



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



June 2010

SYDNEY AMATEUR SAILING CLUB

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Executive Secretary	Megan Keogh/Judy Wogowitsch
Racing Secretary	Maggie Stewart

Cover:

Antara having
a close look at
Endeavour before
the start of the
Classics rally on
17 April

(Photo John Jeremy)

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COMING EVENTS

SATURDAY 19 JUNE 2009

Winter series point score — race 2

SATURDAY 26 JUNE 2009

SASC Annual Prizegiving

SATURDAY 3 JULY 2009

Winter series point score — race 3

SATURDAY 17 JULY 2009

Winter series point score — race 4

SATURDAY 24 JULY 2010

Winter series point score — race 5

SATURDAY 21 AND 28 AUGUST 2010

Safety audits and fire extinguisher service at the Club

SATURDAY 4 SEPTEMBER 2010

Opening Regatta

SATURDAY 11 SEPTEMBER 2010

Lion Island race

SATURDAY 18 SEPTEMBER 2010

First point score race for the 2010–2011 season

**NEED
THE TENDER?**

**Call Mike, Allan or Denis
on
0418 678 690**

Sat: 0900-1800
Sun: 0900-1700

SAFETY REQUIREMENTS 2010–2011 SEASON

Safety audits will be required for
Category 7 Certification

**SAFETY AUDITS AND FIRE EXTINGUISHER
SERVICE AT THE CLUB**

Saturday 21 and 28 August 2010



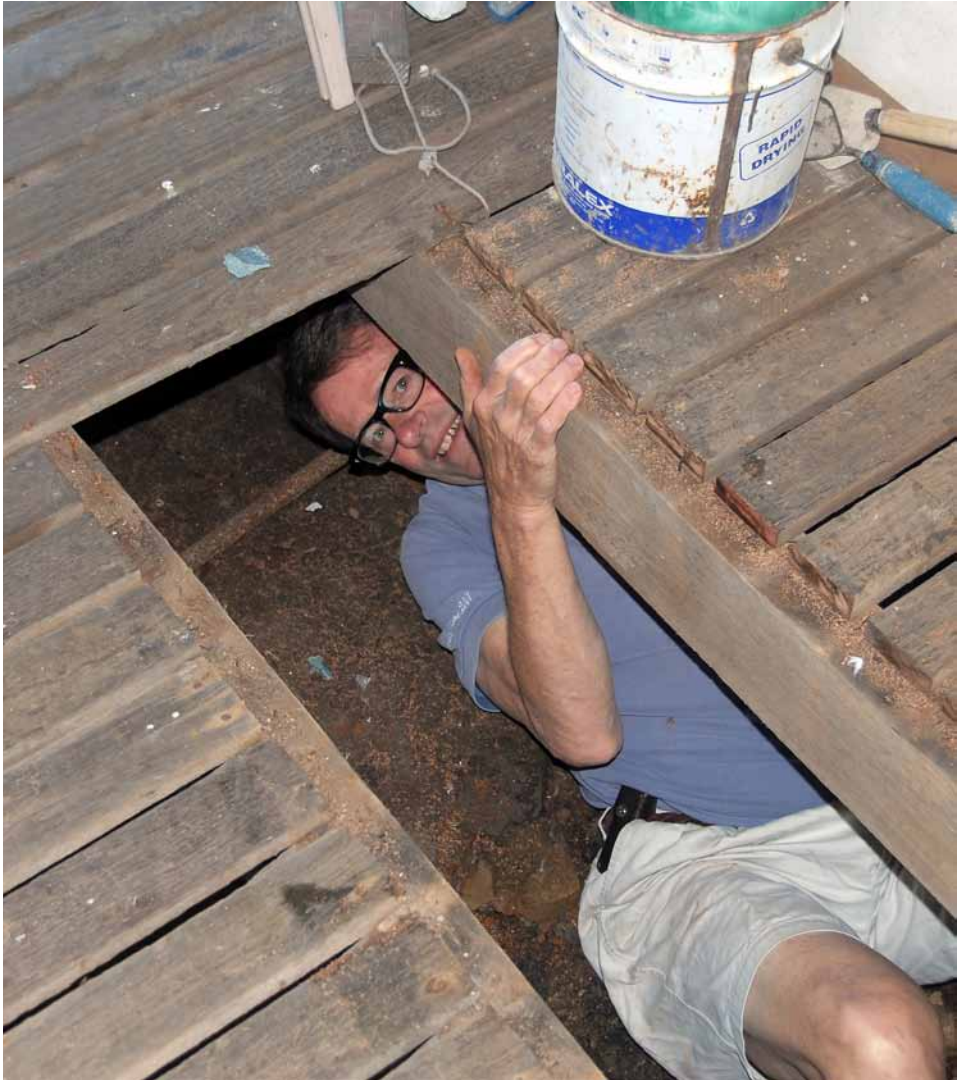


Photo John Jeremy

No he's not in hiding — he's overseas!

