

Public Summary of CISL Shipping Service Solution

Chatham Island Shipping understands the community's need for a reliable, timely and efficient shipping service — one that supports the Island's growing livestock export sector and ensures regular import of fuel, foodstuffs and all other essential goods needed for the Chatham Islands to thrive.

We acknowledge that delivering such a service with the Southern Tiare over the past 15 years has been increasingly difficult due to the vessel's age and reliability.

To address this, Chatham Island Shipping proposes to build a new multi-purpose vessel specifically designed for the Chatham Islands service. The proposed vessel offers innovative and flexible capability, which will reduce risks associated with maintenance-related delays and provide more dependable connections with the wider New Zealand economy.

A purpose-built vessel would initiate an operational change of historical practices, processes and procedures both on and off island to align with the step change in vessel capability, capacity and efficiency.

The vessel design supports more than the carriage of livestock, it also enables new export opportunities such as grain, potatoes and niche high-value products previously constrained by limited logistics to prosper. This diversification will help make the Island economy more resilient and unlock access to broader markets.

This vessel represents a structural upgrade to the Island economy.

This mirrors what was seen historically with Air Chatham's development of capacity to transport live crayfish, which allowed a major structural shift from the lower-value U.S. frozen tails and body meat market to the far more lucrative live Asian market — more than doubling returns to local fishermen. That change did not just benefit one sector; it triggered more frequent flights, opened opportunity, particularly for tourism, and reshaped the Island's economics.

A locally governed shipping service (Trust) would operate on a zero-profit model so that Chatham Islanders are not penalised by higher freight rates a commercial operator would need to charge.

Locally governed shipping service ensures that responsive and relevant decision making that reflects the realities and requirements of life on the Chatham Islands are made.

The vessel will service the Island's import and export needs with improved services to Timaru, Napier and potentially Wellington.

The vessel will feature enhanced weather and seakeeping abilities, designed for the Southern Ocean with a service speed of 12 knots, stabilised and manoeuvrable with bow and stern thrusters for improved reliability of service.

With both stern ramp and a side gunport door plus two 25-tonne cranes, the vessel will offer flexible cargo handling — including walk-on livestock to main deck, freight container capacity and drive on vehicles including oversize. The preferred method of loading and discharging will be via the stern Roll on Roll off (Ro-Ro) ramp (noting that a compatible wharf site at Waitangi Port will be required).

The vessel will be a designated livestock carrier that prioritises animal comfort and welfare and fully compliant with MPI and MNZ regulations.

The increased cargo and livestock capacity will provide scope for export growth, especially for the Island's livestock trade.

CISL believes it is important if not essential that the vessel can also undertake other commercial shipping tasks to support and offset operational costs of providing a regular and reliable shipping service to the Chatham Islands.

The vessel's ability to carry containers and move bulk cargo opens up commercial opportunities in the New Zealand coastal shipping trade that may be integrated as part of the scheduled Chatham Islands service.

Design Parameters:

LENGTH OVERALL 70.00M

BEAM MOULDED 16.00M

DEPTH MOULDED 6.50M

SCANTLING DESIGN DRAFT 4.00M

SERVICE SPEED (85% MCR) ABT 12 KNOTS

CLASS -BV NOTATION I HULL MACH CARGO SHIP,

EQUIPPED FOR CARRIAGE OF CONTAINERS AND LIVESTOCK, UNRESTRICTED NAVIGATION.

AUT-UMS

GROSS TONNAGE < 3000

CREW 8 – 10.

MAIN ENGINE MCR 1 x DAIHATSU 1800kW.

CRANE 2 x 25T @ 20M (COMBINED LIFT = 50T)

THRUSTER 1 x 200kW BOW, 1 x 170kW STERN

Cargo Hold Capability:

CATTLE (350KG - 1.28M²EA) INTERNAL = 876

SHEEP (45KG - 0.33M²EA) 5320 (INTERNAL = 3400 + EXT = 1920)

FRESH WATER- 90M³

CARGO HOLD VOLUME -2300 M³

CARGO DIESEL -250M³

DECK CARGO CAPABILITY

MAIN DECK TEU -18



The vessel (indicative name “*Chatham Supporter*”)

Livestock:

The vessel design achieves a positive balance between animal welfare and the operational efficiency of livestock transportation. The importance of humane transportation practices must ensure adequate space, ventilation, feeding, and care for animals during transit and ensuring that animal density does not compromise livestock comfort or health.

Speed:

Key technical aspects include vessel speed, which must be optimized to reduce travel time while minimizing stress on livestock. The vessel significantly improves operational efficiency by traveling at 12 knots, compared to the existing vessel's speed of 8 knots.

This 50% increase in transit speed of 12 knots reduces overall voyage times to Napier -33 hrs, Wellington – 35hrs and Timaru – 44 hrs, enhances scheduling flexibility, and allows for faster response to operational demands, all while maintaining high standards of safety and livestock welfare. Improved Manoeuvrability with both Bow and Stern thrusters.

Cargo

Ability to carry Containers including reefers.

A 2300 m3 hold capacity, Bulk diesel fuel – 250,000 litres. Ability to load wheeled and oversize vehicles by stern ramp



The cargo hold of the proposed vessel has a total internal volume of approximately **2,820 m³**, with dimensions of **5.800 m** high, **13.900 m** wide, and **35.000 m** long.

- **Tank Top Area:** 486 m² (13.900 m × 35.000 m)
- **Mezzanine Deck Area:** 486 m² (same footprint as tank top)
- **Intermediate Sheep Deck (Lower Hold):** Approx. 420 m² (12.000 m × 35.000 m)
- **Main Deck Clear Area:** Approx. 650 m²

This configuration offers a versatile and spacious cargo layout suitable for a range of loading requirements, including livestock or modular cargo setups.

