

ALL AT SEA

POLICING THE WAITEMATA HARBOUR AND HAURAKI GULF

Although the Waitemata has long been New Zealand's busiest port, and the Hauraki gulf as fine a maritime recreational area as anywhere on earth, it was not until the increase in shipping occasioned by World War II put pressure on their resources, that the Auckland Police acquired a launch.

On the 6 January 1903, Mr J.P. Bennett was appointed district constable on Waiheke Island. District constables were not full time policemen. They were down to earth and practical men, selected from the community and were sufficiently well respected by that community to act as its policemen. They received little if any training, and were appointed in remote areas where the volume of work did not warrant the use of a full time constable but whose inhabitants wanted a police presence.

District Constable Bennett was stationed at Omaru Bay on the eastern coast of Waiheke Island. His 'beat' was the Hauraki Gulf, its many islands and the inside coast of the Coromandel Peninsular. A boat was essential and he used his own for which he was paid an allowance by the Police. His principal duties were those of constable and fisheries inspector, both of which he took seriously. At first he patrolled by yacht and later by launch. The size of his area of responsibility meant that District Constable Bennett was often away for days at a time. It could be a lonely and dangerous job out there in the Gulf, working by himself in isolated places, seldom with hope of assistance should he need it in rough weather. He had no radio and to keep in touch with his wife and home base he carried homing pigeons. One of his neighbours was Harry Insley who, in 1906, was caught collecting oysters, ostensibly for a prominent Auckland citizen who had obtained a permit to collect them. District Constable Bennett delighted in catching poachers and was not distracted by the

dubious explanations. "You're collecting them for Sir Thomas who?" he said as he took possession of Harry's boat, a launch named 'Sunbeam'. It took Harry Insley three days to convince the Gulf policeman that he had been telling the truth and to get his boat back. The two men subsequently became firm friends and when District Constable Bennett retired on 11 June 1908, Harry Insley was appointed to succeed him. The 'Sunbeam' became the new "police launch".

For twenty years until his retirement on 2 June 1928, Harry Insley patrolled the Hauraki Gulf. In addition to his police duties, he, and his sons, ran a three hundred acre dairy farm, while at various times he ran the local Post Office, telephone exchange and a boarding house as well as finding enough spare time to plant an orchard. He moved his base to Pikau (just along the coast from Omaru Bay) and his first duty was to build the new Police Station which still stands today among the trees at Cowes, and in which his widow Mrs Elizabeth Drummond still lives.

^ 7/86

Like his predecessor Harry Insley had been a seaman and throughout his career as a policeman, still dressed as one. His 'uniform' was a pair of canvas trousers and a fisherman's jersey although on 'official' occasions he made a concession to formality and wore a police cap. On one occasion this got Harry Insley into hot water. He once escorted a man from the inebriates' home on Rotoroa Island (then known as Ruthe's Island) to the mental hospital at Point Chevalier. As this was a police job he wore his police cap. On the way to Auckland the patient pestered Harry to be allowed to wear the cap and, rather than cause a scene, Harry acceded. The patient then refused to take it off and Harry, not wanting to force the issue, let him continue to wear the cap. On the arrival at Auckland Harry tied the 'Sunbeam' up at the