The Commodore peeking out from under the boatshed during the working bee on 8 May. He can certainly now claim to have gone places at the SASC where few Commodores have been. Hopefully we may hear of his present travels and adventures in a future edition of the SASC News



CLASSIC YACHT RALLY

June 2010

The third Classic Yacht Rally organised by the Classic Yacht Association was hosted by the SASC on Saturday 17 April. Thirteen yachts took part this year in beautiful conditions.

The judges for the Concours d'Elegance which preceded the sailing had a hard task — the winner was *Tanami* (67.25 points) from *Fidelis* (66.25 points) and *Juana* (66 points).

The start line for the sailing part of the day was set in Athol Bight and the scene was graced by the presence of *Endeavour* at the Athol buoy and *James Craig* at anchor off Whiting Beach.

As before, each yacht started at a nominated time with the aim to make the finish close — and it was. *Scarlet O'Hara* (Robert Skol) finished forty-nine seconds ahead of *Juana* (Graeme Wood) with *Tanami* (Peter McCorquodale) eleven seconds behind in third place.

A sausage sizzle and prizegiving followed at the Club to end another perfect Sydney sailing day.



Photo John Jeremy

Classic yachts gathered at the SASC on 17 April for the Concours d'Elegance





Photos John Jeremy

Yachting glamour at the SASC — *Antara*, *Karalee* and *Josephine* (left) and the Concours winner *Tanami* (above)



Photos John Jeremy

Concours judges Simon Sadubin and Garth Stewart hard at work (above)

Fidelis, Scarlett O'Hara, Tanami and Antara at the start (below)





Photos John Jeremy

James Craig about to cross the starting line, but not as a starter (above)

Approaching the finish (below)



ONE LAST YACHT

In 1966 I was sailing a moldie Moth with the Seaforth Club. I had just upgraded from my first boat — a VJ — which I had managed to score by swapping a tape recorder with a kid down at The Spit VJ Club.

Also in 1966, shipwright Clem Masters was busily lofting his new ocean racer, *Malveena*, on the floor of his boatshed in Brisbane's Cabbage Tree Creek.

Now, a mere 44 years later, the delightful and girlishly attractive *Malveena* and I have been joined in a union of joyful burden which can only be properly understood by those inflicted with that troublesome virus, a wooden-boat.

Malveena fitted the brief of an 18-month search for my final yacht — an easily-rigged craft, shorthanded sailing, enthusiastically raced from time to time with the wooden-boat fleet and comfortable for a day sail or a cruise further afield.

Her brief history — *Malveena* was designed and built by R.C. (Clem) Masters and launched in 1966 as a Malveena-class ocean racer. She was named after the Sydney Harbour champion 18-foot skiff owned by Bill Haywood. *Malveena* was lofted on the Masters' shed floor and, as such, no plans exist. The hull is splined Oregon planks. She's 33 feet long overall, 24 feet on the water, has a beam of 9 feet and a draft of 5 feet 9 inches. A sister ship, *Wanda*, was also built. *Malveena* competed in the 1968 Sydney to Hobart, finishing 47th out of 60 finishers that year. She came third in the Brisbane to Gladstone races of 1968 and 1969.

Malveena has seen much of the Australian waters. She has competed in three Sydney to Brisbane races, three Brisbane to Gladstone races and has twice sailed to Lord Howe Island. She has also sailed from Port Douglas to Darwin.

Malveena has undergone two major restorations. In 1983 she was splined and her sheer and doghouse altered. Again, in 1999, she underwent an extensive restoration by Sailmar Shipwrights in Perth. At Christmas 2004 *Malveena* was moved by truck to Pittwater and in April 2010 she returned to Sydney Harbour to take up her new mooring in Berry's Bay. She will wear sail number A60.

John Westacott



Malveena on the slips

Some seventy-two members attended the General Meeting at the Club on Wednesday 19 May 2010. Twenty six members sent their apologies. Whilst the duty of the meeting was to approve the membership fees for the coming year, the main interest was the planned briefing on the slipway upgrade project.

Following the main business of the meeting and a short break, a presentation was given by Rear Commodore Liam Timms on behalf of the sub-committee of the Board responsible for the slipway project planning. The presentation outlined the extent of the project, the estimated cost and, most importantly, the proposed means of financing the work — partly from Club funds with a sensible level of borrowing and additional financial support from members.

The presentation prompted considerable discussion and, although the meeting was not authorised to make any commitments, overwhelming support was given for the project by those present. Many of the members who sent their apologies also took pains to ensure that their support was recorded.

