



a

## PROPOSAL TO ESTABLISH A NEW CHATHAM ISLAND SHIPPING SERVICE

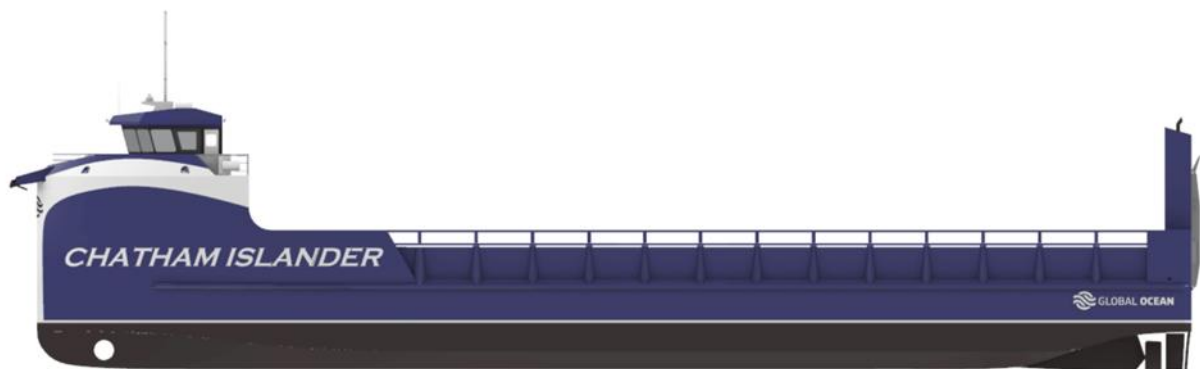
May 2025

The New Zealand Government has asked businesses to submit proposals to replace the existing Chatham Island Shipping service. The Tasmanian company, Bass Strait Freight Pty Ltd has submitted a proposal to replace the existing shipping service.

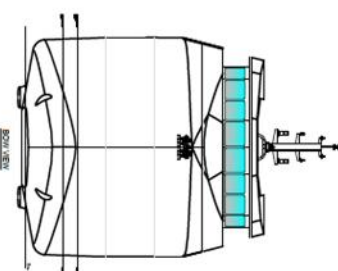
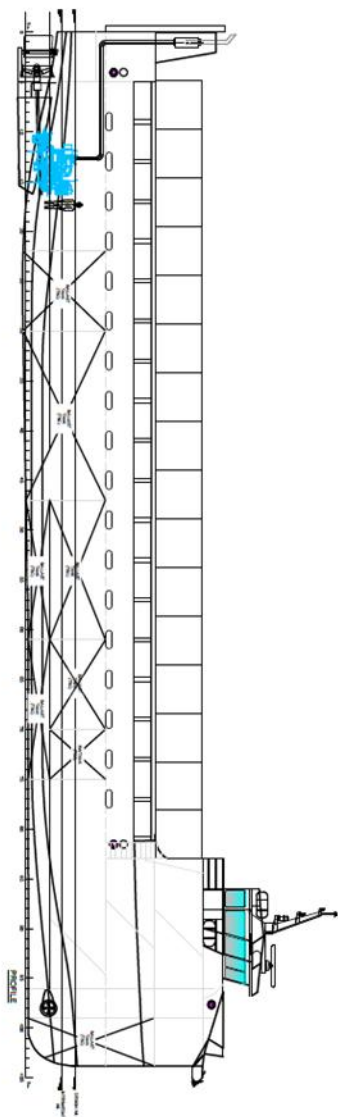
Our proposal utilises and new-build vessel which we were planning for our Bass Strait operations. Design and construction arrangement are currently well to hand. This vessel is the 5<sup>th</sup> iteration of the successful vessels developed for the Bass Strait Freight's interisland Freight Business in Tasmania.

We have made modifications to come up with a vessel that is designed for the unique freight task required to service the Chatham Island community.