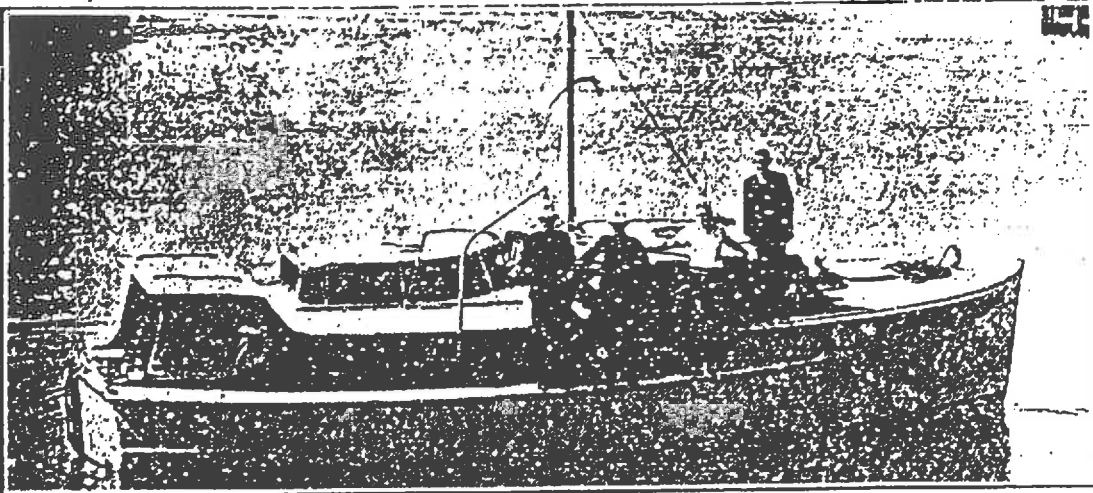
wharf where two other policemen were waiting to assist in the journey to Point Chevalier. The patient, still wearing the cap, leapt ashore and motioned the two constables to grab Harry Insley, which they did. They dragged the violently protesting Gulf policeman away to a waiting carriage. There was no way of telling who was who. It took a good part of the journey to Point Chevalier for Harry to convince his city counterparts as to his credentials.

Harry Insley seems to have been the last of these marine policemen. He was succeeded in 1928 by Constable L.F. Ashwin who shifted the station to Awaroa Bay. He was a Captain in the Home Guard and his father had been a cavalry officer during World War I. It was natural that he would prefer to travel by horse and he restricted his attentions to Waiheke proper. For the next thirteen years no police launch patrolled the Gulf.

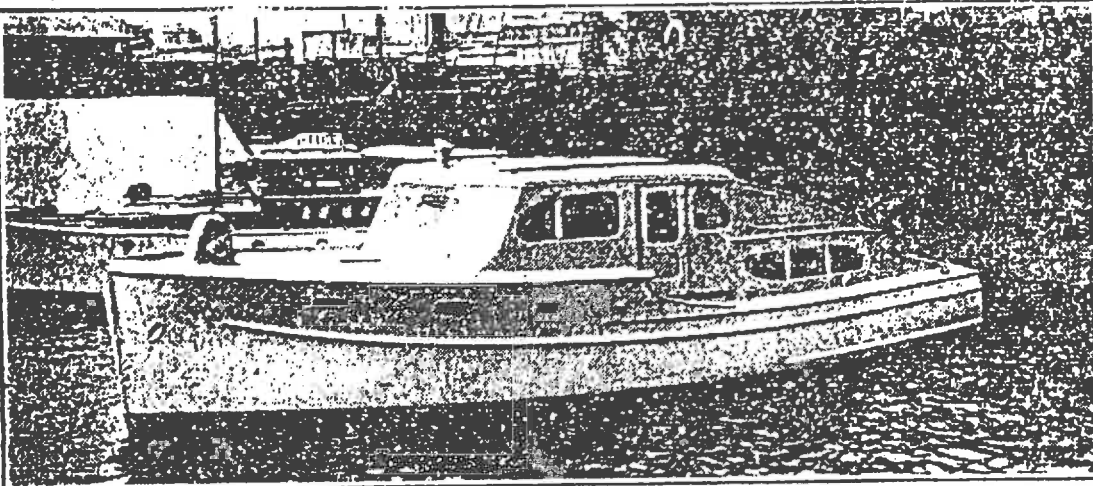
Soon after the start of World War II, Police Headquarters and Government realised that a marine police presence was required in the main ports. The mass of shipping using the harbours of Auckland, Wellington and Lyttleton could not be adequately protected against criminal activity by a purely land based Police Force. As a result, Detective Sergeant A.M. Harding of Wellington, was dispatched on the 'Wanganella' to Sydney to learn how the police launch service there was operated. His trip was uneventful until, when entering Sydney Harbour, the 'Wanganella' narrowly missed being torpedoed by a miniature Japanese submarine.

On his return to New Zealand, ^{in 1941,} three launches were obtained to start the marine section of the Police that we know today.