Before a decision on the proposed slipway upgrade can be made (the final decision will be made by members at a general meeting), it is essential that the degree of support available from members be formally determined. Accordingly all members will shortly receive an explanatory memorandum setting out in detail the financing proposals for this project and seeking their potential commitment.

VIC DIBBEN RETIRES

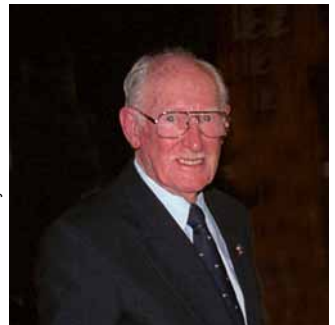
After many years of stalwart effort in *Captain Amora* on Saturday afternoons Vic Dibben has announced his retirement from starting duties.

Vic's contribution to the SASC has been outstanding — he has even been Commodore twice — and his support for all Club activities, particularly sailing, has been strong and enthusiastic. However, time catches up with everyone eventually and Vic has decided it is time to take things a bit easier. Nevertheless, we would be very surprised if we don't continue to see his influence around the SASC.

Bravo Zulu Vic. Thank you, all our sailors will miss you.

Vic Dibben

Photo John Jeremy



A VISIT TO PATAGONIA

*by
Michal
Tomaszewski*

It was my good fortune to be roped in for some volunteering work in Cuzco, Peru for an English NGO called Globalteer — but that’s another story for another time. I always wanted to see Patagonia and this was my chance to get to there — on the way!

I flew in to Chile’s Santiago Airport only days after the February earthquake. I was only changing planes but the terminal was a shambles and we were processed in marquees, complete with rows of portapotties set up in the airport’s carpark.

The flight to Puerto Montt, my first stop at the top end of Magellan Strait, was spectacular. If you sit on the port side you have magnificent view of the mighty Andes. The town is an important port and, above all else, a great fishing port. It smells of the sea and the seafood at the local fish market is to die for; abalone, sea urchins, squid, mussels, crabs and all sorts of deep-water fish, Mai Mai, you name it and it was all there in the dozen or so tiny, one-room restaurants catering mainly to the professional fishermen and the odd sea-lion waiting for scraps.

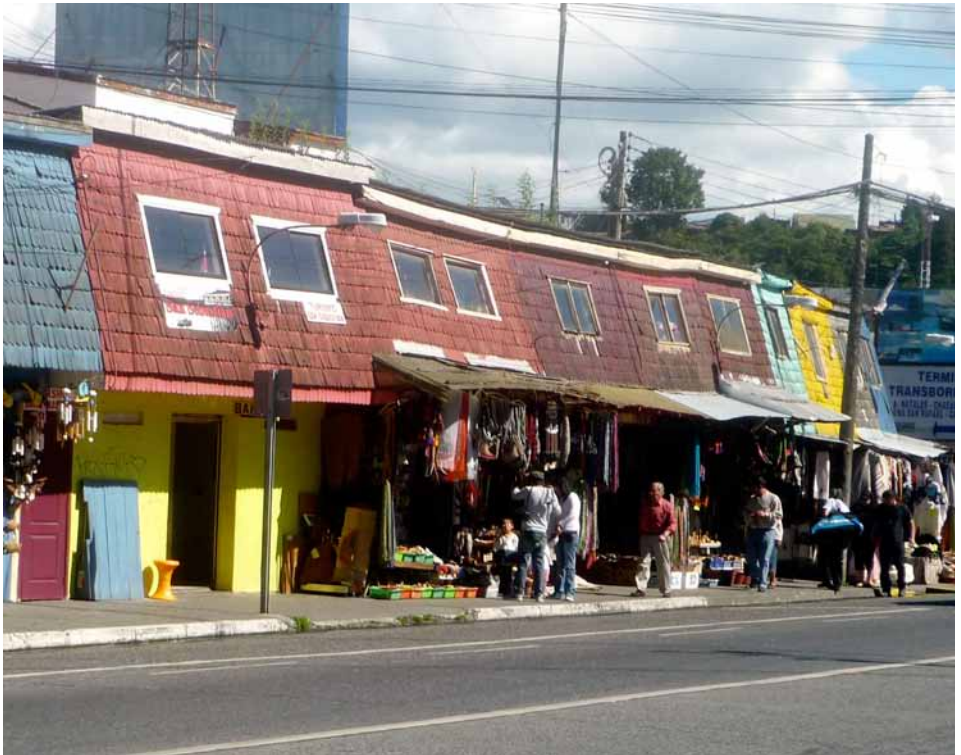
Next to and before you get to the fish is a large artisans’ market where you can find fantastic home spun raw-wool knitted sheep, vacuna and alpaca garments, shawls, jumpers, socks and ponchos etc. The prices were very good and the products mostly beautiful.

