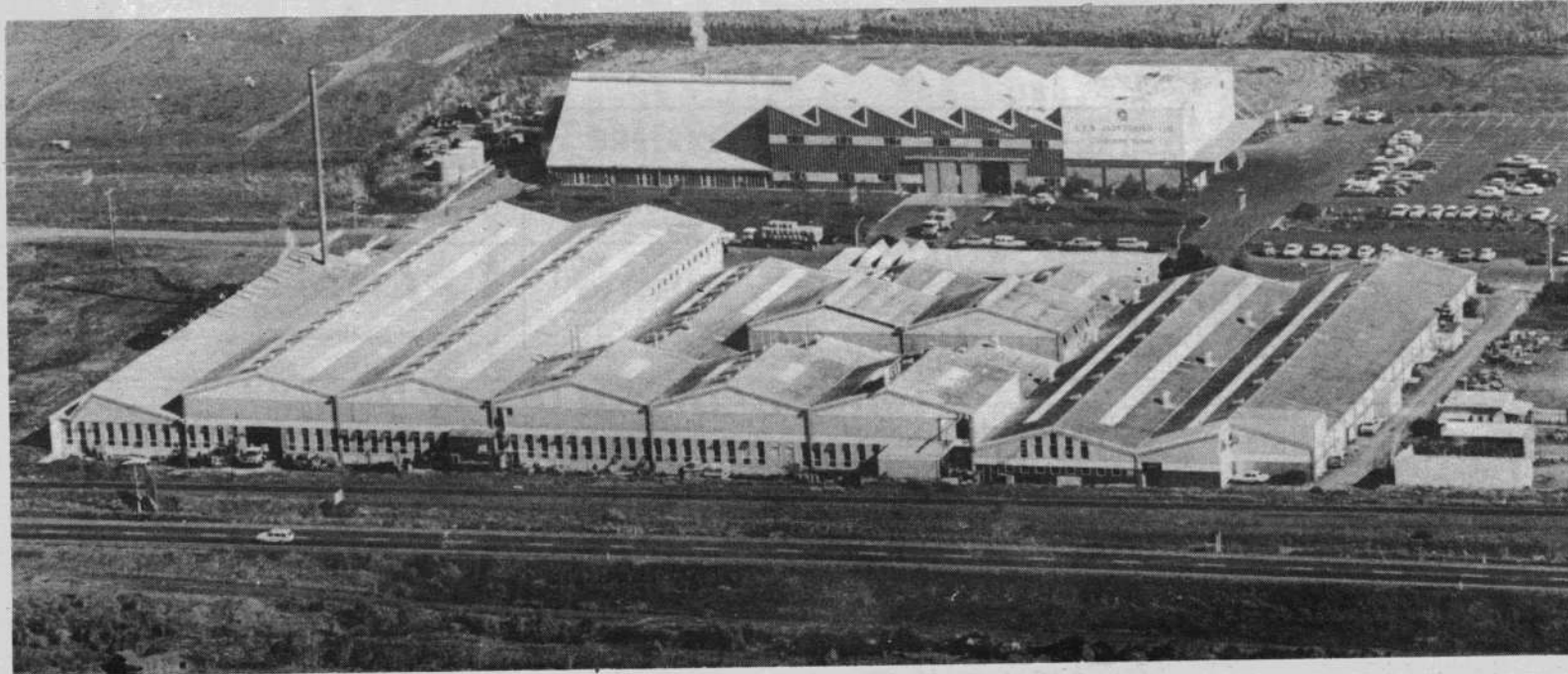
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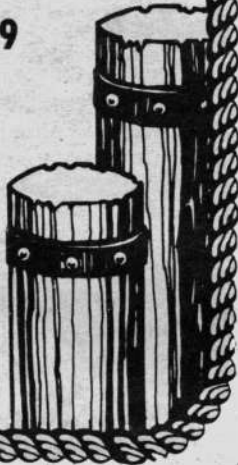
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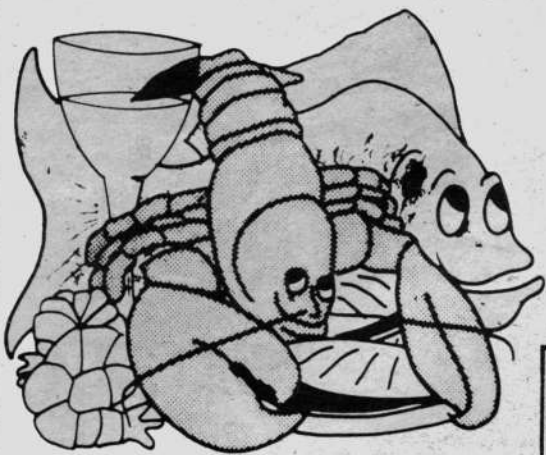
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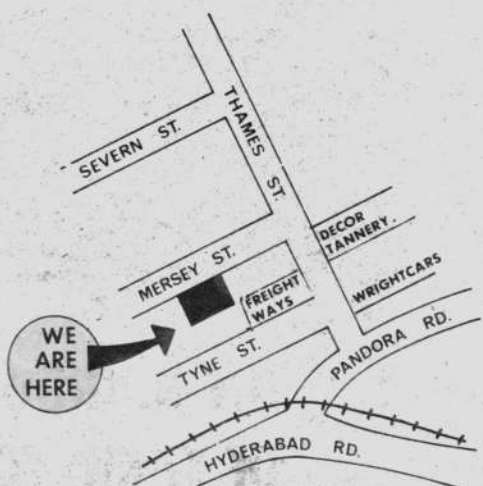


BANDS will again be a feature of this year's port open day. Here, the Napier City Band plays to visitors at the 1978 open day.



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Port promotion now paying big dividends

The move to containerisation resulting from the aggregation of Napier's traditional export cargoes to the container ports and rapid decline of traditional export tonnages, coupled with a Government message the Hawke's Bay Harbour Board would have to solve its own problems, prompted a move to get out and actively market the services and facilities developed over many years.

The move the board made was to appoint its first trade promotion officer, Graeme Marshall, in August 1978.

Obviously there is a considerable investment in plant and equipment and of course, a large workforce to be kept in work, and in order to avoid redundancies, the board felt it could find new work for the port.

Since Mr Marshall has been with the board he has set about a programme of small, more easily achieved goals, rather than endeavouring to regain all the meat and wool lost to containerisation.

Therefore, a lot of work has been done to build up trade to the Pacific Islands and Papua New Guinea, and although small by comparison to overall tonnage shipped each year, it is nevertheless important in terms of the additional ship calls and accessibility to the markets by local exporters.

Work in the area has ensured people in the lower half of the North Island, for instance, no longer have to ship out through Auckland, but can use Napier for a number of destinations in the Pacific, saving them considerable internal freight and therefore making them more competitive on the overseas market.

Obviously, as far as Pacific Islands shipments are concerned, fighting Napier is tradition in many cases, and it has been a long hard battle to convince certain exporters that Napier is a viable alternative for shipments to the Pacific Islands.

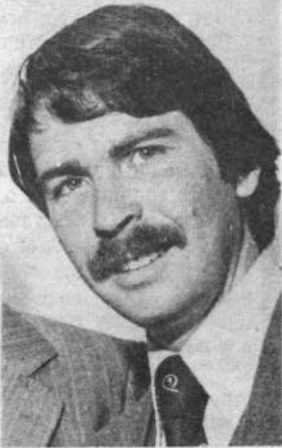
Positive step

Another aspect of the board's trade promotion work has been to take an active part in the formation of the Export Institute of New Zealand's Hawke's Bay branch, and lead delegations to the Pacific Islands, two of which have so far been most successful. The third, to Papua New Guinea, is currently being organised. The board sees this as a very positive way of assisting to build the trade through

the Port of Napier.

A lot of active marketing of existing services takes place, as it is important to protect what Napier already has.

When endeavouring to attract new trades to the



MR MARSHALL

port, Napier must prove there is sufficient inducement for a call. "We would be unrealistic to expect ships to call for less than economic cargoes, and when endeavouring to attract a new shipping line, I undertake an assessment of all the cargo available to that line from this area, and endeavour to prove that the revenue tonnes are sufficient to induce a regular direct call," says Mr Marshall.

Of course, initially, there was some opposition from certain shipping agents, who felt the board was encroaching on their domain, and the board had no business to be interfering in the shipping services, he said.

However, unlike many of the agents, the board is not constrained by territorial boundaries. Much of the cargo originating from the Hawke's Bay region is controlled by companies outside the area, and it is for this reason Mr Marshall spends considerable time in Auckland and Wellington discussing shipment of products through the Port of Napier.

Most shipping companies have seen the benefits of this, and Napier now has an excellent working relationship with all of them.

Achievements

"Obviously results are very hard to measure," said Mr Marshall, "and it would be presumptuous to claim total responsibility for many of the achievements to date. There are so many factors that come in to it, and co-operation from so many sectors of the industry and members of the workforce.

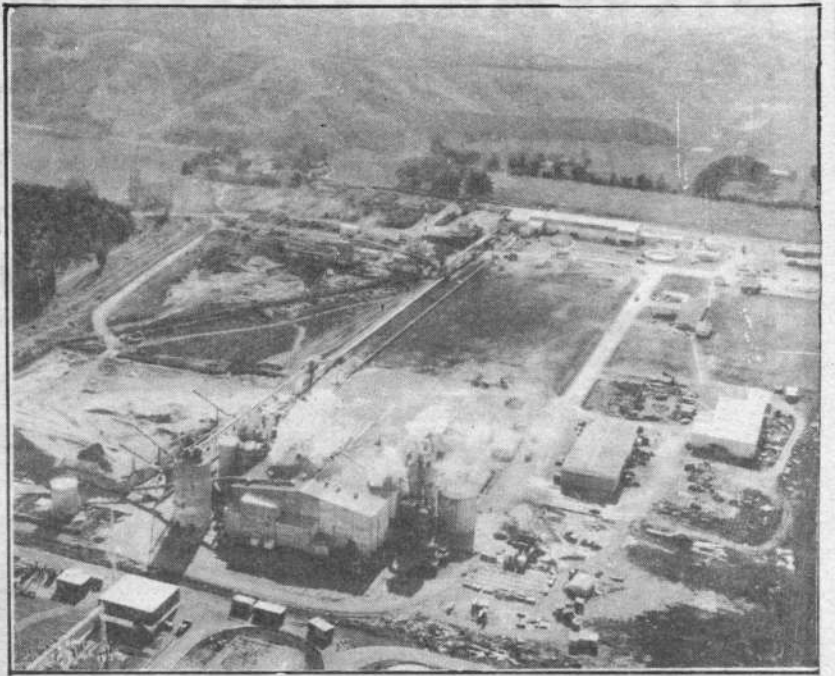
"However, it is with considerable confidence we go out in to the market place with the knowledge that Napier has an excellent reputation and that any successes we have in

attracting additional trade to the port will be welcomed by and supported by all of the people connected with the port," says Mr Marshall.