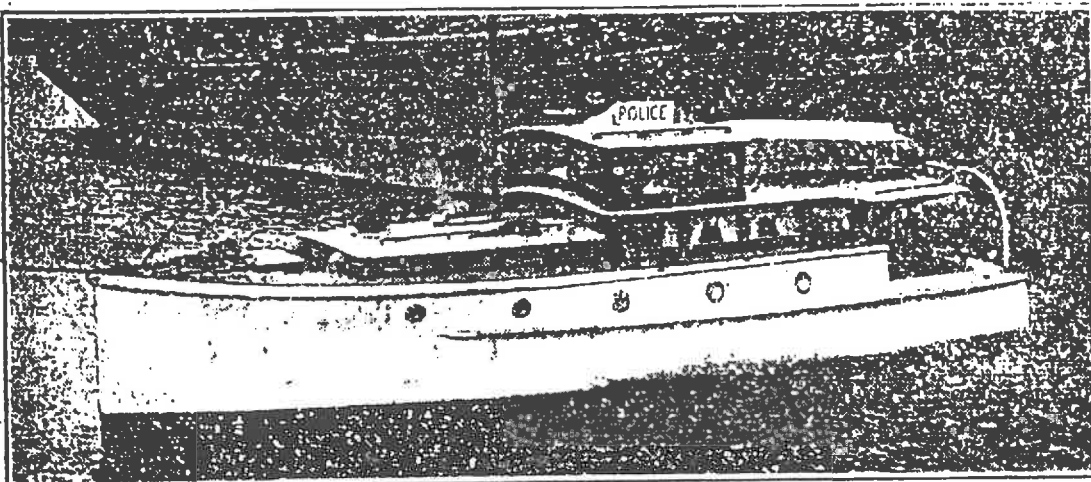
TIRI MOANA—AUCKLAND.



LADY ELIZABETH H—WELLINGTON.



ANTIPODES—LYTTELTON.



**See
NOTE**

The three launches were the 'Antipodes', the 'Lady Elizabeth' and the 'Tirimoana'. The 34 feet 'Antipodes' started working in Wellington but after a few months was transferred to Lyttleton. An ex crew member described her as a "wedge shape" and said that the trip to Lyttleton was so slow that "the ferries were using us as a land mark!" To replace her the 40 feet 'Lady Elizabeth' was purchased and she provided a slow but faithful service on the Wellington Harbour for the next thirty years. In Auckland the 38 feet 'Tirimoana' was leased from the Navy who, in turn, had chartered it from its private owner.

As there were few policemen with launch experience, several men with some experience were employed at the end of 1941 and the beginning of 1942, as launch drivers. All were sworn in as temporary constables. Regular constables were transferred to the launch to act as 'observers' and to carry out any necessary police functions. One of the latter, Don L. Whitefield, was to serve a total of 28 years on Auckland's police launches and without an arrest. Don said that he had always been on the wheel when arrests were made.

The 'Tirimoana' started patrolling Auckland's Harbour on the 2nd February 1942. Her patrol area was inside the defence boom and net strung ^{BETWEEN} from North Head ^{AND} to Bastion Point. The Navy covered the area outside the harbour. During the hours of darkness the harbour was restricted and everyone found had to be checked. The launch carried no lights other than for two small blue ones ^{MOUNTED} ~~CARRIED~~ at the cross trees. They carried a .303 rifle and ammunition but the only target was a shark. There was a radio on board which could receive short wave stations but was not able to be used for communications. It was necessary to telephone in

on returning to berth to give the details of their patrol and to find if they were required for any emergency which may have arisen. The first communications equipment was an ex army radio telephone which was received towards the end of the war. In addition to the normal patrol duties, the crew of the 'Tirimoana' dealt with the recovery of bodies, emergency calls to Waiheke etc., and recovered drifting or disabled vessels out in the Gulf.