There is a “Yacht Club” on the waterfront but in the name only — it is a commercial restaurant perched on stilts over the bay. Puerto Montt Bay

The Andes from
the air

Photos Michal Tomaszewski





The artisans' market at Porto Montt

is a large extent of water, very picturesque, surrounded by volcanoes and it would be a great venue for a regatta except there were no pleasure craft to be seen anywhere and, except in the fishing port, there are no facilities for small craft. Besides, it blows a gale most of the time and the water is very cold!

I was there at the end of the “season” and Punta Arenas was already cold and, as most of the time, swept by gale-force winds. It is a city showing signs of early affluence. It is an important Chilean port and has a strong naval presence and some run-down shipbuilding facilities. The port is now better known for the Antarctic tourist trade than the wool and meat exports of early twentieth century. What surprised me was the strong Croatian presence in years past. There are Croatian business names and even a three-storey Croat Social Club in the centre of town! .

If Punta Arenas was a sombre, joyless town, my next stop was even more so. Puerto Natales is a small, but important town fronting an expanse of Magellan Strait — wind swept, flat and barren. Definitely not your idyllic holiday venue, but it is the gateway to Torres Del Paine National Park. One of the original United Nations World Heritage Sites it has absolutely spectacular granite snow-clad peaks rising hundreds of metres out of the Patagonian pampas as well as multicoloured lakes, waterfalls and majestic glaciers.

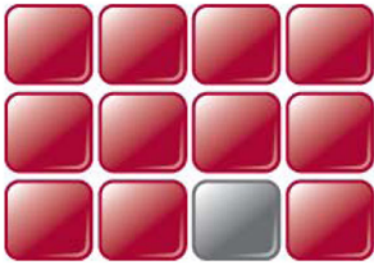


This hotel in Punta Arenas was originally a mansion

A bleak Puerto Natales

The accommodation in the National Park is in an Eco Camp, simple but comfortable with two person “igloos”. Tertiary-educated specialist multilingual guides take small groups of five to six persons on treks in the mountains and lakes with zodiac trips to the beautiful glaciers. Vegetation is sparse but pumas and guanacos (a cameloid animal related to alpacas) are plentiful and protected in the park. While trekking I even photographed an armadillo in its burrow. There are, of course, many birds of prey — eagles, condors and, at the right time of year, flamingos.





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The Eco Camp

A local resident
guarding his
home

Before leaving Patagonia, I took a day trip by zodiac into the Magellan Strait — first to Isla Magdalena, a desolate barren island home to more than 100,000 penguins and a manned light house some fifteen miles out into the Strait from Punta Arenas. Being late in the season the majority, but not all, of the inhabitants had swum north. The cold water did not bother the inhabitants of Isla Marta some ten miles or so further out.

There, hundreds of Patagonian sea lions frolic in the water as if there was a party going on; in fact they were having a ball carving up a school of fish.

For those not afraid of cold and gales I recommend Patagonia but think twice about it if you plan to sail there in one of our open cockpit, flexi-rigged and unheated yachts!



Our member John Musgrove passed away recently and will be greatly missed.

When John was on active service with the RAF in Britain in 1943, his father purchased the fine yacht *Varuna* as an incentive for John to return in one piece, which subsequently he did. *Varuna* was designed by Mr C. A. M. Fisher, father of the fabled Billy who built her.

She was raced for many years with the RSYS and for a few years with the SASC. She and John returned about three seasons ago to join our Classic fleet and *Varuna* and her crew enjoyed the move immensely. The yacht was always sailed by John and crew with a great deal of élan. It was an inspiring sight to see *Varuna* on a shy run with her huge green spinnaker — she literally flew.

John was a medical practitioner and was very highly respected as such. He practised and raced almost to the end — he made a great contribution in both peace and war. As one would expect from a true gentleman he put his affairs in order and sold the yacht to a crewman who will fulfil John's wish that she continue to compete in our Classic fleet.

Southerly

IMPORTANT NOTICE 2010–2011 SAILING SEASON

Continuing a practice introduced last year, all skippers, or at least one member of their crews, will be required to attend a briefing at the SASC prior to the start of the new season. The briefing covers the conduct of SASC events, safety issues, Harbour regulations and incident reporting requirements.

Attendance at a briefing will be mandatory. Yachts will not be accepted as entrants in SASC series without evidence that the skipper or at least one of the crew has attended a briefing. Evidence of attendance at a similar pre-season briefing conducted by another Harbour club will, however, be accepted.

It is expected that there will be at least two briefing sessions to provide skippers alternative opportunities to attend. The dates will be well advertised at the Club and to as many members as possible by email.

FOR SALE

S80 CLASS YACHT

Riff Raff

Riff Raff has been actively raced with the SASC (most recently in Division 2) and is in full racing trim. She is being offered for sale fitted out to Category 7 and ready to step onboard and race.

