



The Porthole

Volume 16 No.11

November 2016

*The newsletter of the South Australian Branch of the Company of Master Mariners of Australia PO Box 1, PORT ADELAIDE, SA 5015
Branch Patron: His Excellency the Honorable Hieu Van Le AC*



Branch Master's Comments

This November Branch meeting is the ultimate meeting before our Annual General Meeting in January 2017 and nominations are being sought for the office of Assistant Secretary.

Those members currently serving as Branch Master, Editor, and Wardens have indicated their willingness to continue in their current roles, and the Assistant Secretary has indicated his willingness to stand as Secretary, for 2017 at least.

Please consider standing for office, especially if you have not previously done so. A blank Nomination Form is attached to this edition of The Porthole.

The end of 2016 will sadly see the end of the Newcastle branch, due to an ageing and a declining membership. Australia is not unique in this, as the Company of Master Mariners of Canada have announced the impending closure of their Montreal branch.

In addition to a strong and active Court, a strong and active membership is also required to ensure this branch's survival. If you know of any men or women who are qualified, or intend to become qualified, as Masters, or have similar qualifications in the Royal Australian, or other Navy, please let them know we exist and invite them along to a luncheon meeting or, better still, invite them to join. Anyone who has other maritime qualifications is also welcome as an Associate Member.

As these will be my last Comments for 2016, I wish you all a Merry and Safe Christmas and a Happy New Year.

Best Wishes

Paul P

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Speaker:

Kevin Hales, who will talk about his role as Agent for the STV Tenacious, during her recent stay in Port Adelaide.

**The next Branch meeting will be held at
the Largs Pier Hotel, 198 The Esplanade, Largs Bay,
on Wednesday, 30th November 2016 at 1145 for 1200.**

**Please confirm your attendance at the lunch or register your apology before
1200 on Monday, 28th November 2016 with**

Ian Dickson (8396 1030)

or

Paul Phillips (0407 779 209)



The Company of Master Mariners of Australia Ltd. is a Company established to promote and further the efficiency of the Sea Service generally, and uphold the Status, Dignity, and Prestige of Master Mariners in particular.

Vale Doug Bourne-Jones.

Life member Doug Bourne-Jones died suddenly at 04:00 on 5 November 2016, aged 87.

His funeral was held at Berry Funerals Chapel at 13:00 on 9 November 2016. He was widely respected and his wide involvement and interest in the Maritime industry, both locally and nationally, was reflected in the well filled chapel, which included 10 members of this Branch. Among the six tributes presented, Captain Robert Buchanan acknowledged Doug's 54 years' contribution to the Company.

Doug is survived by Maureen, his wife, who is unwell and was not present, and his daughter, Angela.

Members present:

Paul Phillips, Ian Dickson, Iain Fraser, Bob Buchanan, Eddie Carr, Walter Ferrao, Peri Rajagopalan, Michael Hehir, Michael Carrington, George Carter and his wife, Doreen.

NARROW BOAT CRUISING ON ENGLAND'S CANALS

A summary of a talk given by Branch Member Michael Parsons to the October Branch meeting

With the coming of the industrial revolution Britain had a major crisis: the transporting goods between the big manufacturing centres and the ports. The roads were terrible and traditional horse and cart terribly inefficient, while the railways weren't even thought of. So Britain turned to the water and a network of canals soon crisscrossed the country. Water was abundant, labour plentiful, including Irish immigrants, and it was the era of Britain's finest engineers (Telford, Brunel, etc.). The engineers set to and designed the locks to cross hills with reservoirs to keep up water supplies. Incidentally, it was the labour force that gave rise to the term "navvies" as they worked for the navigation companies.

The canals were kept narrow to reduce construction costs, approx. 20 feet wide reducing to about 9 feet at the locks, and when passing under bridges. The barges were about 50 to 60 feet long and no more than 8 feet wide and could carry about 50 tons, not a huge load but a lot more than a horse and cart. Alongside the canals a path was constructed, as the boats were pulled by a horse. This path was on one side only; on the other side the land owner had rights to the canal bank. Eventually, the horses were replaced by self-propelled barges (steam and then diesel). Now, the towpaths are still used, but by cyclists and walkers.