A quick illustration of the benefit of Napier's trade promotion work:

Recently Mr Marshall happened to be in a major city in New Zealand discussing with a client, his future with the Port of Napier. It was then he learned a major decision was to be made concerning trading and that it was likely to go against the port.

"We had not previously had an opportunity to talk about ways we could assist the company, and immediately on communicating the situation to the Hawke's Bay Harbour Board, it took immediate action to put a proposal to the company. The result is we have now captured a trade that will contribute in excess of 80,000 tonnes per year through the port. Had we not called, we would never have known of the company's plans, and the outcome would have been completely different," Mr Marshall said.



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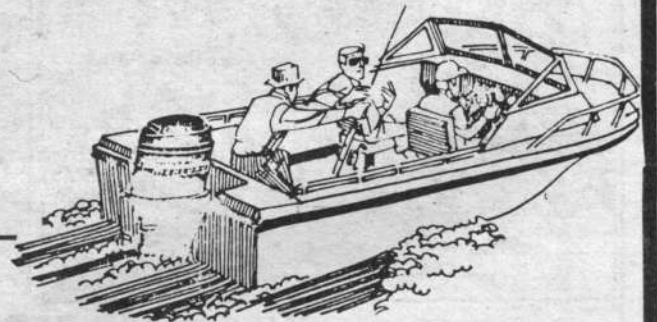
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Fisherama should be whale of a success

A "Fisherama" for children, with prizes for the biggest fish and other categories, will be a feature of Open Day at the port and provide a ton of interest for the young folk.

This feature event is being organised by the Hawke's Bay Harbour Board Social Club which is determined to ensure its smooth operation.

The Fisherama will be in two sections. The first will be for children eight years and under and the second for children nine to 15 years. There is no entry fee and the whole theme is to have fun catching fish from the wharf.

There's only one problem — which wharf will be used can not be determined virtually until the day because of unknown shipping movement factors.

Fisherama is timed to start at 12.30pm and notices will be posted and announcements made over the public address system telling everybody where the contest will be held.

And judging by the number of fish which can be seen around the wharves, the Fisherama should be a whale of a

success for the kids — and the assisting mums and dads.

Weigh-in is timed for 4 o'clock and this will be followed by the prize-giving by Miss Napier Beach Girl, Christine McDougall.

The active social club will also be responsible for a number of events on the day in addition to the Fisherama for children and will be providing ice cream and soft drink stalls throughout the port area.

Did you know that . . . ?

The Hawke's Bay Harbour Board has 2085 residential leases valued at \$17,261,700; 303 industrial leases valued at \$8,582,889; 93 commercial leases valued at \$3,571,707; 26 leases to sporting bodies and charitable organisations valued at \$635,201; and 51 miscellaneous leases valued at \$78,848 — an overall value of \$30,130,345. With residential leases after five years the property can be purchased from the board and details are available from the property officer.

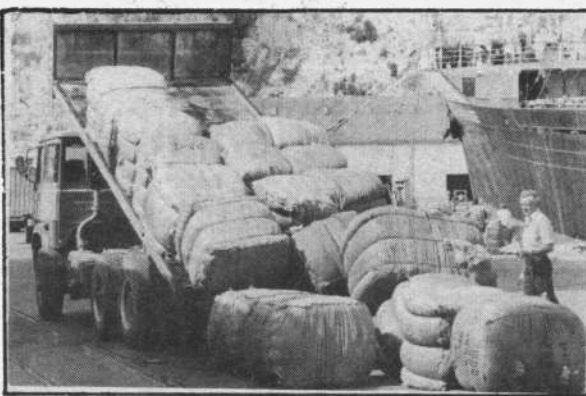
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ON THEIR
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YOUNGSTERS fishing at the last port open day "Fisherama". The event is to be repeated this year and will be run in two sections — eight years and under, and nine to 15 years. Fishing will start at 12.30pm.

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The port will only continue to flourish and be of benefit to its workers and the citizens of Hawke's Bay if the past record is maintained or bettered.

Ship owners and Shippers, present and future, and the NAPIER WATERSIDE WORKERS UNION would welcome enquiries of how best to load and discharge cargo more expeditiously.

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Martial art demonstration

An interesting, entertaining demonstration included in the Port Open Day programme is a demonstration of the oriental art of self defence, a non-traditional approach to a traditional style incorporating Tae Kwon Do (also known as Tai Juan Dao) and Kung Fu. The demonstration will be given by assistant

harbour board secretary, Mr Tong Too, who introduced the arts to Napier more than three years ago.

Mr Too, who is a qualified instructor in Tai Juan Dao, says his object in teaching TJD is to promote community interest in the art and, to quote him, "to prevent rip-offs by other so-called high ranking Tae Kwon Do instructors."

At present there are more than 60 students learning from him at the YMCA in Latham Street, Napier. Numbers of students have been increasing continuously. Currently he has four black belts in the club.

Mr Too has had many years of training and teaching Tae Kwan Do and, in addition has had exposure to Shaolin Kung Fu and Koon Tao. He

attended an instructors' seminar in Australia in early 1977 and holds an instructor's certificate.

What is Tae Kwon Do? Literally translated, the words mean "The art of hand and foot fighting".

Though there was intensive physical training involved, says Mr Too, its discipline, technique and mental training were the mortar

for building a strong sense of justice, fortitude, humility and resolve.

People studied Tae Kwon Do for many reasons, some to develop self-confidence, some to condition themselves mentally or physically, and other strictly as a means of self defence.

Tae Kwon Do, adds Mr Too, does not merely aim

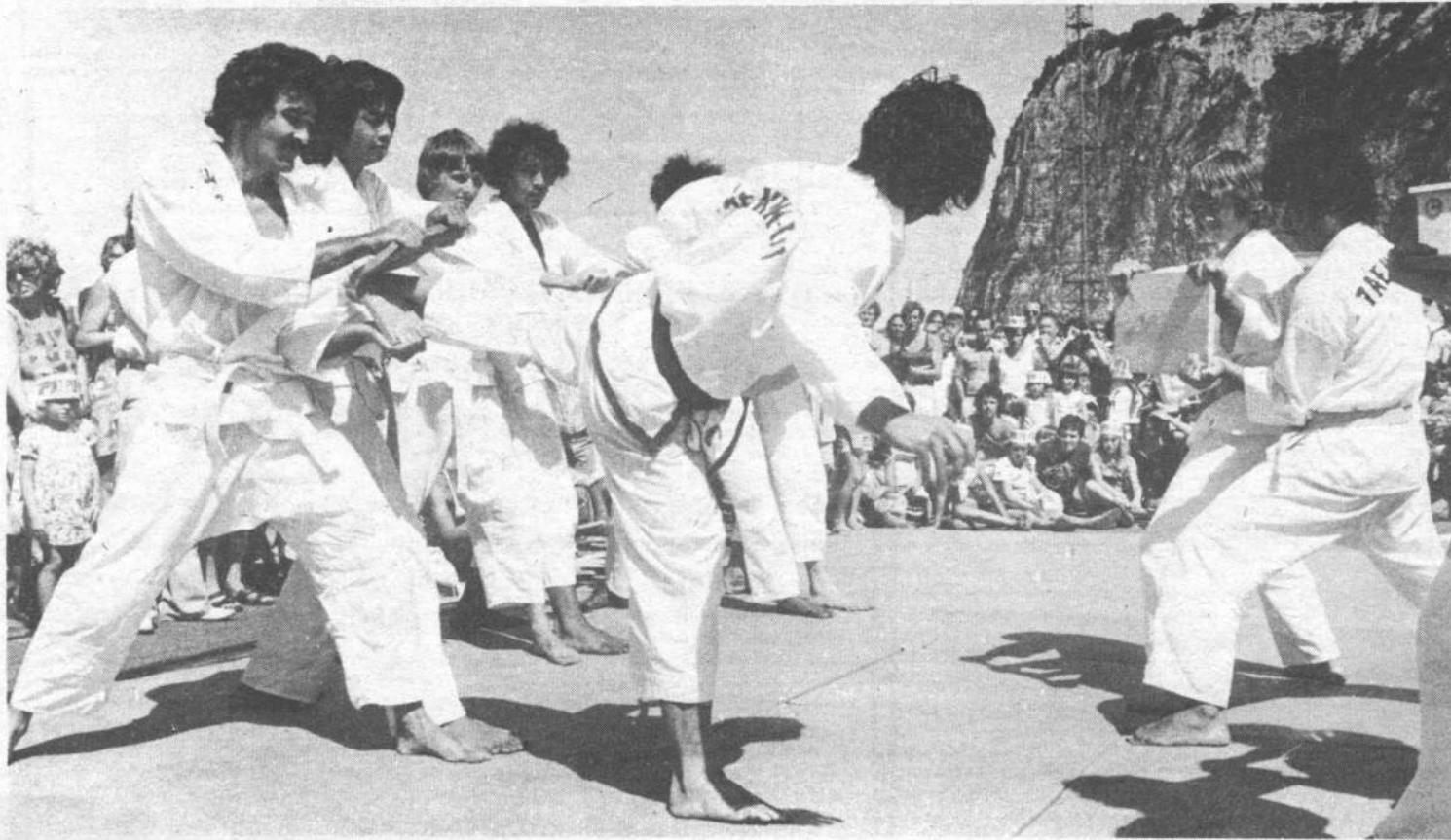
at promoting power and technique but also in preventing the misuse of the art.

Many people, he said, had the misconception that Tae Kwon Do consisted solely of the destruction of planks and roof tiles and the promotion of violence. But after long training one found the use of force did not form the basis of the art.

Control over every action was developed through strict mental discipline. It was basically heavily orientated to the fast techniques. With the introduction of Kung Fu to the class, the current style was effective as it combined the best of both feet and hands.

The philosophy and principles of Tae Kwon Do were defined as follows, says Mr Too:

Through scientific practice, one can significantly improve health and nourish intellect; be in a position to aid others in the cause of justice thereby promoting social ethics and morals; be humble and merciful; never be swayed by selfish motives; ensure freedom and independence of Tae Kwon Do so it will be passed on in its purest form. It can be learned by everyone — young or old; male or female.



MR TONG TOO demonstrates breaking techniques using the feet.

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LINKS WITH OUTSIDE WORLD

Of great interest at Open Day will be a special earthquake commemoration display by the Napier branch of the NZ Association of Radio Transmitters. From 10am to 5pm, a station at the port will be working both New Zealand and overseas stations with modern gear — a far cry from the primitive equipment used by Napier operator George Tyler and Hastings enthusiast Jim Mills to send out news of the earthquake 50 years ago.

Frequencies have been selected especially for Open Day which, it is hoped, will generate many overseas contacts and the Napier branch has produced an earthquake commemorative card to send to all stations worked at that time. In fact, commemoration activity will continue over a whole week from members' homes to allow as many stations as possible to receive the commemoration card.

The Open Day display at the port will not only show a station working, but will also contain a large chart which will show development of the amateur radio organisation from the time of the earthquake to the present day.