Her standing rigging was fully renewed in September 2009 and she has a full sail wardrobe with four headsails to cover all wind ranges. Unlike many of the early S80s *Riff Raff* has been fitted out with the “new” interior and offers bunks for sleeping four.

Her hull was Salstripped and fully reconditioned in 2005. No osmosis has ever been detected in the hull.

Riff Raff has a “pop-top” which allows the top of the main cabin to be raised to give full standing head room when not sailing.

She has given her current owner years of fun sailing and has many more left in her. She is only going on the market because the owner has suffered a brain snap and bought a bigger boat.

Special SASC member price: \$27,000

For more details contact

Jim Chambers
(02) 9420 0834

jim.chambers@bigpond.com



VOLUNTEERS WANTED

The success of SASC sailing depends on the volunteers who give up their time to make it all happen. During the summer, in particular, volunteers are needed up to five days per week to man the starter’s boat and assist with tender duties in Mosman Bay. It is a considerable workload and more volunteers are needed to ease the load on the present team.

If you hold a Boat Licence and are prepared to drive *Jack Millard* on Friday evenings, Saturday afternoons or special events, we need you.

If you have sharp eyes, good sea legs (*Captain Amora* rolls), a good sense of humour and would like to help out the starters’ teams, we need you. If you have no experience, don’t worry — suitable training will be arranged.

The fun enjoyed by all our sailors extends to our teams of volunteers so register your interest with Maggie, Megan or Judy and we will be in touch.

YA MEMBERSHIP SUBSCRIPTIONS 2010

June 2010

Yachting NSW has recently set the membership fees for 2010–2011. The membership year starts on 1 October and those members who pay their YA subscription through the SASC will be invoiced during August.

Silver membership is the adult membership for members who reside within the Sydney Metropolitan area and who are members of an affiliated sailing club, such as the SASC. The membership fee will be \$70 including GST.

Youth membership is available to members of an affiliated club who are under the age of 19 years at 30 June of the year prior to the membership year. The fee will be \$30 including GST.

Country membership (at \$50 per year including GST) is reserved for persons who are members of an affiliated club which is outside the metropolitan area — it is not intended for members of Sydney-based clubs who live in the country.

Crew Club membership is available for persons who wish to crew in yachts competing in club events but who are not members of an affiliated club and a silver member of YA. Crew Club membership enables compliance with RRS Clause 55, enjoys the benefits of YA membership and is initially sponsored through a club. Thereafter the membership is administered by YNSW and renewals are to be sent directly to YNSW. Application forms are available on the YNSW website www.nsw.yachting.org.au/forms. For 2010–2011 the membership fee will be \$120 (including GST).

Sydney Amateur Sailing Club ANNUAL GENERAL MEETING

**Notice is hereby given that the Annual General Meeting of Members
will be held in the Clubhouse, Green Street, Cremorne on
Wednesday 4 August 2010 at 8.00 pm.**

BUSINESS

1. To adopt the Annual Report, Balance Sheet and accompanying statements for the year ended 31 May 2010.
2. To elect Officers and Directors.
3. To elect Auditors. WHK Horwath, being eligible, offer themselves for election.
4. To transact any other business which may be brought before a General Meeting of Members.

By order of the Board
Peter Chapman
Hon. Secretary

CLUB WORKING BEE



Photos John Jeremy

An enthusiastic and very well organised team of volunteers completed much essential work at the club on Saturday 8 May. The work included sea wall repairs (above) and sand-blasting and priming pontoon steelwork (below). The start on the latter was delayed because the sand was wet and had to be spread out to dry before blasting could begin





Photos John Jeremy

Chipping the slipway cradle (above)

Welcome repairs to the boatshed floor (below)





Photos John Jeremy

Reinforcing wharf piles (above)

Supervision from the water (below)



AUSTRALIAN PATROL COMBATANTS

June 2010

The Royal Australian Navy's patrol boats are one of the most flexible and versatile elements of the Australian Defence Force. Every day they are at sea policing Australia's maritime domain and protecting our sovereignty, resources and national interests. Involved as they are in the enforcement of Australian legislation relating to illegal immigration, fishing, quarantine and smuggling, patrol boats maintain a fairly high public profile. Indeed, the fictional HMAS *Hammersley* continues to star in the high-rating TV drama *Sea Patrol*.