Over time, facilities grew along the canal bank, such as pubs, villages for supplies, tradesmen for repairs. Many of these still exist today and are being used by the tourist traffic.

The barges continued to be used for cargo right up to the end of WWII, despite competition from the railways and wartime demands, but after WWII, improved railways and expanding motorways saw the end of the narrow boats as cargo carriers, and the canals slowly closed.

However, in the late sixties, the public were expanding their holiday ideas and getting more adventurous, and canal holidays were seen for their tourism potential and being reopened with specialist barges being built for tourists.

And this is where the Parsons family comes in!

We had been planning a family trip to the UK, and when I read in 'The Advertiser' about self-drive boats operating on the UK canals, my first thought was 'that's for us!' The agreement was not unanimous, but some weeks later found Dad, Mum, three school kids and Grandma in Birmingham ready for our boating adventure. We were given basic operating instructions, including how to open the hatch above the propeller. What we were not told was the attraction between the prop and the plastic bags in the canal. Nor were we told that we would be stopping about every 30 mins while I plunged my arm into icy water to clear these bags. We kept going and spent the night in the basin in the middle of Brum. Day 2 was much the same, ploughing through industrial waters. I told the kids that the dilapidated wharves and sheds were part of the historic charm.

About midday, we came across our first lock and we were a bit nervous of our ability to cope (no keepers), but we were joined by a group of urchins who said "help you through the lock if

you give us a ride to a village further on", so we locked up our valuables and negotiated a passage agreement. Having learnt the secret of lock operations, we continued feeling much more confident. However, we were soon brought back to earth, when, in late afternoon, we started down a flight of several locks. It soon got dark, but we were helped by a man from the Canal Authority who told us that we had to keep going, because the gates leaked and we could end up stranded. He saved us by cycling ahead so that all the locks were set up for us until we reached a safe mooring.

That night I was certain that I would wake up facing a full-blown mutiny, expecting that the crew would demand discharge and repatriation to their home port. I wasn't sure I disagreed. It was not the idyllic trip I had hoped for, but God was kind, and we woke to bright sunshine. On one side, leafy streets in their autumnal glory and on the other side, the green of Wolverhampton racecourse stretched forever. So, we set off thinking that this was what we signed up for. Even the scourge of clearing the plastic bags occurred only 2 or 3 times a day.

The Waterboard set a speed limit of 3 mph on the canal, mainly to prevent bow waves eroding the canal banks. This is about walking pace and allows passengers to walk along the towpath if they feel the need to stretch their legs. But we found that it was almost impossible to go



any faster, regardless of the throttle setting, because there was so little water under the keel. This was very apparent a few days later when we entered the River Avon for a passage from Stourport to Worcester and hit a good eight knots, with about ten feet of water under us.

Being a self-drive boat, we had to operate our own locks, which came along regularly, but we soon developed a routine. Each chamber could only take one boat at a time, but, if several boats were waiting, the crews would form a team to get everyone through as quickly as possible. At least we didn't fall into the trap of tying up the boat and going for a coffee while the lock was emptying. As skipper, I soon learnt to call down 'lock coming up' rather than blowing the whistle for the standby watch.

I was also able to impress on the ladies that the fresh water tank needed to be topped up – usually about lunch time alongside a pub.

Being independent allowed us to stop when we wished for a cuppa or a walk up to a village for supplies or a bit of casual shopping.

The scenery was lovely and the weather good although frosty early. A highlight was the trip down the Avon referred to previously, particularly when the Worcester cathedral bell ringers started practice just as we arrived, and we passed by the cricket ground where the Aussies used to play their first match of their England tour.

Other incidents stood out, like the woman who stood guard to make sure we didn't over fill the lock and fill her cellar, our 11 year old daughter who was the best helmsman, her big sister who said little but returned a few years later on a work trip and told everyone about our trip as she passed in the train, our son who wore his life jacket without complaint and the two ladies who just helped.