Towards the end of 1944, the 'Tirimoana' was returned to her rightful owner who had been agitating for its return for most of the war. She was replaced by the launch 'Pirate' which had been seized from a German national who had been interned for ^{THE} DURATION OF the war. The 'Pirate' had been used as a tender by the Navy in the Hauraki Gulf until being decommissioned and handed over to the Police on 3rd November 1944. 'Pirate' was 39 feet and proved to be a better sea boat than the 'Tirimoana'. It was powered by a 55 h.p. pre-heat Kelvin diesel which gave her a top speed of about 8½ knots. She was used for just two years.

At the end of 1945 the Police purchased the 'Lady Shirley' from the Navy and she entered service on the 12th November 1946. She had been used by the navy as a coastal patrol launch. The owner had made strenuous but unsuccessful efforts to get her back from the Navy and was not pleased when the Police took up possession. 'Lady Shirley' had a Hercules Kermath engine badly in need of repair. It required the approval of the then Prime Minister Walter Nash for the expenditure of £900 for repairs. Side doors had to be added to the wheelhouse for reasonable access and safety. During a refit it was found that the stern was 'wagging'. Investigations showed that the launch had been 35 feet long and had had another 8 feet added. The overlapping planks were too short and as a

result it was found that all the ribs were cracked. It cost £2,000 for repairs. Although used for sixteen years she was never an ideal Police launch.

Administrative indifference also handicapped the development of a marine police service. In 1949 the 'Lady Shirley' was laid up for nine months for repairs and maintenance, delayed by inadequate funding. At the end of October 1950 the engine was removed for overhaul, and it was to be another eight months before a new engine was fitted and the launch resumed her duties. During such periods considerable criticism was directed at the Police by the boating public and the press. This was particularly so when the Police were unable to arrange for the investigation of two red flares seen out in the Gulf. Complaints were also made of noisy parties of young yachties on Rangitoto but that the Police were unable to take any action.

During 1956 the 'Lady Shirley' was again laid up for nine months for an extensive refit. The 'Lady Elwyn' was borrowed from the Coastguard and became, albeit temporarily, Auckland's fourth Police launch. However in February, when two boys in a sailing dinghy nearly drowned, the 'Lady Elwyn' was also out of commission. Mounting criticism, together with the public appreciation for successful missions and assistance given by police launch crews, highlighted two points. Firstly the extent to which Auckland's boating public had come to depend on a police launch being available and secondly the unsuitability of the 'Lady Shirley' for the task. Bad weather restricted her operation, she was slow, often out of service and unsuitable for handling stretcher cases. From 1951 pressure from the public and in the press mounted for a larger, more seaworthy and better designed launch for the

CALLED for and some amazing events followed.

A tender of £15,000 to build the new boat from an Auckland firm, P. Voss and Company, (experienced and highly respected boat builders) was rejected in favour of one for £14,000 from Shipwork (N.Z.) Limited, a Wellington company formed especially to tender for this contract. Shipwork intended to use the contract to break into the boatbuilding business. The principal shareholder in Shipwork was a Wellington businessman who had no experience in boat construction and the successful tender by Shipwork placed the company in a quandary. In order to obtain the contract from more experienced opposition Shipwork had tendered low. Having got the contract, the company did not have the expertise to complete it. Shipwork, seeking a solution to their dilemma, sublet the work to Miller and Tunnage, boatbuilders of Port Chalmers. It was an attempt to have the boat built for less than the contract price and so 'cream off' a commission for Shipwork - profit from a paper transaction. However, Shipwork's owner had ignored Murphy's law; if something can go wrong it will, and it did. Miller and Tunnage built the hull and then asked for a progress payment. In the circumstances, the Government was not paying until it got its boat. Shipwork could not make the payment and sued for bankruptcy. The liquidator would not recognise the validity of the sub-contract and refused to consider the debt. Unable to obtain the progress payment, Miller and Tunnage were put under some financial pressure and they stopped work on the boat altogether. The initiative was now with the Government which had no alternative but to refinance the deal. Costs had meanwhile escalated fifty per cent by the delay - from £14,000 to £21,000. A young Mr Muldoon told Parliament "The whole matter stinks to high heaven, and the launch's name, 'Deodar', is most appropriate."

