



CLUBHOUSE AND BOATSHED, GREEN STREET, CREMORNE

SYDNEY AMATEUR SAILING CLUB

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## THE WATER POLICE (Part I)

On January 24, 1788, Capt. Arthur Phillip, in command of the "First Fleet", entered the safe water of Sydney Harbour and, with his 1100 fellow British Citizens, established the Colony of New South Wales at Sydney Cove under his own Governorship.

During 1789, in the establishment of law and order, Governor Phillip formed a "Row Boat Guard" whose primary duties were to police the harbour and foreshores of Sydney Cove, to detect smuggling, and to prevent the passing of letters between convicts and crews of sailing ships lying at anchor.

The "Row Boat Guard" is the oldest link with any police activity in Australia, originating the section known today as the Water Police, a very essential unit of the New South Wales Police Force.

By a special Act of Parliament in 1840, the Water Police Force was established as an official body under the control and supervision of a Water Police Magistrate. At the time, the unit occupied a watch-house on Garden Island, but owing to a shortage of timber and lack of fresh water facilities, the Governor granted permission for its removal to new premises overlooking Watsons Bay. This site was considered ideal as all sailing ships anchored there to await favourable winds and tides, and it also increased the difficulties of convicts unlawfully boarding such vessels and escaping from the Colony.

The Section expanded, and by 1841 the Water Police, comprising 20 personnel, were located at three strategic points - Watsons Bay, Goat Island and Cockatoo Island. The Army was officially responsible for all expenditure involved in administration and general maintenance. In 1852 the sectional strength had increased to 28 men, including two detectives, and equipment consisted of three five-oar rowing skiffs, manned by five men and a coxswain.

During 1853 the Water Police, although administered by a Special Magistrate, were incorporated into the Metropolitan Police Force and the Magistrate was granted the rank of Superintendent.

The Section functioned under this authority until 1862 when the various police bodies operating throughout the State were placed under the combined jurisdiction of the newly appointed Inspector-General of the New South Wales Police Force.

With the advent of steam and combustion engines the Water Police were equipped with two steam launches, the "Biloela" and the "Argus", the fastest vessels on Sydney Harbour at that time. These craft were in use for about 35 years before being replaced by motor launches.

Today the fleet of the New South Wales Water Police comprises 15 modern motor launches.

SYDNEY:	"Colin John Delaney"	NEWCASTLE:	"Walter H. Childs"
	"Nemesis IV"		"Alert"
	"William John Mackay"	TEA GARDENS:	"Victor"
	"Valiant"	BROOKLYN:	"Vigilant"
	18ft clinker-built skiff	CHURCH POINT:	"Vanguard"
BOTANY BAY:	"Fearless"	CRONULLA:	"Cronulla"
	"St. George"	FORSTER:	"Wallace"
MENINDEE:	"Menindee"		

Whilst in service, police patrol launches in the Metropolitan and Newcastle areas are at all times in communication with Police Headquarters by radio.

The fleet in Sydney comprises:

Colin John Delaney - the flagship of the fleet, built by the Maritime Services Board at Goat Island Shipyard and taken into service in 1962 for sea rescue operations. The launch is 45ft long and is powered by twin V-71 Series G M diesel engines. Fitted out to accommodate a crew of four, it is equipped with radar, automatic pilot, echo-sounding gear, a First-Aid kit, a Neil Robertson stretcher, a six-man self-inflatable life raft and a resuscitating machine, as well as a two-way radio unit for communication with other small vessels or aircraft which may be engaged in any rescue operations at sea.

Nemesis IV - designed and built by the firm of Lars Halvorsen of Sydney and put into service with the Water Police in September, 1965. This launch is 40 feet long and has a



William John Mackay - was designed by Lars Halvorsen and taken into service in 1967. It is 32ft in length and of 11ft 6in beam, chine-built of double diagonal construction, powered by twin marine petrol engines and is equipped similarly to the "Nemesis IV". It is mainly used for harbour patrol but also in search and rescue operations in moderate weather.