Luxury it was not, but an experience to be remembered.

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CHANGES AND CHALLENGES ARE TOUGH ON THE WORLD'S SHIP MASTERS

Bullying, micro-management of his activities and the threat of going to jail while doing his job, remain major pressures for the Masters of merchant ships - and the situation is getting worse. 'Masters Under Attack – Authority and Responsibility in an Age of Instant Access' was the topic discussed by an expert panel at the Cadwallader Debate, organised by the London Shipping Law Centre (LSLC), at Drapers' Hall, London. The panel, chaired by Lord Clarke of Stone-cum-Ebony, consisted of Debate Moderator Captain Kuba Szymanski, Secretary General of InterManager; Michael Chalos, Partner at K&L Gates LLP (New York); Michael Kelleher, Director at West of England P&I Club; Jeff Lantz, Director of Commercial Regulations and Standards at the US Coast Guard; and Faz Peermohamed, Partner and Head of Global Shipping at Ince & Co.

Whenever there is an accident in the United States Masters face the possibility of going to jail just for doing their job, according to Mr Chalos addressing the packed hall of maritime professionals. He said: "If you are the Captain and you have an accident and a spill, you are liable. It's that simple. It's very hard to defend such cases. Every Master who comes into the US faces the possibility of going to jail after an accident. The same thing is happening around the world. With high visibility, press and politicians get involved and Captains get charged and convicted. They are sometimes held for an inordinate amount of time, while the authorities investigate and pursue the matter." With the rise of modern technology on board, Mr Chalos pointed out that "every crew member becomes an agent for the US Government," given the considerable incentive offered to whistle blowers. "They have these cell phones and modern technological equipment. If a Chief Engineer does something illegal, these guys record and film what's going on. They then turn the material over to the US authorities and get 50 per cent of any fine. We always thought the Master was safe from being prosecuted in these circumstances," Mr Chalos said.

Mr Peermohamed referred to Masters as the "poor relations," at the event held on 26th October. He asked: "Does the perception reflect quality? Is the Master truly under attack? Do the commercial pressures on the Master impinge more significantly than previously? Are the legal burdens on the Master more significant than before? Is there bullying? Is there interference by the authorities? Is criminalisation on the rise? Sadly, having been involved in many significant casualties, I have to tell you that the perception is indeed the reality in many parts of the world. Masters are often treated as poor relations. In my view, their treatment is different from that which would be afforded to an airline pilot in similar circumstances." He asserted that Masters' activities were sometimes being micro-managed, leading to a lack of trust.

Mr Lantz spoke about how Masters' responsibilities had become more shared with others over the years. He said: "The burden of the Master is higher than that of other ship entities in the management operation chain. However, there are now laws and regulations which spread that authority and responsibility."

Mr Kelleher highlighted the role P&I Clubs play. He explained how clubs were wary of providing specific financial support for Masters in the early stages of a case, as the authorities' intentions and the culpability of parties involved were by no means clear. Clubs could protect Masters more by providing training for members to assist them in learning lessons from events – even near misses.

Source: MNA Circular 2016-26, dated 15/11/16, page 21.

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World's oldest beer brought back to life, scientists claim

By Amy Sherden, Catalyst

A group of Australian scientists claim they have pulled off a world first by reviving the yeast of a 220-year-old beer salvaged from a shipwreck.



1: Bottles salvaged from the shipwreck of the Sydney Cove in 1797. (Catalyst)

Upon reaching the Great Southern Land in 1797, the *Sydney Cove* — one of the first commercial trading ships to ever attempt the journey to the newly formed colony of Sydney — sprang a leak and ran aground on tiny Preservation Island in Bass Strait. Many of the crew were rescued by longboat but some of the cargo remained buried at sea in the sunken ship, including some of Sydney's precious beer supply.

For almost two centuries the beer sat forgotten, sealed beneath a layer of sand and seagrass, conditions that preserved the organic material unusually well until it was salvaged in 1990. "It virtually sealed everything in, there was no oxygen getting in and it was completely intact," said marine archaeologist Mike Nash, who salvaged the wreck.