It was the RAN's experiences during Indonesian Confrontation (1963–66) which led to the reintroduction of patrol boats into the fleet. Existing minor war vessels, such as the Ton-class minesweepers, had performed well in the patrol and interdiction tasks which featured in the conflict, but their engines were not designed for loitering and the ships had proven expensive to maintain. Guided by the experience, the RAN let a contract for 20 locally-designed Attack-class patrol boats in 1965. By the time the boats entered service Confrontation had reached a negotiated end and, rather than combat, the boats were instead directed towards the newly-prominent role of Australian coastal surveillance as well as for reserve training. The 15 Fremantle-class

Three generations of RAN patrol boats together in Darling Harbour — HMAS *Armidale*, HMAS *Townsville* and the ANMM's *Advance*

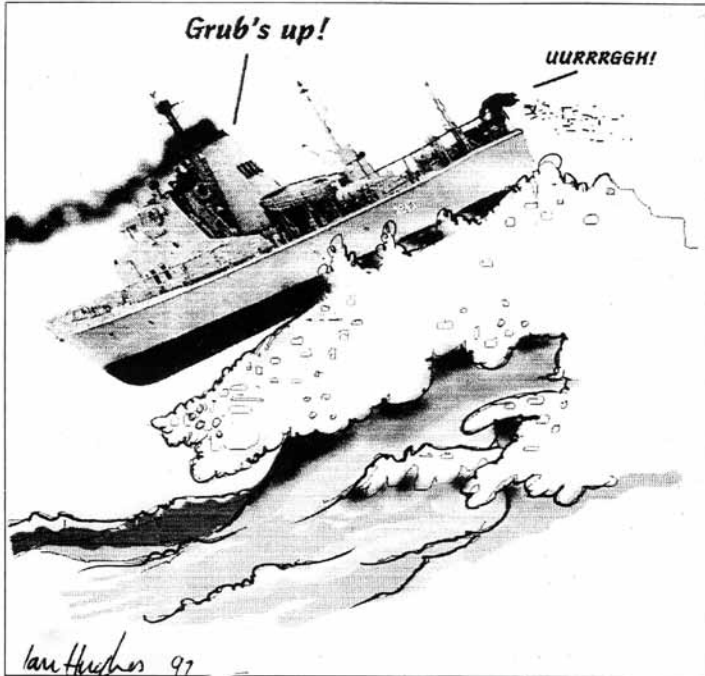
Photo John Jeremy





Photo John Jeremy

The Attack-class patrol boat HMAS *Ladava* was completed in 1968 and served in the Papua New Guinea Patrol Boat Division. She was transferred to the PNG Defence Force in November 1974



Navy News, 14 July 1997

One view of life in an Attack-class patrol boat. Originally designed for harbour defence duties and training as replacements for the 80-foot HDMLs, the Attacks were called upon to do much more during their useful lives. They were not always comfortable at sea



RAN Photograph

patrol boats (FCPB), which replaced the Attacks in the early 1980s, were likewise devoted to fisheries protection and coastal surveillance, although early plans did include proposals for the inclusion of modern gunnery systems and a missile-equipped variant.

Replacing the FCPBs, the larger Armidale-class patrol boats (ACPB) first entered service in 2005 and the RAN now operates 14 of these vessels. Each is just under 57 m in length, has a displacement of 305 t and a draft of around 2.5 m. They are operated by a ship's company of 21 with space to accommodate up to 29. To increase their available patrol days the ACPBs are multi-crewed, with a target ratio of three crews for every two patrol boats. There are ten boats home ported in Darwin and four in Cairns, but the ACPBs may also be deployed for short periods across the Indian and Pacific oceans. In future, the ACPBs improved crew-employment concept may incorporate crew changeovers remote from homeport.

Limitations

Although incorporating significant improvements over their predecessors and adequate for most expected tasking, the ACPB design does impose some inherent operational limitations. These include:

- Environmental conditions — ACPBs are normally limited to operations in less than sea state 5 and experience difficulty in conducting boarding operations in seas exceeding 2.5 m.
- Range — Fuel capacity and provisions storage limit range.

The Fremantle-class patrol boats were considerably larger and more capable than the Attacks which they replaced. This is HMAS *Cessnock*

- Crew — Most evolutions involve a significant number of the crew. High-intensity operational periods must be interspersed with adequate opportunities for rest.
- Self-protection — The stabilised 25 mm gun of the ACPB provides a limited offensive and defensive capability. Despite its improvement over the older 40 mm weapon fitted in the Fremantle class, the 25 mm does not greatly increase self-protection in a high-threat war-fighting environment. The ACPBs are especially susceptible to attack from air to surface weapons.
- Survivability — The ACPB is not designed with combat survivability as a prime consideration however the crew are capable of standard naval damage-control actions.

Maritime Operations

In seeking to illustrate the span of maritime tasks, *Australian Maritime Doctrine: RAN Doctrine 1* defines the three roles normally undertaken by maritime forces. These are described as the military (or combat related), diplomatic (or foreign policy related) and constabulary (or policing related) roles [1]. The remainder of this article will look at how our patrol boats directly contribute to these broad roles and their subordinate tasks across the spectrum of maritime operations. It should be kept in mind that these descriptions are representative rather than specific, since it is often the case that more than one of the roles and several of the tasks will be carried out simultaneously.