It is not generally known but, like the New Zealand Red Cross Association, the earthquake in 1931 spawned the Amateur Radio Emergency Corps. It was formed in 1932 as the result of the earthquake pointing the need for some kind of emergency service in New Zealand for times of disaster.

It is interesting to note the criteria for emergency operations laid down back in 1932 as the result of the earthquake experience is

still used today.

On February 3, 1931, George Tyler (ZL2GE) was at his business when the earthquake struck. He escaped unhurt although the building collapsed around him. Realising all telegraphic communication with the outside world would have been cut, Tyler rushed home to find his radio equipment smashed and broken on the floor and

no power to run the transmitter.

He hurried back to the ruined town, by then on fire, and rummaged through wrecked radio shops for a couple of accumulators and three B batteries. Then came the frantic task to rebuild his transmitter. By 1pm — just two hours after the quake — Tyler sent out his first call for help — a "CQ" on 40 metres. Luck was

against him and for two hours he continued to send out calls for help to the outside world without response.

Then a Christchurch "ham" operator answered, and from then on Tyler poured out the news and requested the Christchurch operator to advise the post office in Wellington of the contact and that he would stand by. Tyler's station was requisitioned by the post

office and, for the next three days and two nights, transmitted messages from the stricken area. Tyler worked virtually non-stop for the period and neglected everything personal to help the post office. He pleaded with his wife to leave and take the children to safety, but she would not leave the station and her courageous husband. Meanwhile, in

Hastings, Jim Mills (ZL2BE) had set up his undamaged transmitter and, operating on batteries also, established contact with a Gisborne station which relayed his messages until later Mills was also in direct contact with Wellington. He was made an official post office station and was assisted by post office telegraph operators in shifts.



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PORT OPEN DAY

OFFICIAL PROGRAMME (PLEASE BRING THIS WITH YOU)

SUNDAY, FEBRUARY 1st, 1981

GATES OPEN 12.30PM TO 5PM

➔ CAR PARKING IN THE WHARF AREA IS STRICTLY LIMITED

➔ DOGS ARE **ABSOLUTELY** PROHIBITED IN THE PORT AREA

CHILDREN'S FISHING CONTEST

End of No. 4 Wharf
(Organised by Harbour Board Social Club)

NO ENTRY FEE START 12.30pm, FINISH 3.30pm, WEIGH-IN 4.00pm
2 SECTIONS

AGE 8 years and under
AGE 9 years to 15 years

Prizes presented by Miss Christine McDougall (Miss Napier Beach Girl).
RULES All fish must be caught with rod or handline.

PRIZES Radios, rod and reels, tackle boxes, torches, pocket knives, bait catchers, etc.

Some bait will be available.
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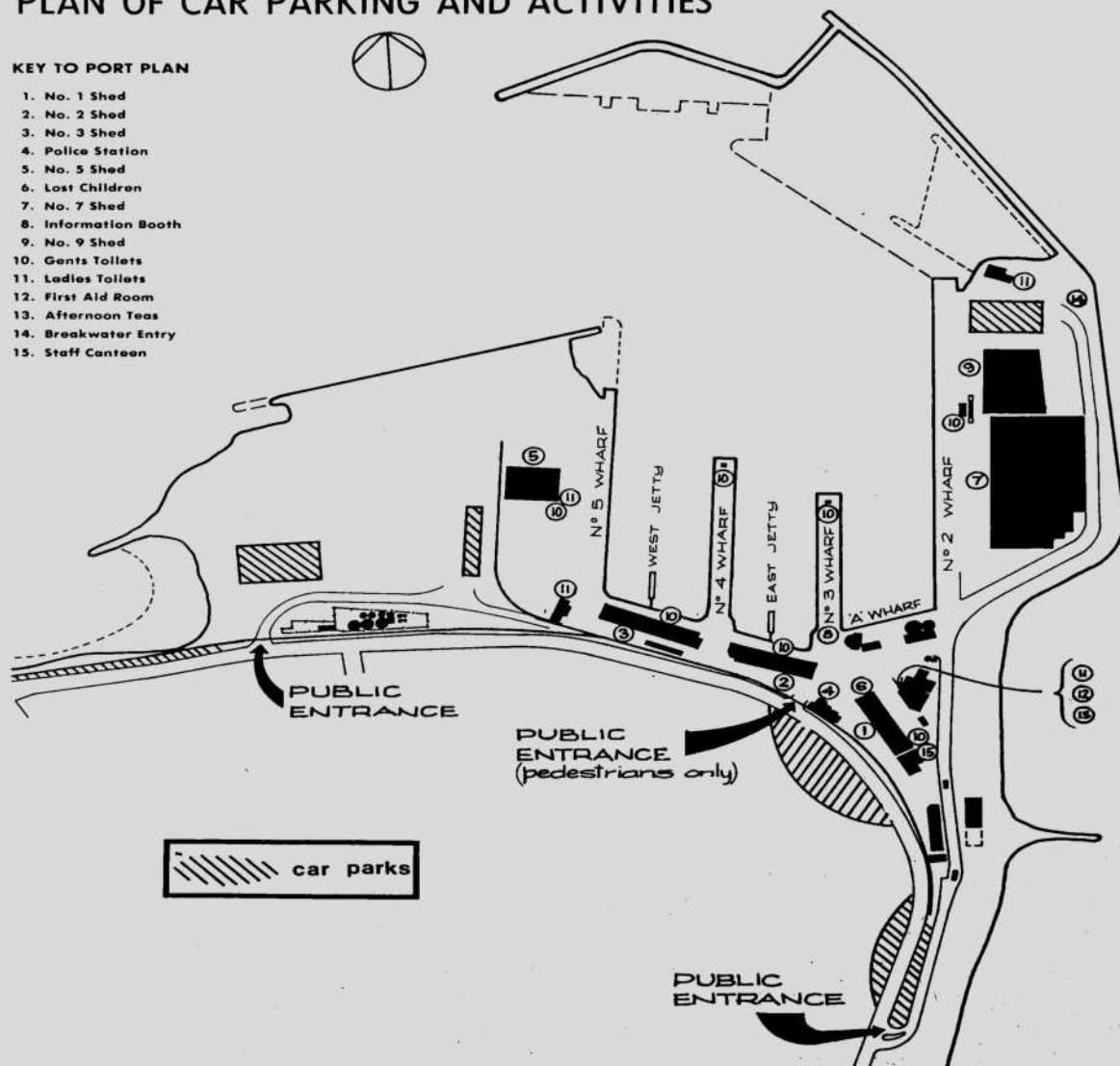
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PLAN OF CAR PARKING AND ACTIVITIES

KEY TO PORT PLAN

1. No. 1 Shed
2. No. 2 Shed
3. No. 3 Shed
4. Police Station
5. No. 5 Shed
6. Lost Children
7. No. 7 Shed
8. Information Booth
9. No. 9 Shed
10. Gents Toilets
11. Ladies Toilets
12. First Aid Room
13. Afternoon Teas
14. Breakwater Entry
15. Staff Canteen



NO. 5 KIRPATRICK WHARF & CONTAINER PAD

DISPLAY OF NEW ZEALAND RAILWAYS ROLLING STOCK AND LOCO'S INCLUDING A DD CAR CARRIER LOADED WITH EIGHT NEW CARS.
DISPLAY OF LOCAL CARRIERS' AND HARBOUR BOARD'S TRUCKS INCLUDING SIDELIFTING CONTAINER TRUCK.
DISPLAY OF WORKING MODEL BOATS, BY HAWKE'S BAY MODEL MARINE CLUB.
DISPLAY OF CONTAINER HANDLING BY HAWKE'S BAY HARBOUR BOARD FORKLIFTS, ETC.
NAPIER FIRE BRIGADE — DISPLAY OF JAWS OF LIFE — WALL OF WATER ETC, THREE MACHINES (TIMES WILL BE ANNOUNCED OVER THE PUBLIC ADDRESS SYSTEM).
NEW ZEALAND PORTSIDE STORAGE TANK FARM OPEN FOR PUBLIC INSPECTION.

NO. 5 SHED — KIRPATRICK SHED

DISPLAY OF PAPER HANDLING BY HAWKE'S BAY HARBOUR BOARD CLAMP EQUIPPED FORKLIFTS.
PHOTOGRAPH DISPLAY NEW ZEALAND FOREST PRODUCTS.
THE PROGRAMME FOR NO. 5 WHARF COULD BE CHANGED TO ANOTHER LOCATION AT SHORT NOTICE DUE TO THE EXPECTED ARRIVAL OF THE "ROLL ON, ROLL OFF" VESSEL "LALANDIA".

WEST JETTY

HAWKE'S BAY GAME FISHING CLUB CONTROL POINT. WEIGH-IN OF FISH CAUGHT FROM 3pm to 4pm (LISTEN FOR PUBLIC ADDRESS SYSTEM ANNOUNCEMENTS).

EAST JETTY

HMNZS "TARAPUNGA" AND "TAKAPU" HYDROGRAPHIC SURVEY VESSELS OPEN FOR PUBLIC INSPECTION.

OUTSIDE NO. 3 SHED

DISPLAY OF HAWKE'S BAY GAME FISHING CLUB TRAILER BOATS.

NO. 4 HERRICK WHARF

DISPLAY OF HARBOUR BOARD CARGO HANDLING EQUIPMENT.
NAPIER CITY PIPE BAND WILL PLAY DURING THE AFTERNOON.
CHILDREN'S FISHING CONTEST START 12.30pm FINISH 3.30pm.

NO. 2 SHED

CLOSED TO THE PUBLIC.

EAST END OF NO. 2 SHED

DISPLAY OF DRUG DETECTION BY CUSTOMS DEPARTMENT TRAINED DOG 2.00pm and 3.30pm.
"TAE KWON DO" DEMONSTRATION BY YMCA MEMBERS 2.30pm.

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OUTER END

HAWKE'S BAY HAM RADIO CLUB SHACK — OPERATING A STATION.
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INNER END

NAPIER CITY BAND WILL PLAY DURING THE AFTERNOON RESCUE FROM TOP OF MILBURN CEMENT SILO BY MEMBERS OF THE WELLINGTON DISASTER TEAM OF THE RED CROSS 1.30pm & 3.00pm.
GUESS THE WEIGHT OF MILBURN'S ROAD TANKER, PRIZE: TRANSISTOR RADIO.
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NO. 2 HIGGINS WHARF

DISPLAY OF PULP AND TIMBER HANDLING BY HARBOUR BOARD PLANT.
HMNZS "OTAGO" OPEN TO PUBLIC INSPECTION 2.00pm-4.00pm.
RNZ NAVY BAND WILL PLAY FROM 2.00pm-3.30pm.
HMAS "VAMPIRE" OPEN TO PUBLIC INSPECTION 2.00pm-4.00pm.
BREAKWATER ENTRANCE RAMP — OPEN TO THE PUBLIC SUBJECT TO WEATHER — TAKE THE OPPORTUNITY TO GET THE UNIQUE VIEW OF PORT & CITY, CHILDREN UNDER 12 ACCOMPANIED BY ADULTS.