Treasures from the wreck are the star attraction at the Queen Victoria museum in Launceston in Tasmania's north.

Chemist-turned-conservator David Thurrowgood found the beer bottles in the museum's storage area when he began working at the museum 18 months ago, and he was surprised to find one still had liquid inside. It sparked a wild imagining — could there be real yeast in there?

"At that point I was getting really excited," Mr Thurrowgood told Catalyst. "That gave us a chance to possibly have access to the oldest beer in the world. I thought we might be able to culture that yeast and recreate beer that hasn't been on the planet for 220 years."

In addition to the unopened bottle, two samples from another bottle which had been carefully decanted at the time of the wreck's salvage, were found in separate parts of the museum.

BRINGING THE BEER BACK TO LIFE

Brimming with optimism, in November 2015 the conservator contacted several top scientists and got an abrupt reality check. "I didn't think there was any chance it was ever going to work," said yeast specialist Anthony Borneman, from the Australian Wine Research Institute, "But the opportunity was too good to pass up, to not try. I couldn't bear it if we said no and someone else tried it and it worked."

No-one in the world has ever reliably recovered live yeast from a beer bottle 220 years old, and some experts doubt beer yeasts survive longer than 10 years. Despite this, a syringe sample from the one precious unopened bottle was taken in a highly-sterilised room. However, the hopes of Dr Borneman and colleague Simon Dillon faded when the sample tests returned no results. "The liquid that was in that bottle wasn't actually beer," said Professor Alan Cooper, the director for the Australian Centre for Ancient DNA. "Maybe castor oil, maybe something else, but not beer."

But the two samples from the Tasmanian wreck that were decanted 20 years ago, did come to life. "My first reaction, and I think Simon's too, was, 'do it again'," Dr Borneman said. "So that was the first thing we did, we repeated it to make sure that the same two grew if we tried to culture them again. And then I think after the second time, the reaction was, 'do it again'."

A detailed DNA analysis of the yeasts was undertaken to find out if the yeasts were present because of contamination. The brewer's yeast *brettanomyces* was found. It is not used in modern commercial brewing, but was used everywhere in old-style brewing. Also present was the brewer's yeast *Saccharomyces*, but not like it had ever been seen before. The yeast was a hybrid that sat closest on the family tree to Trap-pist ale, made by monks in Belgium.

SCIENTISTS DIVIDED OVER YEAST

Professor Cooper does not believe contamination of the sample can be ruled out without clean room evidence. "The problem is we've got a 20-year black hole between when the bottle was originally opened, decanted, then moved," he told Catalyst. "Somewhere in that 20-year window anything could have happened."

But Dr Borneman and Mr Thurrowgood struggle with the hypothesis that it was contamination. "We think we've got a yeast that hasn't been seen for at least 220 years," Mr Thurrowgood said. Dr Borneman said there were too many coincidences for it to be a contamination. "We've got two samples, the same bottle, both decanted and then kept apart," he said. "So, either there was a very specific contamination event 20 years ago, when they decanted it into the two samples, both samples got equally contaminated with our hybrid *Saccharomyces* strain and our beer-brewing *Brettanomyces* strains, then they were locked away for 20 years and both stayed viable. Or, the strains were in the bottle."

All involved agree that it is necessary to go back to the wreck, dig deeper, salvage more bottles, and send them straight to the lab.

In the meantime, a homebrew using the yeast has been made based on a common English ale recipe.

The beer has been named Preservation Ale by Mr Thurrowgood, after Preservation Island, and is quite possibly a revival of the world's oldest beer.