The all-aluminium Armidale-class patrol boat HMAS *Larrakia* showing her paces in a choppy sea

Austal photo



Combat Operations

The degree of force employed in combat operations is defined primarily by the national interest. Compared to major surface combatants, the ACPBs are relatively simple and do not carry sophisticated sensors or overly powerful weapons. Nevertheless, the ability of the ACPBs to undertake constabulary and diplomatic roles depends substantially on their ability to carry out their combat role.

In some circumstances, 'patrol combatants' will represent a cost-effective littoral war-fighting asset. They are particularly suitable for inshore operations — at choke points, in estuaries and in other shallow waters where larger units often have restricted access. In the absence of high-level threats, they can contribute significantly to local patrol, response and surveillance efforts. Suitable tasks might include intelligence gathering, interdiction, boarding and the landing of small parties of Special Forces.

Recent regional conflicts illustrate how ACPBs might be used. In Sri Lanka, for example, we have recently witnessed a return of hybrid-threats, such as massed attacks by small craft and infiltration by terrorists using small boats to enter secure areas.

Through the effective use of their patrol combatant force the Sri Lankan Navy played a decisive role in defeating the insurgency and bringing an end to the separatist conflict [2].

Diplomatic Operations

Naval diplomacy, or the use of naval forces in support of foreign policy, provides context for those maritime tasks primarily designed to influence the policies and actions of other nations. Tasks undertaken within this role may range from the benign to the coercive depending upon the context. One important aim of such operations is to develop conditions which will allow the successful conduct of combined maritime operations in the future.

ACPBs routinely undertake combined patrols, training exercises and ship visits throughout the region as a form of Defence cooperation and to demonstrate Australia's enduring interests in our maritime neighbourhood. In addition to providing humanitarian aid and disaster relief where appropriate, Australian patrol boats will often offer assistance with maritime surveillance to smaller regional nations, most of which have very limited maritime patrol capabilities of their own.

Again, there will often be occasions where patrol boats can achieve desired outcomes more efficiently and economically than larger warships or land forces. This can be particularly significant in times of uncertainty and crisis where, due to their smaller footprint and less threatening presence, a small number of Australian sailors may be able to achieve more in difficult diplomatic circumstances than an equivalent unit of soldiers.

Operations with allied and friendly navies also include participation in exercises with Indian and Pacific Ocean nations ranging from larger exercises, such as the Exercise BERSAMA series under the Five Power Defence Arrangements, to smaller regional exercises, such as those conducted with Pacific Island nations.

Constabulary Operations

Constabulary operations function within the framework of domestic law and Australia's international law obligations and hence the amount of force that can be applied must be strictly in accordance within the mandate given. These tasks are the regular fare of patrol

SASC NEWS boats and range from the routine maintenance of good order at sea through to the active enforcement of Australian sovereignty.

Such tasks, which are unlikely to require the use of force, include search and rescue and environmental and resource management. Patrol boats have undertaken biological studies of Australia's coastal reefs, the launching and recovering of meteorological instruments at sea and regularly collect, record and report environmental data.

Further up the threat scale, ACPBs contribute to the national task of fisheries protection as part of the Border Protection Command (BPC) managed national effort. Other tasks for BPC involve maritime barrier operations which include the prevention of illegal immigration, supporting anti-smuggling operations conducted by Federal and State police agencies and assisting in Australia's quarantine effort.

Currently there are seven ACPBs assigned to Operation RESOLUTE, the ADF's contribution to the whole-of-government effort to protect Australia's borders and offshore maritime interests. Two additional ACPBs are available should the threat level warrant further response capability [3]. Each year Australian patrol boats respond to hundreds of foreign vessel sightings. They routinely intercept and board vessels suspected of breaching Australian laws. Examination and inspection by trained and experienced patrol boat boarding parties may result in the apprehension of the vessels concerned.

Patrol boats are also useful for peace operations which can be among the most difficult of constabulary tasks. Several played a significant role in the restoration of order to the Solomon Islands during Operation ANODE (2003–04) [4]. Australian patrol boats were deployed throughout the country conducting patrol and response duties, participating in the confiscation of weapons and visiting outlying islands to educate communities on the restoration of order and process.

The 2009 White Paper has directed that when the ACPBs reach the end of their useful life, they will be replaced by a new type of offshore combatant vessel. No matter what these future vessels are designated, the need for patrol boat capabilities will endure [5].