James F. Scott and Valiant - are 28ft and 26ft in length respectively, and are powered by single marine petrol engines. They are used solely for harbour patrol and rescue work and are not as fully equipped as the sea rescue launches.

There are 32 men attached to the Water Police, with an Inspector in charge. All are required to have had some previous experience, either as seamen or fishermen, or in the handling of small boats. Each man is required to obtain Licences as Coxswain and Driver, or a Licence under the Boating Regulations to navigate a vessel at speed.

Sydney Harbour covers an area of approx. 21 square miles, and about half of this area carries a depth of water not less than 30ft at low water. There are approx. 12 miles of wharves for the berthing of oversea vessels, including the modern passenger terminal in Sydney Cove, and the new terminal at Balmain for the "Empress of Australia", a ship which transports passengers and their motor vehicles between Sydney Harbour and the coastal towns of Tasmania.

Water police are responsible for the constant supervision of the harbour, not only in the protection of life and property, but for the enforcement of the maritime laws and port regulations. They work in close co-operation with Customs and Immigration officials in the prevention of smuggling and the landing of prohibited immigrants, with the Quarantine Section of the Commonwealth Department of Health in the enforcement of health regulations, with officers of the Maritime Services Board and the Fisheries Branch of the Chief Secretary's Department, and with other State and Commonwealth Authorities as required.

From time to time the Water Police are called on to provide launches for escort duty for Royalty, Vice-Regal persons and other very important visitors to this State, on the occasions when they are on the harbour on an inspection of the port. They have provided escorts for Her Majesty, Queen Elizabeth II; H.R.H., Princess Alexandra; President Johnson of the United States of America; Marshal Ky, President of South Vietnam; and other V I Ps during visits to Sydney.

In the protection of life, the Water Police Section enjoys an enviable record. In the past 12 months, 99 persons were rescued from 34 craft at sea between Broken Bay and Port Hacking, and 571 from craft capsized or disabled in Port Jackson.

The Water Police closely co-operate with the Air-Sea Rescue Intelligence Organisation in a co-ordinated operation involving the Royal Australian Navy, the Royal Australian Air Force, the Department of Shipping and Transport and the Civil Aviation Department, which conduct combined search operations for vessels lost or in distress at sea.

BOATSHED

Only 3 moorings are now vacant. In the recent bouts of bad weather, including the heavy blow in December, none of our boats got into trouble with their moorings, whereas others were adrift and sunk all over the harbour.

Dinghy racks are receiving name plates, so even if its been a light day and you've had too many cans you should be able to find where your dinghy goes - if you can remember the name of your boat!

The slips seem to be upgraded month by month - the latest idea (as installed on No.2 winch) is a "dead man's hand switch". This means that it will only work while you push the lever and will stop when you let it go.

Benches are being constructed near the slips with a vice attached.

The new wharf is a great advantage to all members as we know, but it is most important to realise that nothing should be allowed to project beyond the edge of the wharf lest it endanger other yachts coming alongside. Rigging is especially vulnerable, particularly those parts higher up where we tend not to be looking.

The small pontoon at the end of the dinghy ramp is - as stated - for dinghies. Yachts must NOT lie alongside here, but make use of the wharf.

RACING

The Summer Season got away to a fine start on Saturday 23rd January 1971. The Starter's Boat (ours and the Royals) decided for some peculiar reason to drive to Point Piper, which was the one place in the harbour where there was no wind from 12.30pm until 2.30pm, when they abandoned all hope. The Royals boat fired 2 guns every 15 minutes, the Amateurs only fired one! (which goes to prove that we've got better marksmen than they have!)

The cricket was discussed between boats and a lot of caps consumed, also a lot of



The R A N S A Regatta was made very interesting by the influx of yachts from the Pramatta River and Greenwich River Sailing Clubs. No.3 Division had an Endeavour 26 named "Barubi" which really went fast, but could not have known the way as he only finished third. A Daydream called "Vibrant" with no sail numbers and only a jib up appeared to clear away from our Daydreams, and one Dragon went very well. No.4 Division race was won by "Snaefell" an Endeavour, and a visiting Bluebird "Vanessa" came second, with "Roel 3" coming fourth.