NO. 7 SHED (HIGGINS WHARF) "NO SMOKING" IN THIS SHED

OPEN TO PUBLIC, COME AND SEE WHAT THOUSANDS OF TONNES OF WOODPULP LOOK LIKE (MAXIMUM CAPACITY 35,000 TONNES).
PHOTOGRAPH DISPLAY BY CARTER OJI
DISPLAY OF TRAILER SAILERS, FLYING 15'S ETC BY NAPIER SAILING CLUB.
THE WORLD FLYING FIFTEEN CHAMPIONSHIP CUP WILL BE ON DISPLAY (BY KIND PERMISSION OF THE PRESENT HOLDER).
DISPLAY OF EPOXY RESIN BOAT BUILDING TECHNIQUES BY AUCKLAND EXPERT.
DISPLAY OF HARBOUR BOARD PHOTOGRAPHS, OLD AND NEWS, HARBOUR MODEL, SHIP MODELS, EQUIPMENT, RADIOS, SAFETY GEAR, FILM SHOWS, ETC, BY SUPPLIES TC THE BOARD.
BOOKSTALL — COPIES OF "PORT AND PEOPLE" (HISTORY OF THE PORT) will be on sale.
ROYAL NEW ZEALAND NAVY HYDROGRAPHIC DISPLAY.

NO. 9 SHED (HIGGINS WHARF) "NO SMOKING" IN THIS SHED

OPEN TO THE PUBLIC — THE ROOF OF THIS SHED HAS THE LARGEST SPAN GANG NAIL ROOF TRUSSES IN NEW ZEALAND. THE SHED HOLDS 18,000 TONNES OF WOOD PULP.
PHOTOGRAPH DISPLAY BY WINSTONE SAMSUNG INDUSTRIES.
NEW ZEALAND RAILWAYS PULP WAGONS PLUS PROTOTYPE "HYDRAROLL" PULF WAGON.

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TUG "MAUNGATEA" FIRE FIGHTING DISPLAY IN CONJUNCTION WITH NAPIER FIRE BRIGADE.
HAWKE'S BAY HARBOUR BOARD RESCUE LAUNCH "TU ATU" WILL PATROL

INNER HARBOUR

AFTER YOU HAVE VISITED THE PORT CALL ROUND TO THE INNER HARBOUR AND VISIT "THE SPIRIT OF ADVENTURE" SAIL TRAINING VESSEL OPEN TO THE PUBLIC.
HMNZS "HAWEA" & "ROTOITI" WILL LEAVE PORT FOR THE INNER HARBOUR AT 4.00pm.

GENERAL

SOFT DRINKS AND ICECREAM STALLS OPERATED BY THE HAWKE'S BAY HARBOUR BOARD SOCIAL CLUB
A FREE "TRAIN" WILL RUN DURING THE AFTERNOON DOING A CIRCUIT OF THE PORT.
ELDERLY AND DISABLED PEOPLE CAN BE DROPPED OFF AT THE MAIN GATE.

NOTE:

1. PERSONS VISITING VESSELS IN PORT DO SO AT OWN RISK.

➔ CANCELLATION — IN THE EVENT OF HEAVY RAIN LISTEN TO BAY CITY & APPLE RADIO FOR CANCELLATION NOTICE!

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Major role

Wharf cargo to the Port of Napier forms a highly active part of the road transport industry in Hawke's Bay, utilising many of the specialised vehicles in operation in the district.

However, the industry is involved also in forestry, phosphate works, highly diversified transport for the district's extensive farming community and fruit and vegetable producers as well as rail and town carrying.

In the Hawke's Bay area — which extends from Wairoa in the north, to Woodville in the south — there are about 230 members of the association operating more than 1000 vehicles.

An interesting selection of these vehicles used for cargo transport to the Port of Napier will be on display at the harbour Open Day on Sunday.

4000-strong

These members form part of the New Zealand Road Transport Association's 4000-strong national membership which includes companies, or individuals, engaged in the road transport business.

These members operate nearly 16,000 heavy vehicles on New Zealand roads. They range from large national companies running fleets of more than 100 trucks, to owner-drivers each operating their own single vehicle.

Licensed road transport operators have two slogans. They claim "If you've got it, it came by road" and also that "Tomorrow depends on road transport".

Transport is an intangible commodity yet without it goods themselves have no value. A manufacturer's finished goods are worthless to him at the factory; a farmer's bales of wool are worthless to him in the woolshed.

These products, and others like them, assume a value only when they have been transported to a market. Therefore, transport is the key to commerce. It is the artery through which the New Zealand economy flows.

There is one vital difference between road transport and the other modes. It is this difference which makes valid the claim "If you've got it, it came by road". The vital factor is that rail haulage is limited to a steel track and begins and ends at a railway station or siding. Shipping begins and ends at a wharf and air freight begins and ends at an airport.

Road transport provides the vital link by which goods move from factory to rail and rail to warehouse; from factory to wharf and wharf to consumer; from factory to airport and airport to retailer.

Flexibility

Road transport by nature of its very flexibility is the key to all other forms of transport. Within each of the two main islands of New Zealand, there is no commodity that can not be handled from end to end by road vehicles. Conversely there are few goods indeed which can be moved through their entire journey by any other form of transport. Road is the dominant mode in rural transport for all commodities —

livestock, wool, fertiliser, metal, grain, timber. For members of rural communities it is a lifeline.

To people who do not understand the intricacies of the roading and transport system, the industry is made up of a large group of moaners and whingers who are continually complaining about the high level of costs they have to pay.

They drive noisy aggressive vehicles that pollute the atmosphere and clutter the roads.

However, to those who appreciate the importance of the road transport system, and the role it plays in our society, it is an industry we just can not do without.

The annual revenue of the licensed goods service industry is approaching \$500 million which means that about four cents in every dollar spent in New Zealand is reflected in the accounts of licensed goods service operators.

Trucks are inextricably interwoven in our standard of living.

They transport raw materials and finished products, primary produce and export goods, they provide jobs for thousands of people within the industry and service hundreds of thousands of people indirectly with the transport of goods.

Cost increases

Transport costs are of prime importance to the country as a whole but, in particular, to the rural community. However, inflationary trends over the past few years, together with government policy changes have results in considerable cost increases and further, have significant implications for the future.

• Continued next page

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PHONE 54-251



played by road transport

• From previous page

Cost increases recognised by the Secretary of Transport in the five years to April 1980 include a 182.9 per cent for fuel; 118.2 per cent for tyres; 164.2 per cent for repairs and parts; 97 per cent for wages; 173.8 per cent for taxation and 62.5 per cent for overhead expenses.

For some specialist long distance transport operations, for example, long distance livestock cartage, running costs may be as high as 65 per cent.

To help minimise costs road transport operators have introduced larger vehicles and trailers (costing up to \$130,000 before the driver sits at the wheel), specialised equipment to decrease the loading or unloading time, computer or other scheduling systems, palletisation and other pre-packaging and telecommunications systems.

The energy crisis, and its effects on both the cost and availability of fuel, has raised the consciousness of an increasing number of transport operators, and various fuel-saving approaches have been, or are being considered and introduced.



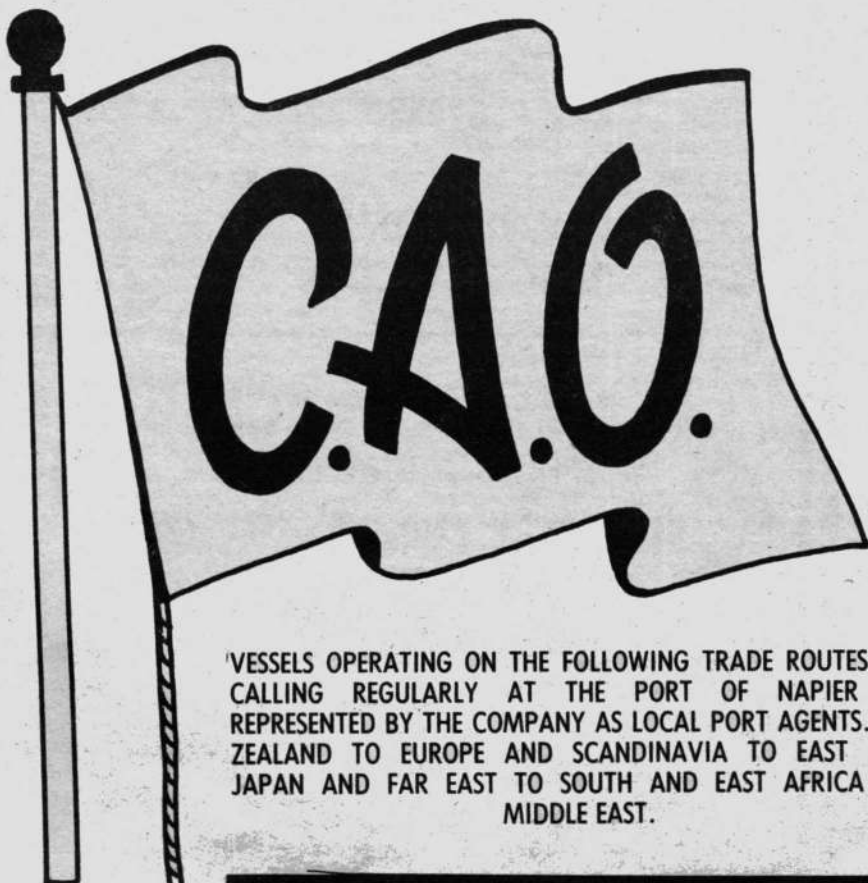
A TYPICAL scene at the Port of Napier — trucking wool for export.

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C. A. OLSEN LTD was formed in 1962 and has been closely associated with the port since inception.

The Principal Directors Messrs E. P. Presling and V. B. Heath have each spent 38 years in the shipping industry in Napier, and have seen and been involved with the development of the port and its facilities during that period.



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MODERN TUGS TO KEEP PORT MOVING

To cater for the increased size and faster turn-around of modern ships, the Hawke's Bay Harbour Board showed great foresight in building one of New Zealand's most powerful and versatile tugs... "Maungatea".

The Maungatea is extremely manoeuvrable and is capable of handling all the vessels likely to visit the Port of Napier with plenty of power to spare.

This impressive vessel has many additional capabilities other than just berthing ships. These include salvage, oil dispersal and fire

fighting.

Maungatea is equipped with a sewage processing system which discharges almost pure water into the sea. She is also the only tug in New Zealand equipped with a special type towing winch in which the tow is connected direct to the winch and not the tow hook.

The tug "Mahia" or "Little Toot" as she is affectionately known, is used for berthing smaller vessels. She is a highly manoeuvrable small tug and is also fitted out for limited oil dispersal.



ONE OF Maungatea's three tugmasters, John Milne (third from left) with tug crew (from left) Bill Williams, Jack Barman, Joe Abela (Mahia), Bill Skilton (engineer) and John McDonald.