1. Royal Australian Navy, *Australian Maritime Doctrine: RAN Doctrine 1*, 2010, p. 99.
2. Sergei DeSilva-Ranasinghe, 'Maritime Counter-Terrorism and the Evolution of the Sri Lanka Navy', *Headmark*, Dec 2009, pp. 35–37.
3. Navy web site 'Operation RESOLUTE', www.defence.gov.au/opEx/global/opresolute/index.htm (12 February 2010).
4. P. Laurence and D. Stevens, 'The Royal Australian Navy and the Restoration of Stability in the Solomon Islands', in A. Forbes and M. Lovi, (eds.), *Australian Maritime Issues 2006: SPC-A Annual*, Sea Power Centre – Australia, Canberra, 2007, pp. 83–87.
5. Department of Defence, *Defending Australia in the Asia Pacific Century: Force 2030*, Canberra, 2009, pp. 72–73.

*This article is reproduced from Semaphore No. 3, 2010,
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JESSICA RETURNS

June 2010



Photo NSW Maritime

Round-the-world sailor Jessica Watson arrived in Sydney to a mighty welcome on Saturday 15 May (above). In view of the expected crowd, the SASC winter race for that day was rescheduled. Whilst she was late, the large crowd escorting her into the harbour (below) showed that it was a prudent decision

Photo John Jeremy



NEW MEMBERS

We welcome the following new member:

William (Bill) Loader

CLUB TIES

The Club has recently taken delivery of a new stock of Club ties.

There is now no excuse to defer replacing your old, stained tie mouldering in the tie drawer.

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SASC SHOP

(AKA The Office)

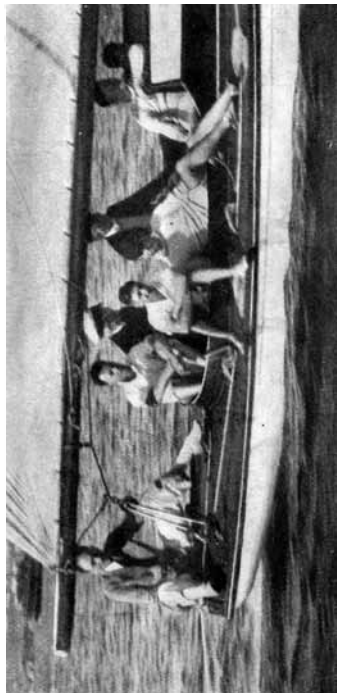
The following items are available in stock:

Racing 'A' Flag	\$10.00
Burgee – Small – 25 cm x 42.5 cm	\$21.00
Burgee – Medium – 30 cm x 54 cm	\$25.00
Burgee – Large – 60 cm x 90 cm	\$60.00
Burgee – X Large – 160 cm x 290 cm	\$132.00
YA Blue Book (2009–2012)	\$37.50
Laminated Course Map	\$5.00
SASC Patch	\$6.00
Club Tie	\$25.00
Tee Shirt	\$25.00
Polo Shirt	\$36.00
Rugby Top	\$49.00
Sweat Shirt	\$40.00

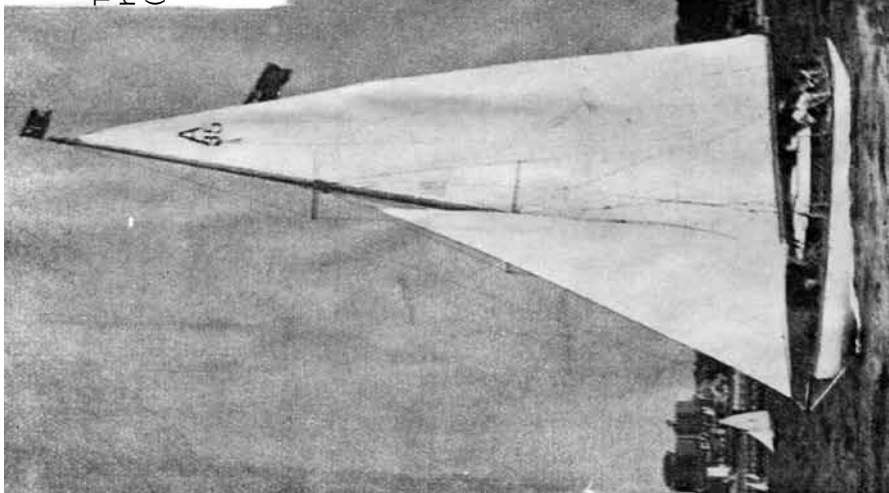


NEWSLETTER DEADLINE

The next SASC News will be the August 2010 edition. Contributions from members, which are always welcome, should reach the editor by Friday 30 July 2010. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



The Governor at the helm of *Culwilla IV* (right)



This old cutting shows SASC yachts during the opening regatta of the 1933–1934 season. The lead yacht, *Culwilla IV* (A35), was being sailed on the day by the Governor of New South Wales, Sir Philip Game.



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