Of equal interest was the Finishing Line, which was a real gem. The Starting line disappeared under the pump outlet of a ship, but the finishing line had HMAS Hobart in the middle of it, and three launches formed a triangle. The prize went to those who could read the sailing instructions quickest!

DAYDREAM SHIELD - Next Sunday, 14th February, is the Daydream Shield, a race between 12 pairs of matched yachts of the MHYC and the SASC. The Shield is a turtle-shell (mounted) donated by Peter Fletcher who sailed the original "Daydream" to New Zealand and on to Fiji. This is the 18th contest for the shield - the first 14 races were won by MHYC, 15th & 16th by SASC and 17th by MHYC.

The race starts at 1.30pm from north of Shark Island and finishes in Taylor Bay. The battle will be on between the following yachts (the session in Taylor Bay afterwards is ONLY for competitors!) -

S A S C			M H Y C			
825	COPPELIA	Geoff Jasper	V	MH200	TAPARA	Hal Porter
A16	RESTLESS	Cliff Shaffron	V	MH47	ALIBI	Peter Thompson
A21	MAID MARYKE	Tom Selby	V	319	ILLYRIA	Jim Rae
A121	YOLANDA	Tony Hudson	V	MH85	MERCATOR	Albie Byrom
A117	SALAMANDER	Geoff McCorquodale	V	44	BARIMA II	Ron Derrin
433	MIRAGE	Stuart Kuhn	V	MH101	LEEMARK	Alan Horwood
676	THRESHER	Ed North	V	MH152	CHEMAK	Ken Macleod
298	IMPALA	Kevin Tindall	V	MH186	NERP	Phil Hordern
588	TALUNA	John Jacob	V	MH180	TERRA	Peter McWilliam
A61	SEABISCUIT	Paul Brown	V	MH199	VENTURE	Lyle Moore
A32	ELECTRA	Brian North	V	MH167	BRIAJEA	Alan Shilland
A50	CATRIONA	Alistair Merrick	V	MH165	AQUILA	John McLean

All the above boats are sister ships bar one, which is of similar design. Our poor racing director - Geoff - has a hard task against BARIMA II as she is a fast fibreglass Daydream. However, ALIBI has an equally hard task against RESTLESS who has done very well in our Club and other events. Remember, you Amateurs, we have a nail waiting for that illustrious turtle-shell back at the Clubhouse!

New yachts which we welcome to our racing are:-

Thunderbird 416 "Windsong", Neal Stevens, a late starter this 1970/71 season.  
Endeavour "A64 "Susan" Geoff Harrington, a very pretty boat with its dark blue hull;  
Bluebird 998 "Puffin", Mike Nichols, who used to sail on "Wathara" of One Ton Cup fame.

It is pleasing to see "Avenger" promoted to 3rd Division, where she can be placed better - evidently getting too hot to handle in 5th Division..

Jim Frank, who won in "Catriona" last Saturday, must have the prettiest boat of her size in 1st Division - a most impressive and spectacular craft as she flew from Manly with Jacob's "coat of many colours" in her five sails she had set. Fancy sailing a boat that size in the harbour and not getting in anyone's way.. Hope we see more of this beautiful craft in our races (and getting placed) in the seasons ahead.

The N.S.W. Thunderbird Championships were held off Pittwater in late January. Of the five races sailed only one was inside due to rough weather.

Look at the results for the Amateurs! -

1. MOONRAKER - Tony Parkes, S.A.S.C.
2. LARRIKEN - Commodore Laurie Schneider S.A.S.C.
3. KALDARI - Richard Wilson, S.A.S.C.

Moonraker got 4 firsts! - with a result like that you must win..

Those who have bought A.Y.F. Rule Books will be needing the several sheets of paste-in amendments which were recently issued - please contact the office at 90-1433 and ask for your copies..