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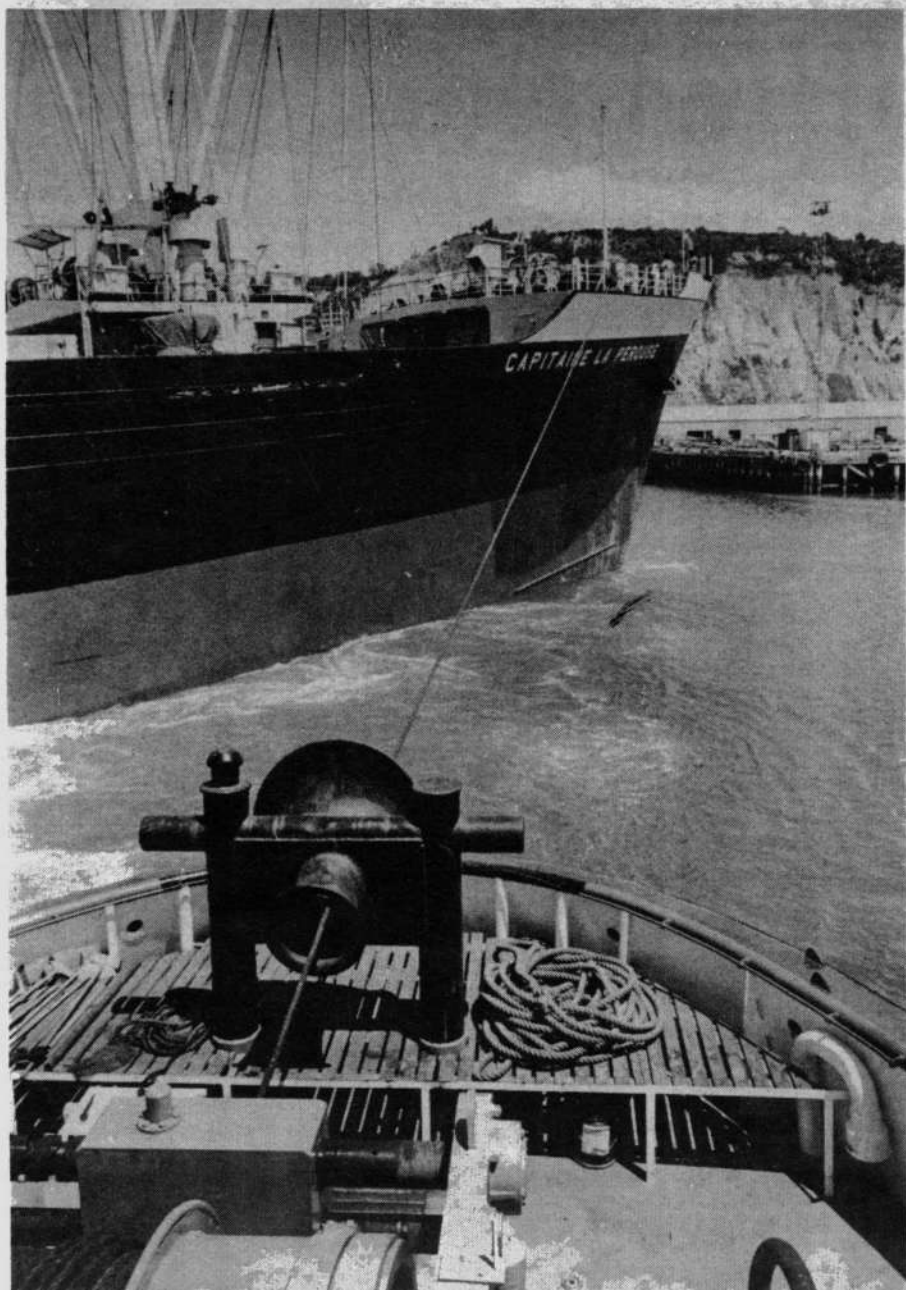
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Fertiliser works sparked new line of thought

The success of the 50,000 tonne fertiliser raw materials store at the Port of Napier and the well-advanced planning work for an additional wharf store with a working capacity of 20,000 tonnes for high analysis and fertiliser additives, highlights the importance to the port of its biggest importers — East Coast Fertiliser Ltd.

In fact, the history of the port shows clearly the establishment in 1954 of the fertiliser works at Awatoto, with its resulting 50 per cent increase in trade through the port, sparked the whole new approach to harbour development at Napier culminating in the modern deep water port Open Day visitors will see on Sunday.

In the 26 years since its establishment, the works has produced and sold in

excess of seven million tonnes of fertiliser and the current annual sales level is around 400,000 tonnes.

It serves a very large territory, from East Cape to Palliser Bay incorporating all that land east of the ranges, which is one third of the developed area of the North Island, and distribution extends into the peripheral areas of

Manawatu, Taihape and Taupo.

Its fertiliser supply area involves 60 per cent of the sheep farming and horticultural industries of the North Island.

Bulk supply

Ninety-seven per cent of the fertiliser sold is sold in bulk form, 83 per cent is applied from the air, 64 per cent is transported from the

works by rail, and 36 per cent by road. As well as selling directly from Awatoto, the company distributes and sells from 24 decentralised bulkstores with a total storage capacity of 80,000 tonnes.

Eastcofert — the convenient shortened name for the company — was the first co-operative fertiliser works to be

established in New Zealand. Existing works were all investment companies.

Eastcofert built the first contact acid plant in New Zealand, in 1954. All existing works used old type lead chamber plants, and these have all been replaced since by contact acid plants. The Eastcofert acid plant is the largest in New Zealand with a capacity of 650 tonnes per day, and the second largest in Australasia.

It is the biggest individual works in New Zealand, with a current manufacturing capacity of up to 550,000 tonnes of fertiliser a year, and employs about 250 people.

Eastcofert is the largest importer over the Napier wharves with raw material imports since inception of over six million tonnes.

Superphosphate is made from two basic raw materials, phosphate rock and sulphur. The phosphate rock is ground to a fine consistency and reacted with sulphuric acid derived from sulphur to produce the end product.

The contribution that the finished product makes to the economy and the agricultural hinterland in particular is of course reflected in the exports over the Napier wharves and through the Wellington container port.

Power plant

The acid plant, which could be regarded as a sulphur burning power plant, utilises waste heat from the sulphuric acid production process to generate up to 7.5 megawatts of electricity — sufficient to supply an entire borough the size of Havelock North. The works imports electricity when the plant is running at a low make, but overall it is a nett exporter.

Surpluses ranging between 3.5 and 5 megawatts are frequently being fed into the national grid. Five megawatts of power is sufficient to supply 5000 one-bar heaters.

Eastcofert is a co-operative servicing more than 5,600 shareholders who work in pasture production, horticulture and forestry. A complete range of fertilisers are made available for these industries, including locally manufactured and imported compound fertilisers.

Sulphuric acid is also sold to other industrial users such as freezing works, tanneries and battery manufacturers. Oleum is also produced, and this is an essential material in the production of detergents — therefore Eastcofert, as the only manufacturer of oleum has some part in all detergent manufacture in New Zealand.

A further by-product is bi-sulphate, a raw material requirement for wool scourers and a bleaching agent used in pulp and paper production.

The company operates its own computer as a management tool for programming production, distribution and stock levels, as well as accounting functions.

The present capital value of the company's assets at cost are in excess of \$19 million and the turnover for the last financial year, June 30, 1980, was \$33 million.

Priorities

Being a farmer co-operative, priorities in the use of funds differ from investment companies. A major concern is the provision of suitable facilities to service all farmer-grower requirements with equality, but with due regard to overall viability of the operations.

A new storage and road despatch complex with a capacity of 20,000 tonnes was opened at Awatoto in 1980. The cost of it and other associated improvements totalled \$3 million. A 6000 tonne capacity bulk store has recently been built at Wairoa, at a cost approaching \$500,000.

Did you know that ... ?

The Hawke's Bay Harbour Board owns a farm which covers some 626 hectares of the Ahuriri Lagoon. In the 1979-1980 year is carried 7256 sheep and lambs and 517 cattle. It cropped 141 acres peas; 80 acres barley; 18.5 acres maize; 49 acres grass seed; 18.5 acres Wairoa brassic and 37 acres of winter feed barley. Farm plant is valued at \$2,470,407.



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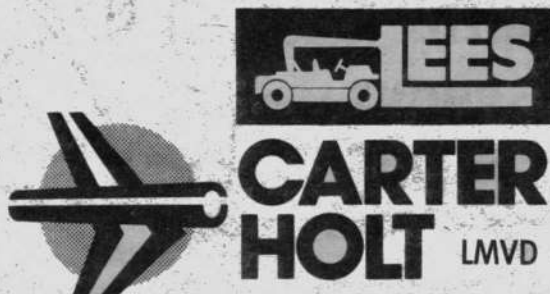
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UNION BOSS OPTIMISTIC ABOUT PORT

President of the Napier Watersiders' Union and Hawke's Bay Harbour Board member, Jim Joyce, is very optimistic about the future of the Port of Napier. And he sees the key to this in the board's policy of "getting out and selling the port" instead of "sitting back and waiting for things to come".

It was common knowledge, says Jim Joyce, that secondary ports, since the introduction of containerisation, had their ups and downs, with the cargo flow being mostly to container ports. However, with the diversification of a percentage of meat, wool and other products to the Middle East, the Far East and Soviet Russia, it meant conventional ports such as Napier had come into their own again.

"On behalf of the Port of Napier, I took a trip to the Far East in 1979 along with the chairman

and general manager of the Harbour Board. We met with much success in persuading shipping companies to use our



MR JOYCE

port by producing statistics which indicated to them that Napier's productivity rate by watersiders and maritime affiliated unions was the best in New Zealand," says Jim Joyce.

Jim says a follow-up trip is to be made next week accepting an

invitation to China to obtain the feeling of Far East shippers towards long term trade as far as the Port of Napier is concerned and, where possible, to entice other shipping companies to use the port.

"It has been apparent to me for a long time," says the watersiders' president, that you can not sit back and wait for these things to come. You have to get out and sell the port. This we have done successfully, and I am very optimistic for the future.

"It must be remembered," he adds, "when we talk about keeping the Port of Napier a viable proposition, it not only means keeping people within the wharf gates employed. A great number of people throughout Hawke's Bay depend on the port for their employment and, most of all, when you have a thriving port you have a thriving community — and then everyone must benefit."