First posted Tue 14 Jun 2016, 9:35am



2: Old English ale brewed using revived yeasts from samples, called Preservation Ale

Mystery of the WWI U-Boat and the 'sea monster' solved:

How bungling German captain sank his own vessel after demanding a heater in his cabin
and then blamed the leak on a creature of the deep

UB-85 was patrolling the Irish Sea when captain claimed monster attacked
Captain said damage forced them to surface and surrender to British
Sub was recently found by Scottish Power when laying undersea cables
German navy logs reveal sub sank after issues caused by captain's heater
By Guy Walters For The Mail On Sunday

Published: 08:01 +11:00, 23 October 2016 | Updated: 12:27 +11:00, 23 October 2016



Kapitänleutnant Günther Krech

Kapitänleutnant Günther Krech claimed his U-boat, UB-85, had been attacked by a sea monster. The North Channel that connects the Irish Sea with the Atlantic Ocean has long been a haunt of those wishing to prey on Britain's shipping.

At its narrowest point, the channel is just 12 miles across, creating an ideal bottleneck for the pirates and privateers who for centuries targeted ships passing between Ulster and south-western Scotland.

In the early hours of April 30, 1918, a particularly deadly pirate emerged stealthily from the depths of the channel. Painted on its side was the name UB-85. This hunter was a German submarine, a feared U-boat.

For the previous two weeks, ever since it left its secret pen on the German island of Heligoland, UB-85 had been patrolling the Irish Sea, looking to unleash its ten torpedoes on merchant ships bringing vital supplies to Britain from the US and Brazil.

Much to the frustration of her commander, Kapitänleutnant Günther Krech, UB-85 had not had much luck.

Although U-boats had sunk nearly 280,000 tons of Allied shipping that month, not one had been dispatched by Krech.

Accompanied by a few of his officers, he stood in the conning tower, scanning the waters through his binoculars by the light of the full moon – perhaps this would be the day he would finally start his scorecard.

But before he could continue his hunt for a victim, UB-85 was rocked by an almighty surge on the starboard side, followed by a terrific thud as something landed on the deck. Krech looked down, and to his bewilderment and horror saw a huge sea monster emerging from the water and climbing on to the side of the submarine.

'This beast had large eyes, set in a horny sort of skull,' Krech is reported to have said. 'It had a small head, but with teeth that could be seen glistening in the moonlight. Every man on watch began firing a sidearm at the beast, but the animal had hold of the forward gun mount and refused to let go.'

The weight of the monster was so great that it was forcing the 730-ton submarine down into the water, and, with the hatch still open, there was a very real risk that the U-boat would sink. Krech therefore ordered his crew to keep firing.

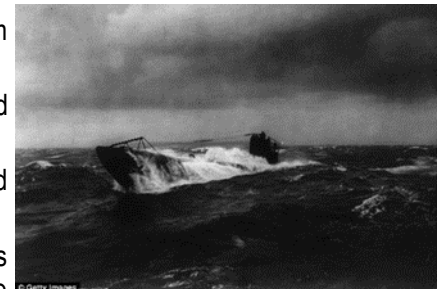
Eventually, with its mighty body stung by one too many bullets, the monster let go of the now-mangled gun mount and slipped back into the depths. Although the crew were safe from immediate peril, it soon became apparent that the creature had severely damaged the forward deck, leaving the U-boat incapable of diving.

As dawn rose, UB-85 became a sitting duck for the many ships of the Royal Navy patrolling the channel. Among them was a sloop/Q-ship, HMS Coreopsis, which cautiously approached the damaged submarine as it bobbed up and down. To the astonishment of the British ship's crew, the Germans were standing on the deck with their hands up, and were willing to surrender without a fight.

It was only when the trembling seamen were on board, and Krech told his tale, that it became apparent quite why the Germans seemed so grateful to be taken prisoner.

Even if the crew members of the Coreopsis were not sure whether to believe their captives, the story of the sea monster and UB-85 has endured. As the Navy is said to have sunk the submarine shortly afterwards, there has never been any evidence to show if it had indeed been attacked by some inexplicable force.

But now, nearly a century later, it looks as if the secrets of UB-85 may finally be revealed. Last week it was announced by energy firm Scottish Power that engineers laying undersea cables had discovered the wreck of a U-boat lying close to the last position of UB-85 reported by the Coreopsis.



