



The Traverse Board

Newsletter of the Friends Of The Paul McGuire Maritime Library Inc

May 2010

Proudly Supporting the Paul McGuire Collection of The State Library of South Australia.

News From The Friends

Vale Tony Arbon

It is with much sadness that we report the death of Tony Arbon who died on 18th April 2010 after a short illness.

Tony was a loyal member of the Friends for many years and had a passion for nautical matters.

He volunteered at the State Library for 51 years until last year when he retired at a reception held for him.

His name will live on in the State Library's Arbon-Le Maistre collection which contains 80,000 photographs, mostly of 20th century ships, and includes virtually all of the ships that carried post Second World War migrants to Australia.

This is a truly remarkable legacy left to all South Australians by Tony.

Tony's funeral service was held at F H Trevelion Funerals in Brighton on Wednesday 28th April 2010.



Library Director Alan Smith presenting Tony with a book to commemorate his long volunteer service with the Library.
Picture courtesy The State Library of SA.

Next Meeting

The May Meeting will feature sail trainee Jessica Francis who will relate her experiences on the *One And All* in April.

Date: Monday **May 24th 2010**

Time: **8:00 pm**

Venue: **Railway Hotel, Port Adelaide.**

Cost: **Donation**

PRESIDENT'S REPORT

May 2010

Greetings once again, with a tinge of sadness after the passing of Life Member, Tony Arbon, on April 18th, following a period of illness. Tony was quite an achiever in the realm of maritime history, having spent fifty one years as a volunteer at the State Library, putting together a great collection of shipping photographs and other memorabilia. The chapel at his funeral was packed, an indication of his standing in the community, and I know he will be long remembered in our small circle.

In March we were addressed by Dr. Evelyn Wallace-Carter, her subject being the history of the South Australian fishing industry. She had worked for the state fisheries department, so had an intimate knowledge of the personalities involved, and their vessels an interesting evening, indeed.

The Friends have just sponsored our third student for a voyage aboard the "One and All", starting on April 12th, sailing from Wallaroo to Port Vincent, via Emu Bay. Her name is Jessica Francis, from Gepps Cross High School, and skipper Dirk Visser spoke well of her when I spoke to him recently. Jessica will be joining us at our next meeting on Monday, May 24th, to tell us of her adventure, and I hope to see you all at the Railway Hotel for that.

This concludes my rather short report, so I wish you all well for the cool months of winter, don't catch cold!

Regards, Julian.



The Traverse Board

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MV Shen Neng 1

Shen Neng 1 (simplified Chinese: 申能1; traditional Chinese: 申能一; pinyin: shén néng yī hào[1]) is a Chinese bulk carrier which was built in 1993 as *Bestore*. She was sold in 2007 and renamed *Shen Neng 1*. In 2010, she ran aground off Great Keppel Island, Australia spilling oil into Great Barrier Reef waters.

The ship was built by Sanoyas Hishino Meisho in 1993. She is 225.00 metres (738 ft 2 in) long overall, with a beam of 32.66 metres (107 ft 2 in) and a draught of 13.29 metres (43 ft 7 in). Her air draught is 41.68 metres (136 ft 9 in). The ship is powered by a 2-stroke Single Action 6-cylinder Sulzer 6RTA62 diesel engine driving a single screw propeller. The engine can propel her at 13.5 knots (25.0 km/h).[2]

History

Bestore was owned by Scinicariello Ship Management, Italy. She was sold for \$34,000,000 in 2007,[3] and was renamed as *Shen Neng 1*, meaning "*Shenzhen Energy*" in Chinese, when sold to Shenzhen Energy in 2007. Her callsign is BXAN. She is allocated the IMO Number 9040871,[4] and the MMSI Number 413461550.[5] According to the Equasis database, and an article in the shipping industry newspaper "Tradewinds", the ship is owned by Shenzhen Energy Transportation Co. Ltd, a subsidiary of Shenzhen Energy, whose logo appears on her funnel, and is managed by TOSCOKEYMAX International Ship Management Co. Ltd, a Sino-Japanese joint venture,[6] and carries a crew of 23.[7]