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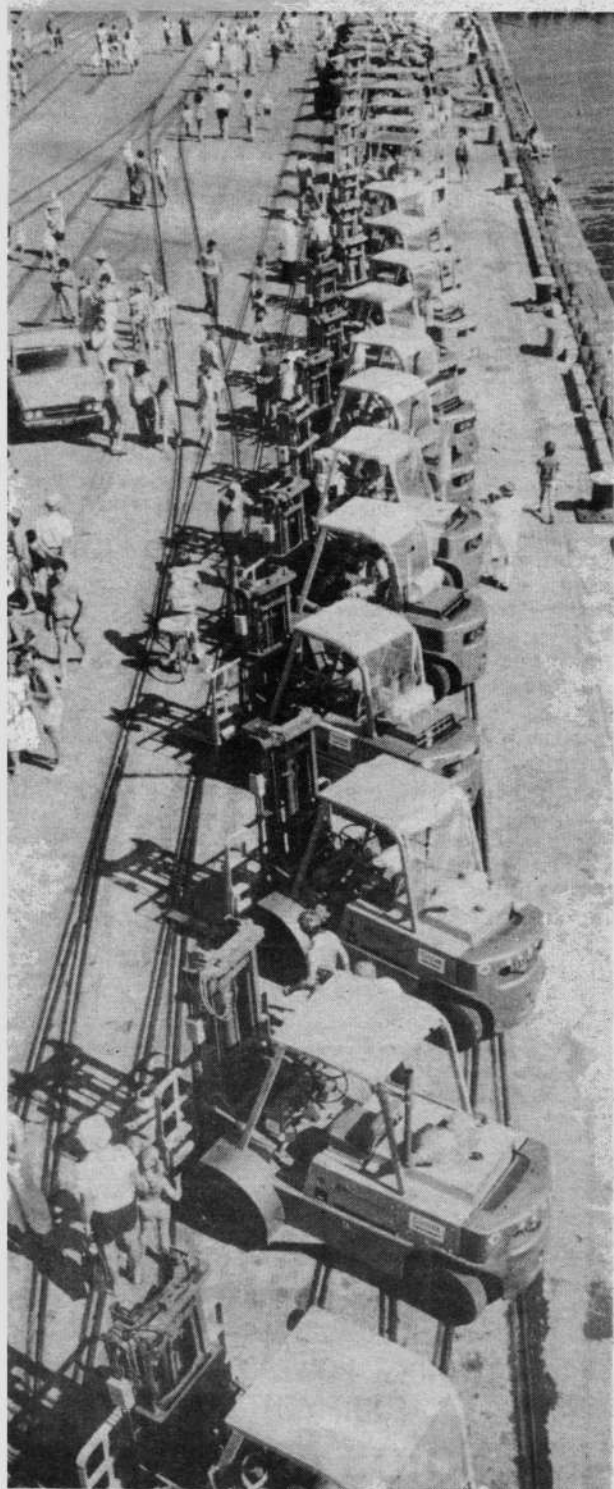
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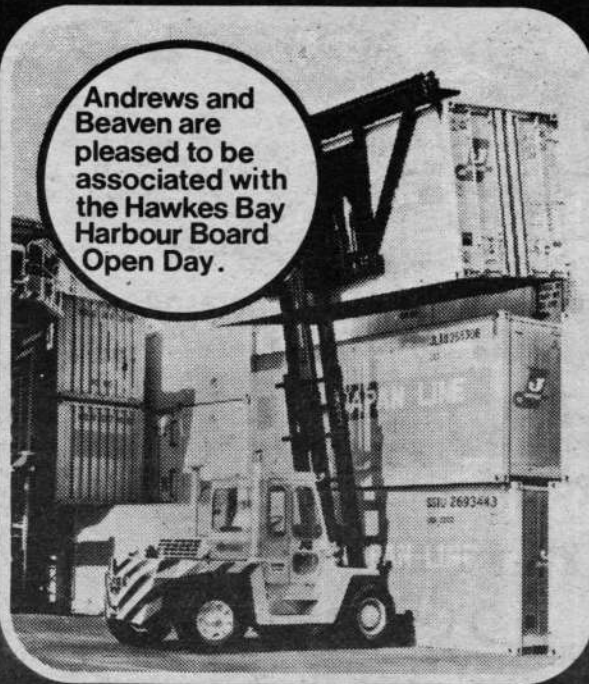


AN IMPRESSIVE display of a section of the Hawke's Bay Harbour Board's cargo handling equipment.

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The harbours — then and now

To many people, today's modern deep water harbour at Napier is attributable to the earthquake of 1931. This would be in part true due to the raising of the sea bed by some six to eight feet, followed by severe shoaling at the berths located in the inner harbour.

The loss of river flow through the inner harbour and drainage of the lagoon (now part of which is the Hawke's Bay Airport), sand and silt entering the harbour from seaward, gradually restricted the water depth to such a degree that only at high water could the smaller

By Mr MARTIN WEST, the Hawke's Bay Harbour Board's archivist.

trawlers navigate the channel to the berths.

The breakwater harbour was started in 1882 to meet the growing demands of the inter-colonial passenger and cargo trades, together

with the odd foreign-going vessel. As such, this additional berthage met the demands of shipping and shippers.

It is fitting here to recall that by far the greater number of large freighters lay at anchor some two kilometres from the shore between the present port and the inner harbour to load and discharge their cargoes by way of lighters to and from the inner harbour.

With the virtual destruction by the earthquake in 1931 of the inner harbour facilities, cargo sheds, berths, railways etc. together with a vast increase in trade, and attendant delays working vessels at anchor during foul weather, the harbour board of the day decided to proceed with a deep water harbour at the breakwater site now known as the Port of Napier.

Mixed feelings

This decision of the board was received by the ratepayers of Hawke's Bay with some mixed feelings due to the high costs involved and the fact that the inner harbour was being abandoned for all time.

The resultant division of the population into two camps, one for the breakwater and the other for dredging out the inner harbour, became a very heated topic at times, with public meetings held in many places. The pros and cons of both

parties were discussed and argued over long hours.

Ultimately, to settle what appeared to be a completely hopeless situation, agreement was reached by both parties to a poll being held of all interested ratepayers.

On July 19, 1934, this was held with the result the board's scheme to develop the breakwater harbour into a deep water port was carried.

With that background, what did the inner harbour (then known as Port Ahuriri) look like and what vessels used the facilities?

Some 12 lighters and two small tugs, owned by Richardson and Co. Ltd (a local ship-owning company), along with a similar number of steam trawlers operated out of this harbour, while the smaller coaster called and added its own contribution to an interesting and busy scene. This picture of a bustling little port could never be re-enacted, however much shipping should pass in and out of the new harbour.

Nostalgic memories of older residents of Napier would be the sight of steam trawlers all heading back toward the channel entrance at 3.30pm, often running before a southerly, or heading into a westerly wind which whipped the smoke from the salt stained funnels and forced it down along the seas's surface.

But what of the breakwater harbour at this time and following the earthquake holocaust which changed so much?

Empty berths

At the time of the earthquake the berths at the breakwater harbour were empty of shipping and this assisted the general situation considerably. For although the seabed rose as it did in the inner harbour, there was considerably more water alongside the wharf which enabled rescue work and major evacuation of towns folk to be undertaken by boat to the vessels lying at anchor.

These vessels, when they had their full number of evacuees on board, left the anchorage for Wellington and Auckland. The co-ordination between ships and the shore was rather tenuous due to distance and at times sea conditions.

Much credit must go to the owners and the crews of the small locally-owned vessels which were placed under naval orders during the evacuation.

In most cases the owners met the fuel costs as well, which, with personal losses ashore, was indicative of the generosity of all people at this time.

The breakwater wharves, No. 1 and Glasgow were now much higher above the ship's decks, due to the raising of the sea floor. This caused considerable trouble in working the smaller coasters.

In some cases, this was overcome by the vessel lengthening the derricks by adding an addition section but, in the case of the Gisborne sheepfarmers' steamer "Tiroa", the owners raised the derricks and placed them in a "flying" position on the mast table, some 20 feet up the masts.

Handicaps

This, unfortunately, was not the only handicap in working the harbour. With the earthquake shocks the Bluff Hill face crumbled and millions of cubic yards of rock fell across the roadway and railway lines between the wharves and the "E" cargo shed which served the breakwater harbour across the road between the harbour and the town.

Plant for clearing the line was brought into the area and work went on to dig a cutting through the mass of cliff face debris. While this was progressing, supplies for the remaining towns folk arrived by rail and steamer. That which was off — loaded at the wharf was stacked under tarpaulins until delivery could be made, by way of an improvised road through the slip on the beach.

Today there is very little at either harbour to remind of the catastrophe.

Perhaps the only tangible memorial would be the gap in the wharf between West Quay and Jull wharves where the collapsed structure has been cut away and a low level walkway constructed.

Such was the "before and after" of the harbours.



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SPOTLIGHT ON THE FLYING FIFTEENS

When Napier was chosen in 1979 as venue for the world Flying Fifteen sailing championships in February 1982, followed by the Napier crew of Barry Finlayson and Ian Norrie gaining the world title in England last July, all eyes were on Napier in the realm of Flying Fifteen sailing.

And the Napier Sailing Club's display of these craft, with others, at Open Day on Sunday will undoubtedly generate intense interest from visitors to the port. It is hoped to have the world trophy on display.

Several new Flying Fifteen boats have been built, and Finlayson and Norrie will defend their title next year in a new boat which will be completed this month. The Napier Flying Fifteen fleet numbers almost 30, although many of these do not race regularly.

Club preparations are already well in hand for the world series which will be preceded by the NZ national championships and selection trials to be sailed from February 13 to 18, 1982. From this series the NZ team will be selected and good entries are expected from Britain and Australia. Other fleet representatives are expected from Hong Kong and the United States.

Full status

The number of Flying Fifteens built exceeds 2500 and as the class has now been granted full international status by the International Yacht Racing Union this number is expected to increase considerably, particularly throughout Europe and the United States where international status is considered of prime importance. The class is noted for the close racing enjoyed and many crews have remained loyal to Flying Fifteens for

periods exceeding 10 years.

Napier identities Ron Warren sailing Cimba (sail No. 749) launched in 1967 and Bob Thomson sailing Fille (sail No. 848) launched in 1968, are still racing the same boats each weekend. Three new boats were launched at the New Year, Dale Simkin's Fflatck (2040), Tony Dallimore's Fforesail (2039) and newcomer to the class John Workman's lufface (2044).

Why is it called a Flying Fifteen?

This question is often asked as this small keel boat is 20ft long!

The name is derived from the waterline length of 15ft and Uffa Fox, the designer, had a line of similarly-proportioned yachts from the Flying Twelve up to about 35ft. But only the Flying Fifteen gained world acceptance.

The Napier Sailing Club has enjoyed steady and continued growth and now has some of the finest facilities in New Zealand. The membership is approaching 1000 most of whom are active. Race fleets regularly exceed 150 boats on Saturday afternoons and few clubs in NZ could match this figure.

In demand

The facilities and club administration are highly regarded in the yachting world and each year brings requests to host national championships. So the club has a policy of limiting these to two each season. The Fireball class has just concluded its nationals at Napier and the Laser class has its North Island championships and NZ women's championships scheduled for Napier at Easter.

Other yachts on display on Sunday at the port will be some fine examples of NZ's fastest-growing type — the "trailer sailer".



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Guardians against disease

Gone are the days when New Zealand could be reached only after a long sea journey and the incubation periods for plant and most animal diseases were always exceeded by the length of the journey.

Now thousands of people are arriving annually in New Zealand by air and sea. The ever increasing use of aircraft, whether trade or domestic, places New Zealand closer to parts of the world where many agricultural pests and diseases not found in this country are prevalent.