The U-boat would have looked similar to this one when it was sunk by the British in 1918



Krech claimed he was standing with his crew on-deck (similar to the sailors on this German U-boat) when the monster attacked

Although no photograph of the submarine has been taken, a remarkably clear sonar image certainly shows the unmistakable form of the 180ft craft lying 340ft below the surface.

Unfortunately, the image is not sufficiently defined to show whether the fore-deck has been damaged by the monster in the way supposedly described by Krech.

Despite the apparent absurdity of the German commander's claims, plenty of locals have maintained that UB-85 could well have been set upon by a savage sea serpent.

Among them is Gary Campbell, the keeper of the Official Sightings Record for the Loch Ness Monster. 'The area of sea where the attack took place has a history of sea-monster sightings – they have ranged from the north coast of Wales to Liverpool Bay,' he said. 'What the captain said could well be true. It's great to see how Nessie's saltwater cousin clearly got involved in helping with the war effort – she even managed to do the damage without anyone being killed.'



A chart shows the location of the sunken submarine off the south-west coast of Scotland

The tall tale that really stoked my interest was that of UB-85 because stories of sea monsters attacking human beings during modern times are fantastically rare.

Typically, when we think of creatures such as krakens and leviathans, we are taken back to ancient times, to the world of myths and legend, not to a time of modern warfare.

But war is often associated with the supernatural, as the fevered and hopeful minds of scared and impressionable young soldiers, sailors and airmen can witness apparitions such as ghosts and angels in the chaos of battle.

However, the notion of a sea monster appearing off the Irish and Scottish coasts in the latter days of the First World War seemed far too unusual and intriguing a story not to dig further into.

Yes, it seemed like a hoax, but where had it come from, and why was a more plausible story not readily available? What quickly became apparent as I began to investigate was that there was no obvious source of the tale.

Normally, when researching episodes from either of the world wars, the plethora of books, articles and documents soon yields enough clues as to a story's origins. In this instance, there is no clear foundation.

More troubling still was the lack of any original document or newspaper report that contained the words supposedly spoken by the U-boat's captain. Krech himself left very little trace. He died of unknown causes at the age of 33 in March 1919, his career as a submarine captain relatively undistinguished. However, his early death naturally meant that words could be put in his mouth. So, if it was impossible to find the source of the sea monster story, where could the truth be found?

The answer lies deep in the vaults of the National Archives and Records Administration (NARA) in the United States. At the end of the Second World War, the Allies captured the entire records of the German Navy from 1850 to 1945, and copied them on to 4,317 rolls of microfilm, now stored at NARA's site in Maryland. Hopefully, somewhere among them would be accounts given by the U-boat's crew members after the war.

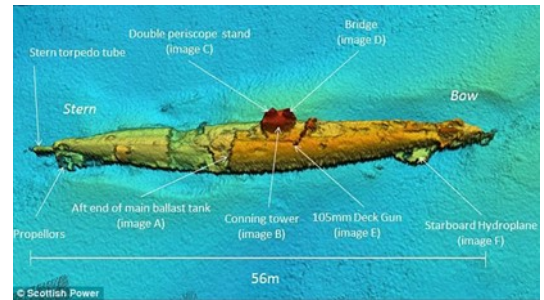
Spooling through hundreds of miles of microfilm was clearly an investigative step too far. Fortunately, an American naval historian and retired detective from the San Jose Police Department in California, called Dwight R. Messimer, had already done all the hard work, and had presented it in an obscure 2002 tome called *Verschollen* [Missing]: World War I U-boat Losses. The files contain at least four interviews with crew members, including Krech himself.

But did any of them mention a monster? And if they did not, did any of them report anything strange or outlandish?

In his account, Krech recalled how he decided to crash-dive the U-boat after he spotted Royal Navy patrol boats. 'The navigator reported the conning tower hatch closed,' he said, 'but as we went under, heavy flooding occurred through the hatch.'