Shen Neng 1 aground on the Great Barrier Reef

Shen Neng 1 was refloated on 12 April 2010, after forecasts of bad weather meant that the salvage operation was brought forward. There were reports that large areas of the coral reef were damaged by the ship.[11] On 14 April, the captain and officer on watch at the time of the accident were arrested. They were charged and will appear in court on 15 April.[12]

Investigation

Two investigations have been opened into the grounding. The investigations are being conducted by the Australian Maritime Safety Authority (AMSA) and the Australian Transport Safety Bureau (ATSB).[9] Queensland Premier Anna Bligh said that the Government would be investigating why the ship was so far off route.[8] It was reported that the ship's owner could be fined \$1,000,000 and *Shen Neng 1*'s captain \$220,000.[7]

Career

Name:	<i>Bestore</i> (1993-2007) <i>Shen Neng 1</i> (since 2007)
Owner: (1993-2007)	Scinicariello Ship Management, Italy
Port of registry:	Shenzhen Energy (since 2007) Italy (1993-2007) People's Republic of China China (since 2007)
Builder:	Sanoyas Hishino Meisho
Launched:	1993
Identification:	Call sign BXAN
IMO Number	9040871
MMSI Number	413461550

General characteristics

Tonnage:	36,575 GT 71,181 DWT
Length:	225.00 metres (738 ft 2 in) overall 217.00 metres (711 ft 11 in) between perpendiculars
Beam:	32.66 metres (107 ft 2 in)
Height:	41.68 metres (136 ft 9 in)
Draught:	13.29 metres (43 ft 7 in)
Installed power:	Sulzer 2SA 6RTA62 diesel engine
Propulsion:	1 x screw propellor
Speed:	13.5 knots (25.0 km/h)
Crew:	23

Grounding

On 3 April 2010, *Shen Neng 1* was on a voyage from Gladstone, Queensland to China with a cargo of 65,000 tonnes of coal. She ran aground 70 kilometres (38 nmi) off Great Keppel Island, Australia.[8] At the time of the grounding, *Shen Neng 1* was reported to have been travelling at full speed. She was severely damaged on her port side, and a 3 kilometres (1.6 nmi) long oil slick was later reported to have been seen.[7] The ship's engine and rudder were damaged in the grounding.[9] The ship went aground 5.8 nmi (10.7 km; 6.7 mi) outside the shipping lane. [10] It is in a restricted area which forms part of the Great Barrier Reef Marine Park, a World Heritage Site designated by UNESCO.[8]

As a result of the grounding, the fuel tanks of the vessel were punctured, allowing fuel oil to leak from the vessel. It is feared that the ship may break in two.[8] A salvage contract has been awarded to Svitzer, led by Drew Shannon (who was in charge of salvaging *Pasha Bulker*), which has sent tugs to the area.[9]

Sailor mistakes tiny island for UK

ABC News - Posted Fri Apr 30, 2010 9:29am AEST

A man who thought he was sailing along the coast of southern England had to be rescued by emergency services after his motor boat ran out of fuel while repeatedly circling a small island in the River Thames estuary.

The man, who had no nautical guides and only a roadmap by which to navigate, had been trying to sail from Gillingham, about 35 miles east of London, to Southampton on April 19 by following the southern coast of England.

But he ended simply doing laps of the Isle of Sheppey, about 93 square kilometres in area, in the mouth of the Thames.

Eventually a lifeboat and coastguard were sent to rescue him after he used up all his fuel and ran aground.

He told officials he had been trying to navigate by keeping the coastline to his right.

"He was attempting to travel around the UK from Medway to Southampton and had somehow lost his bearings and ended up travelling around the Isle of Sheppey," said Robin Castle, a member of the local lifeboat station.

"It seems he didn't have the usual maritime charts or navigational equipment."

- Reuters



Next Meeting

The May Meeting will feature the 2010 Paul McGuire Sail Training Award trainee Jess Francis who will relate her experiences on the *One And All* in April.



Monday May 24th 2010

8:00 pm

Railway Hotel, Port Adelaide.

Members are welcome to join the committee for dinner from 7:00pm. Please ring Fred or Sue at the Railway Hotel on 8447 1527 to book your place.