Preventing the introduction of agricultural pests and diseases at a practical level is the task of the Port Agricultural Service, which is a uniformed section of the Ministry of Agriculture and Fisheries. Officers are stationed at all ports of entry in New Zealand. At the Port of Napier, senior officer is Mr G. A. Bland.

The Port Agricultural Service works closely with other divisions of the Ministry of Agriculture and Fisheries and with the staff of the Department of Customs, Health and New Zealand Forest Service, to ensure all imports of agricultural interest are screened.

Of New Zealand's exports 85 per cent are based on agricultural products. Apart from the actual losses from disease, the cost to the country of control and

eradication, possible heavy losses to be sustained by primary industries, and the effects of certain pests and diseases on the export trade must be considered.

Rigorous control

By rigorous control measures — some say the most rigorous in the world — New Zealand is relatively free of serious plant and animal diseases. The Port Agricultural Service keeps a close watch on every item offering even the remotest risk of carrying agricultural pests and diseases.

The duties of the Port Agricultural Service at Napier include the following:

- Boarding ships on arrival from overseas to ensure passengers and cargo do not bring back diseases or pests which will attack livestock and plants.

- Examining agricultural items arriving in overseas mail.

- Making daily checks to see that garbage cans on overseas ships and yachts in port are securely covered. The garbage is destroyed by incineration under supervision.

- Checking daily on the health of pets on overseas ships and yachts and making sure that they do not come ashore.

- Ensuring that ships' meat lockers containing

prohibited meat are sealed and no meat or scraps can be taken ashore.

- Inspecting dogs, cats, birds and other small domestic animals imported into New Zealand.

- Inspecting imported animal products such as skins, feathers and bone artifacts. Inspecting and treating equipment used with animals.

- Supervising quarantine requirements for imported aquarium fish.

- Examining and clearing of imported plants, fruit, vegetables and seeds.

- Inspecting and certifying plants and plant products for export at ports and airports.

- Checking documents to find out where goods come from and whether the accompanying plant health and veterinary certificates are correct.

- Inspecting imported containers and cargo including packing and wrapping materials capable of harboring pests and diseases.

- Fumigation and treatment of contaminated materials to destroy pests and kill disease causing organisms.

- Inspection of personal and household effects arriving into New Zealand from overseas.

- Supervision of the cleaning of used cars, vehicles, tractors, machinery from overseas.



ONE OF THE duties of the port agricultural service is to keep a close watch on the health of pets on overseas ships and to make sure the animals don't come ashore.



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The work of the port's Stevedores

Just what or who are stevedores you may ask?

In many countries, stevedores are the equivalent of waterside workers, but the word is used here and in Australia to describe "contracting stevedores", that is the company or organisation which supervises the labour employed and arranges the stowing and unloading of cargoes on vessels.

Their experience, gained over many years, their knowledge and understanding of the various facets of the work of the port and local customs are valuable commodities, and they play an important role in cargo handling operations.

Before a vessel's arrival at Napier to load, the stevedoring company supervisors will have had discussions with the ship's agents and they will have received from the ship's cargo officer his proposed plan of loading.

Complicated

This can sometimes be quite complicated, depending on the cargo and tonnage to be loaded, for the cargo officer must always keep in mind the discharging port rotation, the trim of his vessel, and the need to keep within draft restrictions at future ports of call.

Having received the ships proposed stowages, the cargo is ordered out as required by either the agents or the stevedores and here the trouble usually starts.

Some cargo will not be available when required, there could be shortages of railway wagons or road lorries, load-out bans, derailments, labour shortages, weather delays, and a host of other contingencies.

However, these problems are eventually sorted out and when the ship arrives, cargo is usually waiting alongside.

As the stevedores control and employ the waterside workers, they arrange for the waterside labour required to be supplied by the Waterfront Industry Commission, which acts as the labour bureau and pay office of the waterside workers, tally clerks, and shipwrights employed.

Takes over

At this stage the stevedore foremen take over the loading, in conjunction with the ships officers. The foremen direct the waterside labour employed on the ship, and theirs is a major and exacting task, as they must see that cargo is loaded in accordance with the ship's needs, and to its officers' satisfaction, and at the same time ensure that a

speedy loading rate is maintained, by arranging for cargo to be supplied to each gang as required.

Usually two or more foremen are working on board the vessel directing the shipboard operations while another is busy on the wharf directing the operations there and ensuring the correct cargo is placed alongside each hatch as required.

It is usual for a stevedoring supervisor to be in overall charge of each vessel's operations, and they are constantly re-arranging loading programmes in conjunction with agents and ship's cargo officers as loading figures change or problems are encountered.

At the end of the day or shift, stevedores receive the tally sheets and prepare a list of cargo loaded for both the agents and the ship. Plans are made for the next day's loading programme and the supervisors will not complete the day's work until long after everyone else.

Basically then, stevedores control the physical cargo working operations and they supply the know-how and equipment for handling the various types of cargo handled through the port. Twenty years ago, such equipment consisted mainly of canvas slings for frozen meat, nets for beef, and rope snotters for wool.

Sophisticated

Nowadays however, with modern ships and new cargo carrying techniques, much more sophisticated and expensive equipment is required.

Stevedore foremen have traditionally been recruited from ex-seafarers or waterside workers who have accepted the role of supervising others. One local company numbers three ex-navalmen among its foremen staff.

Napier has been well served over the years by its stevedore manager, supervisors and foremen, and the success of Napier as an efficient and economic cargo handling port is a tribute to their hard work and ability.

Some became legends in their own lifetime and the names of "Fitz" Fitzgibbons, Dave Byford, Harold Sutherland, Bob Nimmo, Jack Hitchman, Roy Farquhar, Ivor Lamberg, "Captain" Billy Martin, Frank Salamonsen, and many others of more recent times have become synonymous with stevedoring at Napier, and their skill and knowledge of their jobs appreciated by the officers of the many vessels which call regularly at the port.

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Several major works planned for this year

Development just doesn't stop at the Port of Napier! And 1981 will be no exception, with three major projects programmed for the breakwater harbour and five smaller ones in the inner harbour at Ahuriri.

Hawke's Bay Harbour Board chief engineer, Mr S. M. Fisher, has outlined the work planned for next year and reviewed some of the important work carried out during 1980.

At the breakwater harbour during this year Kirkpatrick Wharf is to be extended to its final length and joined to the sea wall at the harbour entrance.

Another shed will be built on the Higgins reclamation similar to No. 8 shed in which phosphate rock is stored. It will be built north of it, behind No. 9 shed, and will be used to store fertiliser ingredients.

Third major project at the breakwater harbour is a 1.3ha reclamation immediately north of the Higgins reclamation which will increase the area adjacent to the Higgins north berth for storage of pine logs for export, allowing them all to be stored there, instead of being divided between the Higgins and Kirkpatrick reclamations.

The inner harbour (Ahuriri) projects are a 36m extension at the southern end of West Quay at a low level like the reconstructed western part of Jull Wharf in the Iron Pot; mooring piles for 31 fishing boats east of the slipway with two piers giving pedestrian access from Alexander Park, and mooring piles for 11 keelers north of the sailing club's buildings.

Further west, at the end of Thames Street, the board is to complete the 9ha industrial land development on which it is currently engaged and, subject to a decision on a planning appeal, will continue the excavation of the boating pond north of Humber Street.

Mr Fisher points out most of the work on these projects will be done by the board's employees, many of whom drive the board's lorries and forklift trucks for cargo handling whenever required. This, he said, made construction work a bit more expensive and could upset

predictions of progress, but showed an overall economy.

Last year, he said, saw completion of the plant workshop and straddle carrier garage at the top of the beach north of the main gate and construction from start to finish of a second shed for wood pulp, this one having a covered rail siding for pulp from the Karioi mill. It was built with locally-made wooden roof trusses.



MR FISHER

Another job last year was casting all concrete components for the deck of the Kirkpatrick Wharf extension and fabrication of more than half the steel for the piles.

The board had continued to increase its fleet of cargo-handling plant. Last year it bought two more diesel forklift trucks for wood pulp and three gas-powered forklift trucks for handling general cargo in sheds and in ships.

After improvements made in 1978 and 1979 by the dredger Geopotes V, no major dredging had been required, said the chief engineer. But, in 1979, the board bought a small second-hand cutter-suction dredge for minor works in both the breakwater and inner harbours. Last year it dredged the high spots in the berth of Kirkpatrick Wharf. This year it would place some of the fill in the proposed extension to the Higgins reclamation.