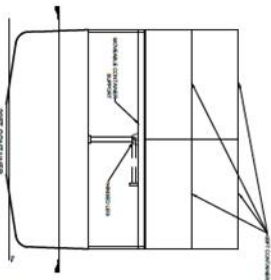
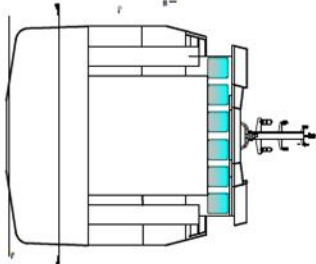
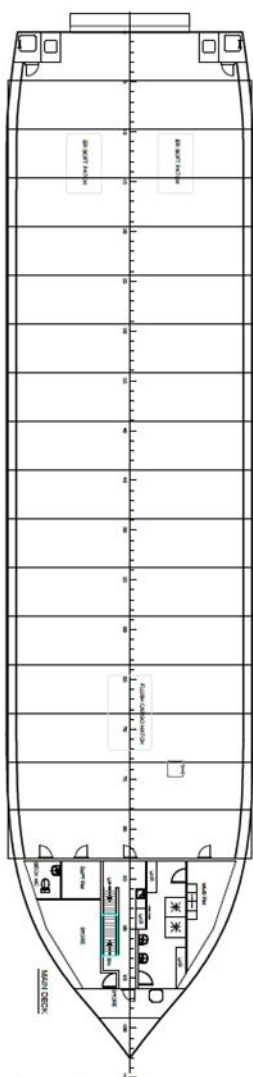
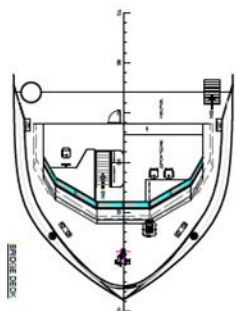
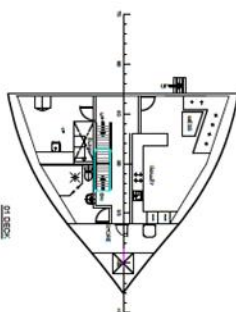
The vessel should have a service life of 40 plus years.







### PRINCIPAL PARTICULARS

[illegible]

SORT ORDER  
SUPPORT DETAIL

P#	P NAME	DATE	DESCRIPTION
P3	P000	1986/05	UPDATED ALL PER CLIENT COMMENTS
P2	P000	1986/05	UPDATED ALL PER CLIENT COMMENTS
P1	P000	1986/05	FIRST ISSUE
END OF DATA			

DATE		30/04/25
SHEET		REV
1 OF 1		P3
SIZE	SCALE	
A0	7/5	

**GLOBAL OCEAN**

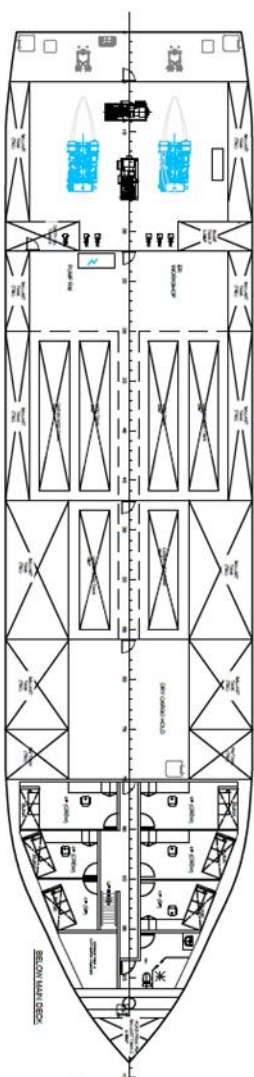
OFFICE NO.40, KETTERING, THAMMASAT 118  
 WEBSITE : [WWW.GLOBALEOCEAN.COM](http://WWW.GLOBALEOCEAN.COM)  
 EMAIL : [GENERAL@GLOBALEOCEAN.COM](mailto:GENERAL@GLOBALEOCEAN.COM)



CHATHAM ISLAND PRESIDENT  
 GENERAL ARRANGEMENT


00352 01 61 01 01

**GLOBAL OCEAN**  
46 PRINCE ROAD, KETTERING, TAMMARA 1515  
AUSTRALIA - [SALES@GLOBALOCEAN.COM](mailto:SALES@GLOBALOCEAN.COM)  
EMAIL: [SALES@GLOBALOCEAN.COM](mailto:SALES@GLOBALOCEAN.COM)



**The key success factors behind our bid to replace the shipping service to the Chatham Islands, can be summarised as follows:**