On the 15th November 1960 the 'Deodar' was launched at Port Chalmers by Mrs E.M. McMillan, Member of Parliament for North Dunedin. The name 'Deodar' was chosen by the Minister of Police the Hon. P.G. Connelly D.S.C. who had commanded an anti submarine minesweeper of that name during World War II. It was chosen "to commemorate all New Zealanders who served during those trying years." A deodar is an Himalayan cedar and is a word from the Sanskrit meaning 'wood of the gods.'

The voyage north to Auckland was undertaken by a Naval crew who, in addition to drawing the daily tot of rum, managed to stop overnight at hotels in Wellington, Napier, Gisborne and Tauranga. This was no holiday cruise for the trip disclosed a major design problem in the exhaust system. The exhaust pipes came from the manifolds at the rear of the Foden engines, ran around each side of the engine room, before rising past the air intakes and terminating in a funnel at the rear of the wheelhouse. The temperature in the engine room became so intense that the pitch on the batteries was melted. The door between the wheelhouse and the engine room had to remain open to aid ventilation, but the resulting noise at the helm was dangerously painful to the ears of the crew. Those not needed in the wheelhouse spent the most of their time on the upper deck.

Soon after 'Deodar's' arrival in Auckland the exhaust system was modified. The funnel was removed and the exhausts were run instead through the sides of the after cabin and out the transom. There remained another serious problem in that no silencers had been fitted. In good conditions, the healthy cackle of two-stroke diesel engines could be guaranteed to wake people at a distance of five miles, directly astern. Complaints from disturbed and

Other minor problems were resolved including the day the press and dignataries were invited for an exhibition cruise. When time came to start the engines it was found that an enthusiastic radio technician had been 'testing' the new radar and had flattened the batteries. An hour later, with the batteries replaced, the cruise commenced. It lasted less than half an hour when, while demonstrating how easily the engine controls could be moved from ahead to astern rapidly, the starboard gearbox failed. 'Deodar' made an embarrassed return to berth on one engine.

After being delayed by the late arrival of various components from England, 'Deodar' was finally commissioned on the 20th July 1961. Her first mission of mercy occurred within hours. An hour before crewmen Don Whitefield and Jim Leak were to finish their shift at 11 p.m., a call came to make an emergency dash with St. Johns Ambulance officers to Rocky Bay, Waiheke. Navigating by the new radar through thick fog, they brought two year old Janice Shirtcliffe to hospital taking twenty minutes off the time normally taken for the journey by 'Lady Shirley'.

The new launch was able to overcome much of the criticism which the limitations of her predecessors had inspired. Miller and Tunnage had produced a solid and seaworthy craft which is, with twin engines, far more manoeuvrable in close quarters situations. The 'Deodar' is 14.6 metres in length (48 feet), has a 3.6 metre beam (12 feet) and draws 1.4 metres (4½ feet). She displaces 20 tonnes. When launched she was fitted with Foden six cylinder MkIII engines. These did sterling, if noisy work, until 1977 when they became worn beyond economic repair and were replaced by Foden 6Mkvi engines supplied by H.M. Dockyard, at a bargain price. These ^{two} were replaced when Fodens no longer produced spare parts and those parts held by the Dockyard were running out. The present engines

are 3208 Caterpillars. The V8's are four strokes and the exhaust noise, by comparison, is now almost silent. These engines give 'Deodar' a top speed of 12 knots.

The ensuing years since 'Deodar's' commissioning, have seen the gradual improvement of the very basic equipment to the present day sophisticated technical aids. She has a very sensitive radar system, speed log, echo sounder, auto pilot, powerful search lights, comprehensive first aid equipment, a fire and or suction pump which is portable and a Lancer inflatable dinghy with an 30 h.p. outboard. She also has five separate radio systems which enables her crew to fulfil the necessary role of search controllers. The radios consist of two police sets, one v.h.f. and the other u.h.f., a radio for communicating with aircraft and two shipping frequency radios. One is a marine v.h.f. set with 55 channels and the other a single side band m.f. radio of high power. Both marine radios are equipped with direction finding capabilities. The m.f. radio can also be tuned to local broadcast stations, purely to catch the weather reports, of course!