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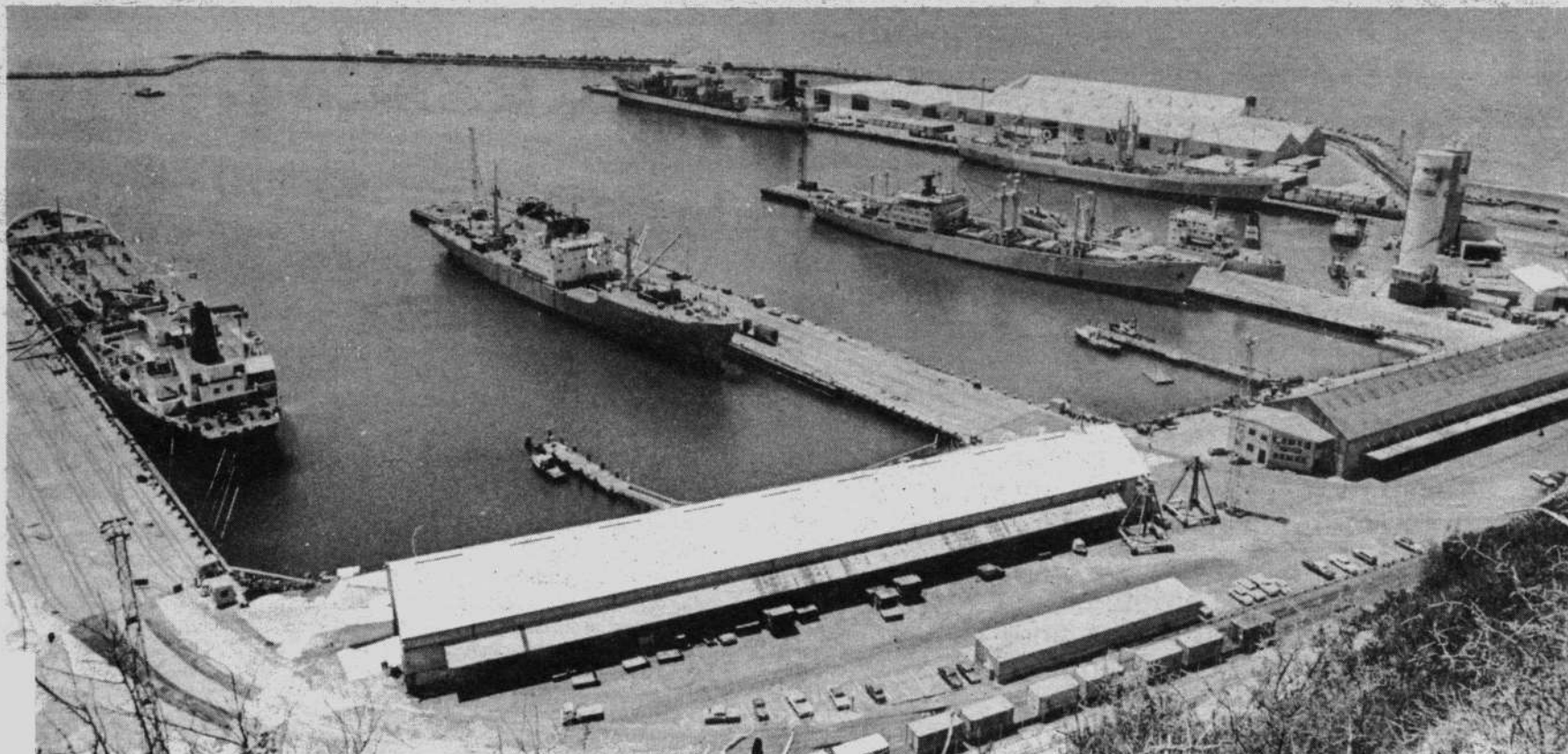
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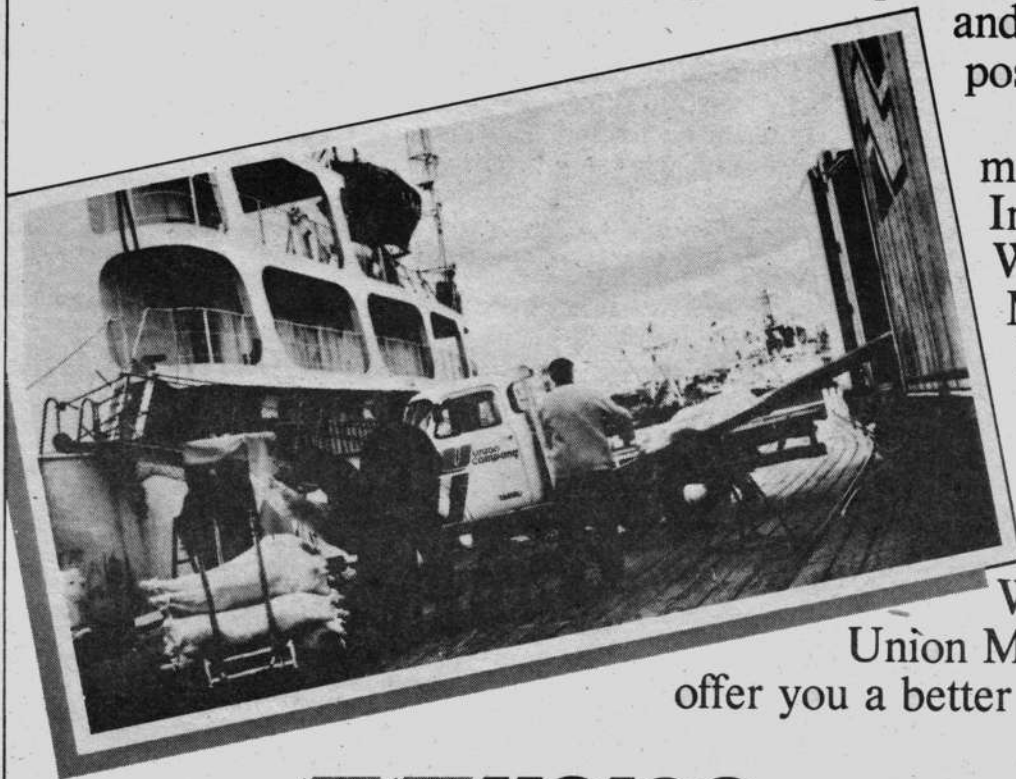
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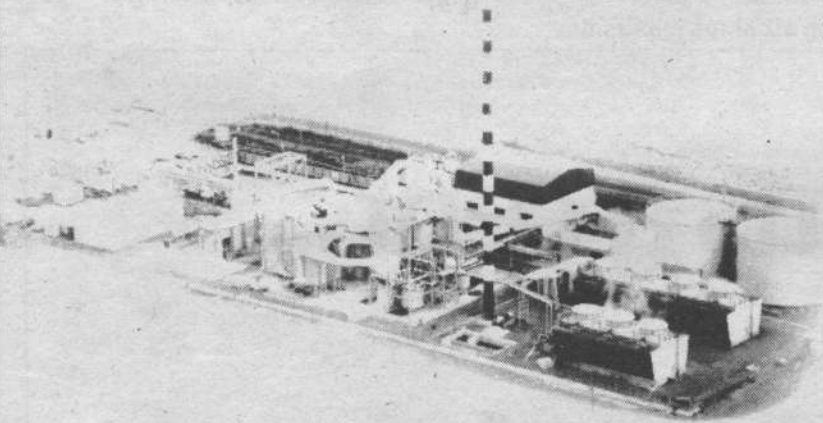
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QUAKE MEMORIAL

As part of Napier City's earthquake commemoration weekend, the Hawke's Bay Harbour Board next Monday will unveil a new special feature at the entrance to the board's administration building at the Port of Napier.

The feature comprises a large ship's anchor mounted in an extended garden box on the eastern side of the entrance to the building. The anchor carries a plaque inscribed:

*Erected 2 February, 1981 by the
Hawke's Bay Harbour Board*

In gratitude to the officers and men of

HMS DUNEDIN

HMS DIOMEDE

HMS VERONICA

SS NORTHUMBERLAND

MV TARANAKI

*And to all seafarers who gave
assistance to the people of*

Hawke's Bay following the earthquake

Disaster on 3 February, 1931

Unveiled by

The Misses Huia and Tui White-Parsons

Daughters of the late Captain H. White-

Parsons

Harbourmaster, Napier, 1914-1938

The ceremony is to be open to the public and special guests invited by the board for the occasion. Officers and men of the naval ships in port will participate in the ceremony which is timed to take place following assembly at 12 noon.

The unveiling of the plaque will take place following an opening address by board chairman, Mr Jack Tucker at 12.15pm and dedication of the memorial by the navy padre in attendance. This will be followed by a navy piping ceremony by five pipers and a 35-man complement from HMNZS Otago.

After the plaque has been unveiled by the Misses White-Parsons, the memorial will be formally accepted by the navy and a wreath in memory of late members of the various ships' companies will be laid by surviving crew members from Diomedé, Dunedin, Veronica and Northumberland who have been located and who will be the board's special guests at the ceremony.

The ceremony will also mark the formal declaration of names for the three harbour entrances — Dunedin, Diomedé and Veronica.

Impressive array of equipment

The Hawke's Bay Harbour Board owns and operates a 32-tonne forklift — the largest in New Zealand. But this is only one item among board equipment with a replacement value of about \$10.5 million.

In all, the board has 41 forklifts on its plant register and in addition to the 32-tonne giant there are also one 25-tonne, one 12-tonne, 19 3.6-tonne, 11 6.35-tonne, 5 2.7-tonne (electric) and 3 2.7-tonne (petrol LPG) machines.

Other vehicles owned by the board include 14 tractors, one bulldozer, two front-end loaders, five cranes (up to 20 tonnes), three Leyland articulated semi-trailer units, two dump trucks, five light trucks, four cars, seven motor cycles, one grader, one terminal tractor and three 40ft double ended 16-wheel

trailers, one tail-lift, one straddle carrier capable of stacking 40ft containers three high, one electric shed sweeper and one road sweeper.

But then, of course, there is a lot of other gear such as one steamcleaner, two waterblast cleaners, chainsaws, air compressors, mobile generators, road rollers, water carts, concrete pouring machine, concrete mixers, tugs, barges, workboats, punts, dinghies, phosphate hoppers, 24 refrigerator tower units capable of freezing down 48 containers, press for wire splicing, mobile light towers and pumps.

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Customs hold tight reins on shipping

Because of the close association which existed between the two organisations, the Customs Department was pleased to again be involved with the Hawke's Bay Harbour Board in its Open Day at the port activities, says the Collector of Customs at Napier, Mr Denis Flowers.

Throughout the world, he says, customs departments and shipping are inextricably tied together, even though at times the people who man and service the ships might well like to be less involved with customs requirements.

Overseas ships have been coming to Napier for a very long time and it was because of the number of ships using the port that the first Customhouse was opened in Napier 125 years ago.

Until 1953, when the main customs office moved to the city centre, customs staff were stationed at Ahuriri (from 1895, in the building at the Iron Pot now occupied by the Ministry of Agriculture and Fisheries). The uniformed customs officers however continue to be based at the Napier wharves.

In outlining the work of the customs officers at the Port of Napier, Mr Flowers pointed out it was a legal requirement that ships from overseas may only arrive at and depart from designated ports of entry. On arrival they must remain at "boarding stations" (which correspond to those areas designated by the Minister of Health as quarantine inspection places) and other approved persons.

Formalities

After initial formalities had been completed vessels were then permitted to proceed to the wharves which also had to be "appointed" under the Customs Act for loading and unloading cargo.

This might sound like a lot of red tape, said Mr Flowers, but these legal requirements were necessary restraints on the movement of ships to ensure that proper documentation of cargoes, crew, passengers and their possessions, ships stores etc was made before the vessel came alongside.

The customs officers must ensure that the ship had properly completed papers showing full details of cargo (the ships manifest), crew list, passenger list, list of prohibited and restricted immigrants, list of stores, poisons and any firearms that might be on board.

Also required was a search list. This document was signed by all ship's personnel and each person must enter on it full details of all goods in his possession

except such items as used clothing and toilet articles.

All goods found in the ship which were not shown on the list might be liable for forfeiture and their owner could be prosecuted.

When a vessel leaves New Zealand this search list is checked and if crew members cannot produce any items that they had on arrival they have a good deal of explaining to do and may well find themselves facing a charge of smuggling.

A major task of the department is prevention

of smuggling, said Mr Flower. In the "good old days" petty smuggling was restricted to attractive items subject to high duty like cigarettes and tobacco, spirits, watches and more recently, to transistor radios, cassette recorders etc. Now, in addition, the department was faced with the real headache of attempting to stem the flow of illicit drugs entering the country.

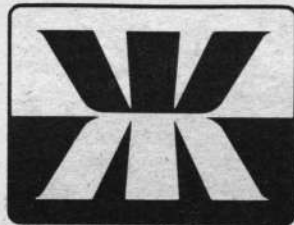
Rummage

Ships suspected of carrying contraband of any kind are subjected to rummage operations.

"In Napier we can augment our rummage teams by calling for assistance from other ports and if a vessel is thought to have drugs on board we obtain the services of the specially trained labrador dogs and their handlers who have proven ability to locate drugs, said Mr Flowers.

Unless it is required for operational purposes elsewhere, a customs drug dog will be present on the Napier wharves on Open Day where the public will be able to see practical demonstration of its uncanny ability to locate concealed drugs.

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