Vessel	<ul style="list-style-type: none"> <li>• Must be a purpose-built stern loading Roll on Roll off vessel.</li> <li>• Relatively shallow draft to access secondary ports to avoid the use of expensive port infrastructure and stevedoring costs.</li> <li>• Capacity for taking on significant ballast water after leaving harbour for ocean sea keeping purposes.</li> <li>• Capable of being beached.</li> <li>• Stock in yards on deck with cattle standing on rubber mats with removable stock boxes and yards to create the flexibility to service general cargo trips as well as livestock.</li> <li>• 150,000 litres of fuel under deck diesel storage to act as 150 tonnes of ballast on the way out to the Island and free up deck space for cargo and livestock.</li> <li>• Deck space is more limiting than weight. Vessel is designed to maximise the main deck space protected by high bulwarks and forward wheelhouse. We can carry 400 tons of freight out to the island under the stock boxes and below deck when we go out to pick up cattle.</li> <li>• Simple configuration. No cranes or complicated hydraulics for winches etc.</li> <li>• Dry exhaust with keel cooling. Use truck or earthmoving engines that can be swapped out easily every 10 years or so.</li> <li>• Less than 50 meters LOA and less than 500 tonnes NRT</li> </ul>
Staffing	<ul style="list-style-type: none"> <li>• Non-union business and run as an owner operated small business.</li> <li>• Ship needs to be “dead ship” as soon as she is unloaded because there will be a lot of layovers due to poor weather. It needs to be operated like a big fishing boat to maximise weather windows.</li> <li>• Turn the vessel around at the island and in NZ within a few hours to make the most of weather windows. Crew to handle the loading and unloading of cargo.</li> <li>• Cargo to be consolidated alongside the vessel’s home port.</li> </ul>
Port	<ul style="list-style-type: none"> <li>• Cannot use expensive major ports and the shipping company must be in control of cargo consolidation and loading.</li> <li>• Major port operator’s objectives are the opposite of the objectives of small coastal shipping operator.</li> <li>• Big vessels can cover the cost of large port overheads and structures, and the segmented and inflexible labour arrangements small, vessel cannot.</li> </ul>
Island Economy	<ul style="list-style-type: none"> <li>• There are three sectors on the Island <ul style="list-style-type: none"> <li>○ Fishing,</li> <li>○ Agriculture, and</li> <li>○ Services.</li> </ul> </li> <li>• Services and fishing have a relatively low freight requirement.</li> <li>• Chatham’s agricultural economy will have to be rebuilt before the shipping service is going to be viable.</li> <li>• <b>Recreating a vibrant agricultural industry is the vital ingredient to underpin the new shipping service.</b></li> <li>• The farming system needs to centre around intensive grazing systems dominated by breeding stock and selling young stock primarily for fattening elsewhere or, in good years, finishing lambs and steers for killing. Our experience is its best to get the calves and lambs off as soon as they are marketable so you can get their mothers in calf/lamb on a rising plane of nutrition.</li> <li>• There will need to be fresh ideas and ambitions amongst the Chatham’s farming sector to realise the potential of the Island.</li> </ul>

	<ul style="list-style-type: none"> <li>The shipping service needs to be designed around the agricultural freight task and vice versa.</li> </ul>
Experience	<ul style="list-style-type: none"> <li>It's taken our company 30 years to evolve into its current skills base.</li> <li>We have ideas and strategies developed from hard won experience over many years. Whilst we have done quite a bit of research and obtained feedback, we understand the shipping operations will need to continue to evolve as the Chatham Island economy evolves.</li> </ul>
Flexibility	<ul style="list-style-type: none"> <li>A shipping service to remote Islands where the main freight task is to bring livestock to the mainland requires a vessel that can be easily configured to carry container freight, wheeled cargo, vehicles, oversized cargo and bulk commodities such as fertiliser and fuel as well as livestock.</li> </ul>  <p><i>Above is the method we use to remove the stock boxes which are locked onto the bulwarks. Note the cattle yards are folded away. For general freight runs we load containers two high on deck and stack bulker bags, posts, poly pipe and palletised freight around the containers. There is unlimited flexibility depending on the class of freight. On the new vessel, we will be able to bring back empty containers stacked two high on the bulwarks and still stow deck cargo under them.</i></p>





*Above; Deck yards and stock boxes removed ready for a general freight run to Flinders Island. It takes about 2 hours to reconfigure the vessels. Below: Freight under the stock boxes with yards stowed, containers on the stern on the way to the Island to pick up a full load of livestock once the yards have been set up. Cattle walk onto the vessel via the stern ramp and a loading race up to the stock boxes.*



Fuel

- Local fuel supply and fuel distribution needs be integrated into the shipping business so that:
  - There are not two businesses (margins) between the retail purchaser and the NZ fuel importers Terminal Gate Price.
  - Purchasing power for fuel used on the Island is combined with the fuel being used by the shipping company.
  - Our fuel business delivers fuel onto the islands very cost effectively because we have the volume to buy fuel direct from the importer.

## **SUMMARY**

Once the Chatham Island agricultural economy is rebuilt, the shipping service will become a successful stand-alone business in the same way Chatham Island Airlines continues to prosper and develop.

If selected to operate the shipping service, using our experience in Bass Strait, we look forward to working with the community to build an efficient, flexible, reliable and cost-effective sea freight and logistics service to underpin the Island's economy.