The crewmen of 'Deodar', so far no women have been eligible to join are all policemen who have had previous sea experience. One, who is now the Senior Launchmaster, was rescued from the harbour when his naval dinghy capsized in 1964. He later joined the Police and then 'Deodar' to eventually to become the Senior Launchmaster when his rescuer retired. Crew training is now quite intensive and it usually takes about two years for a crewman to become a launchmaster and operate the launch under all conditions. As well as their usual Police duties, they are trained to become competent in radar operation, navigation, small craft seamanship, first aid, fire fighting and damage control and of course search and rescue techniques and control. They carry out maintenance and minor repairs to the launch and its equipment.

The low profile superstructure of 'Deodar' had distinct disadvantages. In rough conditions the visibility from the wheelhouse was very limited due to the spray on the windows. Also the crew's feet were at about sea level thus giving them a limited horizon. Late in 1974 'Deodar' underwent a major refit in the Dockyard and a flying bridge installed to a plan conceived by a then Launchmaster, Lionel Brock. This improved the visibility enormously and for the first time permitted the helmsman to see the action at the stern. It also improved the appearance of 'Deodar' and some observers said that she was now faster too!

'Deodar's' role ensures she is at the forefront of police activity on the harbour. She is also, frequently, the only vessel which is operating in gale force conditions, due to the skill, courage and professionalism of her crew. Many hundreds of thousand dollars worth of craft have been snatched from destruction or a watery grave and returned to their grateful owners.

One of the first major police roles for 'Deodar' was on the 23.10.66 when the Good Guys of Radio Hauraki were doing their best to bring private radio to the Auckland area. This was viewed with displeasure by the Government and the Police were instructed to prevent the Radio Hauraki vessel, M.V. 'Tiri', from sailing. After something of a fiasco at the Western Viaduct as the drawbridge was lowered on her, the 'Tiri' did get underway. She was duly boarded by Police officers carried by the 'Deodar' and brought to a halt. 'Deodar' towed the 'Tiri' to the Naval Base where it remained under guard until later released.

Crewmen, as part of their training, have had instruction from Air N.Z. and Sea Bee Air staff on the best methods of assisting people from aircraft which have force landed or crashed at sea. In 'Deodar's' first two incidents, unfortunately, there were no survivors. The first was on Christmas eve of 1970 when an amphibian aircraft was hired by a television film crew to cover a launch on fire near Islington Bay. As the filming was almost completed on the water, the aircraft took off and did a steep turn to perhaps provide a better aerial view. It seemed to stall and dropped into the sea between Brown's Island and Motuihe. 'Deodar' stood by while the plane was recovered ^{FROM THE SEA BED} with the bodies still aboard, later that day.

The second crash occurred on the 25th April 1975 when a light aircraft, returning from Great Barrier to Ardmore, crashed into the sea west of Ponui Island. Two bodies were located almost immediately. 'Deodar' was the scene controller as she was assisted by Naval and civilian launches to search for traces of the wreckage and the remaining bodies, over a long week.

In more recent times, 'Deodar' was able to assist a distressed amphibian aircraft at Mechanics Bay. On the 16th February 1985, the aircraft was landing when the wing floats suffered a malfunction and refused to stay locked down. As a result a wing dipped into the sea. While this was occurring, strong easterly winds began to blow causing the sea to become rough and to drive the aircraft towards the rocks at the tide deflector. 'Deodar', with crewmen Ian Clarke and Wayne Smith aboard, arrived in time to pull the 'plane clear of danger and to transfer the passengers onto her stern. It was not an easy task in the lumpy seas. 'Deodar' then towed the aircraft to its ramp with the pilot sitting on the high wing to try and prevent the lower one sinking further.