Now unable to close the hatch, the submarine was clearly in trouble. Water poured from the conning tower into the U-boat, causing the pumps, batteries and electric motors to fail. To make matters even more dangerous, the air was starting to fill up with chlorine gas emitted by the flooded batteries, which meant the crew were either going to drown or be poisoned to death.

The only option was to surface, and quickly. Krech ordered the ballast tanks to be blown, and the U-boat rose slowly. However, that did not mean the crew was safe.



Marine engineers from Scottish Power found the wreck of UB-85 when they were laying underground cables

Senior stoker Julius Göttschammer reported: 'We opened the watertight door into the control room and managed to make our way against the in-rushing water into the control room and exit the boat through the conning tower.'

In fact, it is Göttschammer who held the key as to why water had managed to enter the boat from the conning tower – and he laid the blame squarely on Krech.

Göttschammer said Krech had insisted on the installation of a heater in the officers' compartment. He said the cables to power it had to be run into the control room through the conning tower, compromising its ability to be completely sealed. 'The result was that the new cables allowed water to flow unhindered from the conning tower,' said Göttschammer.

Had these new cables not been in place, only the conning tower would have flooded, which would have posed no danger to the submarine.



Official reports from the time tell how the U-boat was caught on the surface by HMS Coreopsis

At the surface, the submarine came under heavy fire from the Coreopsis. 'We could not return fire because our ammunition was underwater and the water was rising in the boat,' said Krech. 'The crew was taken off in rowboats.'

The Navy soon picked up the crew. The last to leave were Krech and his navigator, who scuttled UB-85 rather than allow the satisfaction of a kill to the enemy. 'The UB-85 along with all the secret documents and codebooks sank in 260ft,' Krech recalled.

So UB-85 lies at the bottom of the North Channel because its commander wanted to keep warm in his quarters, and not because of a mysterious sea monster.

Had that cable not been installed, it is likely that the submarine could have made its escape.

It is not known how Krech's superiors reacted.

Perhaps the source of the myth was Krech himself, who felt unable to admit that he had lost his boat for such a stupid and trifling reason.

Far better, perhaps, to lay the blame on a sea monster than on a desire to keep his toes warm.

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VICE-REGAL GARDEN PARTY

On the afternoon of Wednesday, 9 November 2016, the Governor of South Australia, **His Excellency the Honourable Hieu Van Le AC**, and Mrs Le hosted a garden reception for representatives of organisations of which the Governor and Mrs Le are patrons or honorary members, in the grounds of Government House.



The South Australian branch of the Company of Master Mariners of Australia, under the patronage of His Excellency the Governor, received invitations for four guests to attend this event. Those attending were Captains Bob Buchanan, Paul Phillips, Bob Westley and Mrs Annette Westley (left to right in the attached photograph).

There seemed to be about three hundred guests in total on the lawns, enjoying the refreshments and the music of the South Australian Police Band playing in the background. The arrival of the Governor and Mrs Le was announced by the playing of the Vice-Regal salute. After a short speech of welcome the Governor and Mrs Le mixed with the guests gathered in the shade of marquees.

Shortly before 18:00, we made our way to the main gates on the corner of North Terrace and King William Street after what had been a very enjoyable

few hours.

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UKHO releases new passage planning tool

ADMIRALTY Passage Planner is a new back of bridge application that helps bridge officers to create passage plans with increased speed and accuracy.

Produced by the United Kingdom Hydrographic Office, it allows users to automatically calculate safe clearances for plotted routes using ADMIRALTY TotalTide data. Results are constantly checked against set parameters, highlighting any potential dangers when changes are made. This means users do not have to manually re-check calculations and can be confident that they will be informed if their plan does not meet set safety criteria.

ADMIRALTY Passage Planner also recalculates entered ETAs and required leg speeds when times and dates are changed. This can save repetitive manual rework and helps bridge officers to make important changes with increased efficiency.

A short film is available which shows these features in action, as well as the ability to import routes from compatible ECDIS and produce documentation to support compliance. Find out more about ADMIRALTY Passage Planner on ADMIRALTY.co.uk.

November 15, 2016.

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