#### CLUBHOUSE

Bookings are now being taken for the night aboard the "Lady Scott" on Friday 26th February (\*\* see enclosed notice, with tear-off booking slip) This promises to be a good night only if you come and bring your friends along....Where do you get on the ferry? - at Dawes Point, which is under the southern pylon, for those who do not wish to appear ignorant. There is ample parking nearby, but remember to arrive in plenty of time as the "Lady Scott" leaves at 7.00.



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NORTHCOTT DAY AFLOAT - Sunday 7th March (only 3½ weeks away now..)

Would anyone who wishes to make their yacht available please let Mrs. Kartzoff know 90-1433, or Geoff McCorquodale, home 49-6456 - no craft too small.

Helpers willing to work at the Clubhouse on the day should contact the office, or Stephen Lloyd, home 42-2239.

This day is one of the highlights of the SASC year. It's a day when you can help others who would not normally have the opportunity to enjoy a day's sailing. In the past all those who have participated have been doubly rewarded by the reactions of the children. After they return to their school, the children usually draw a picture of their memory of the day, and these pictures are valued by most yacht owners for the thought and energy they express, especially remembering that most of the children have very little use of their arms or legs.

Make it a memorable day for all the family - come and give your support.

Just one month after the "Lady Scott" night we have one of our ever-popular Dinner/Dances at the Clubhouse. The date is Friday 26th March. The Chef, Ron Arnie, has dreamed up a delicious menu including turkey. A beaut band has been engaged, and all this is available to members of the Club and their friends for \$5.00 per head.

It would be wise to book with Mrs. Kartzoff, 90-1433, as early as possible since, once again, to make it comfortable for all, the numbers are limited to 60.

The next general meeting is on February 17th, at which the speaker will be Mr. Rowley Morgan, well known to older members, and an excellent man for new members to listen to as he has all the answers on Racing Rules.

It is to be noted that the dispenser for soft drink in the boatshed now requires 12¢ to operate - i.e. a 10¢ & a 2¢ coin.. so don't be caught short of change.

#### COCKPIT CHATTER

SOME of our members seen at Broken Bay during the Christmas holidays included:- Bill Merrington, Nick Cassim, Stephen Lloyd, Donald Maclurcan, Doug Cohen, Jack Maynard, Ern Merrington, John Mooney, Geoff Jasper, John Merrington, Ken King, John Jackson, Tony Hudson, Stuart Kuhn, Laurie Schneider, Colin, Bull, Tony Furse & Brian Woods (on a Halvorsen??) and Peter Fletcher in a dismasted yacht - or was it a launch with a mast?

Name badges are being prepared for each member, the idea being that the Club supplies these badges free in order that you wear them at all meetings at the Clubhouse and return them to the board (yet to be made) before you leave. It is hoped that you will thus get to know the names of the faces you know so well - also on such days as Northcott Day, all the children need to know who they are sailing with, so please use these badges as much as possible to enable us to get to know each other better.

Members are reminded that minimum dress whilst racing is shorts and shirt. To be minus either of these items could mean disqualification (even if you're not run in by the Water Police). How about some of the crews having a uniform and smarten up the standard of dress in our fleet. It looks great to see a well turned out crew. If you want to get your boat's name on crew shirts, have a word to our Rear Commodore, Hugh Jackson - he's got some beaut ideas.

#### FOR SALE & WANTED

(This listing is free!)

FOR SALE: 12' clinker skiff with oars, 2¾ h p Vinco inboard engine. Hull needs paint, otherwise in first class order. Any reasonable offer.

42-6437 week-ends

Members are reminded that we still have stocks of life-jackets of approved standard for sale to members at the very reasonable price of \$5.00 ea. Please use the tear-off to order -

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The Secretary,  
Sydney Amateur Sailing Club Ltd.,  
Green Street,  
CREMORNE 2090

Please leave in my dinghy/in boatshed office/(other directions) \_\_\_\_\_

\_\_\_\_\_ lifejackets @ \$5.00 each. My cheque  
for \$ \_\_\_\_\_ enclosed herewith.

Name (please print)