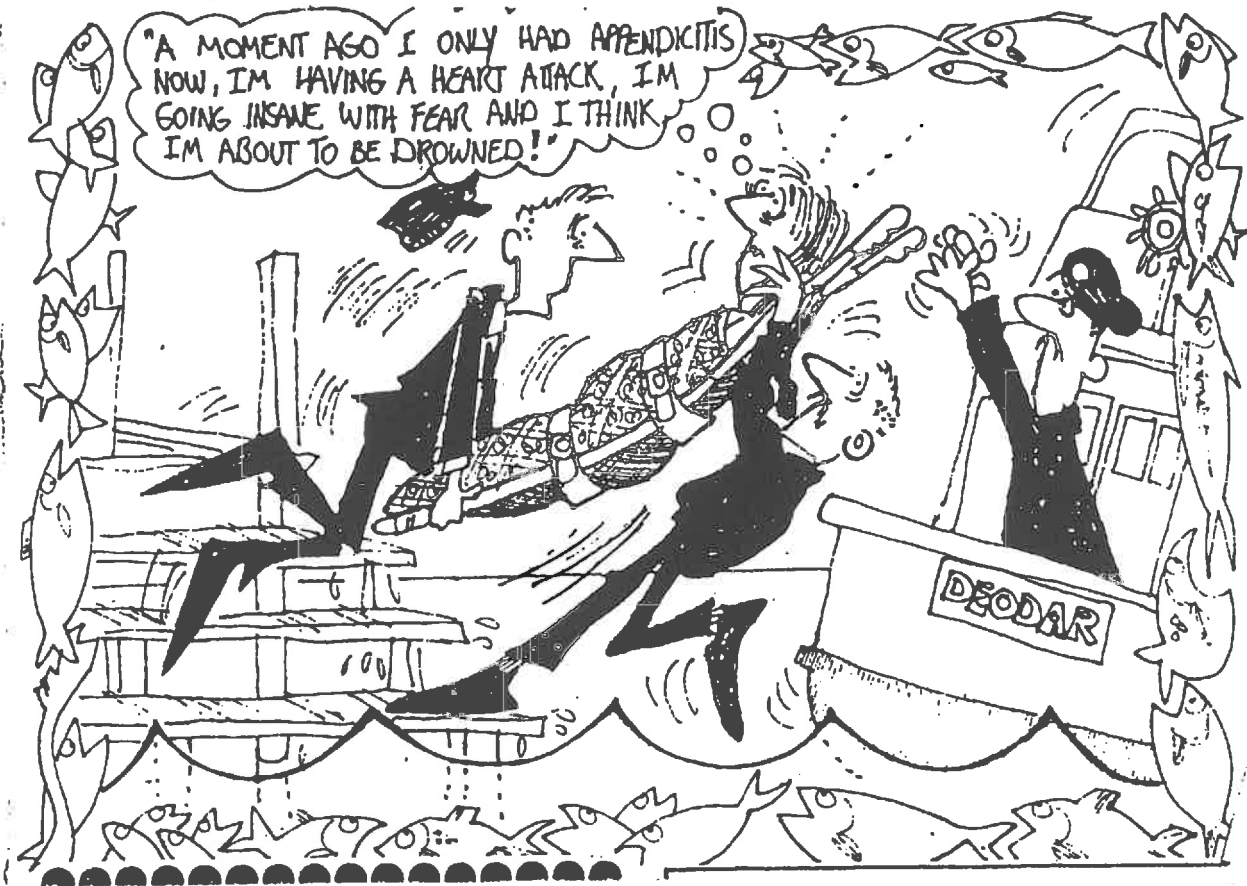
One of the principal roles of the Police is the protection of life and property, and it is the marine section which probably does more than any other in realising this goal. In doing so, there is a great public good will built up which counterbalances the sometimes apparently negative duties of policing. This is evidenced by the constant full five fingered waves 'Deodar' receives as she patrols her 'patch'.

Frequently 'Deodar' is called to assist the St. Johns Ambulance service with transport to bring sick, injured or sometimes pregnant people from the outlying gulf islands to Auckland. Usually this is during the hours of darkness when alternative transport, such as an aircraft, is not available, and is often carried out in stormy or gale force conditions. On the 6th December 1961, a baby was born on 'Deodar', the first of four. The most recent, born on 29th February 1984, was doubly unusual. Not only was he the first boy to be born on 'Deodar' but he was a leap year baby. A number of other mothers have narrowly avoided the experience and have made it to the hospital in the nick of time. But pregnant women are only one category of 'casualty' that 'Deodar' has carried to the mainland. The boat is well equipped for the transport of injured people and the interior was designed with this in mind. In fact it was this facet of 'Deodar's' work that once led to her crew becoming something of a pressure group in local politics. During 1980, a pontoon alongside the wharf at Matiatia, Waiheke, was removed. This made the loading of stretchers, especially at night, at low water or in difficult weather, a tricky and even dangerous task. The 'Deodar' crew participated in an active campaign to persuade the Waiheke County Council to replace it.

(SEE CARTOON.)

Waiheke, 25 July 1980

AND AS JIM STOREY SEES IT



WAIHEKE "Gulf News"
25.7.80

Residents or visitors to gulf islands have had cause to be thankful for 'Deodar's' availability when they have become stranded. Not only has this been when the occasional tardy person has missed the last ferry, but when conditions were so rough that scheduled small ferries deemed it unsafe to run. One group, so trapped on Rakino Island at the end of a weekend with little or no food remaining, wrote a grateful letter of thanks for their 'rescue'.

When not attending incidents, and as part of her protection of property role, 'Deodar' patrols through mooring areas containing thousands of vessels valued, in total, at many hundreds of millions of dollars. Some, which she has found sinking, she has pumped out while others broken adrift or found insecure have been made safe and the owners informed. Her principal patrol purpose is to deter or catch those bent on burglary or wilful damage. She has had some notable success in catching such miscreants in the act. One such was in Hobson Bay when the crew saw a dinghy tied to the stern of a small yacht in daylight. The two young lads aboard explained that it was their father's yacht and they had come to do some cleaning up. When it was found that they had only one oar in the dinghy, the 'Deodar' crew offered to give them a lift ashore. It was gratefully accepted. When the launch headed up harbour instead, their anxious enquiry was met with "Sorry fellers, you've been nicked. That yacht belongs to one of our crew!" The disgruntled pair duly pleaded guilty to burglary.

'Deodar' is sometimes called upon to provide transport for other police staff. This may be to back up the constables on Waiheke, who may be under pressure, or enable routine enquires to be made on one of the islands. In 1972 a complaint was received from Great Barrier that a person was engaged in 'sly grogging'. Some suspicions were voiced that the complaint may well have come from

a competitor. A senior sergeant and his staff travelled to the island on 'Deodar' and mounted a successful raid. It resulted in over 100 dozen bottles of beer being seized and loaded aboard 'Deodar' for return to Auckland as evidence. It has been hinted that, because of the sea conditions and the likely risk to stability, it was necessary to lighten ship a little during the return journey.

A memorable incident occurred in February 1975 when two young men took a yacht, the 'Mutineer', from its moorings in Little Shoal Bay. Unfortunately for them the owner was an Air N.Z. pilot who immediately chartered a light plane and was able to locate his boat near Little Barrier Island. He radioed the boat's position to Air Traffic Control who informed the Police. 'Deodar' set out from Auckland at 5.30 p.m. with tanks two thirds full of diesel. In the meantime, news of this drama reached an off duty crewman, Lloyd McIntosh, having a quiet drink with several detectives and others in the Auckland Police Club bar. They decided to lend a hand. On their own initiative they commandeered an amphibian plane from Mt. Cook Airlines at Mechanics Bay. They located a trawler in the area which had been contacted by 'Deodar'. The sea looked calm but there was a slow, deceptive swell. The plane, on landing, hit a swell and bounced in a most disconcerting manner shaking all those aboard. Two of the policemen, both land lubbers, took what has been described as a 'death grip' on their seats, a hold they were to maintain until the plane was back on dry land. The other two, Constable McIntosh and Detective Johanson, at considerable risk, managed to clamber onto the trawler. They then set off in pursuit of the 'Mutineer' whose position had been again marked by an R.N.Z.A.F Orion with a smoke float. As the trawler approached the yacht it was instructed to stop. Every time

the trawler tried to come alongside the yacht it would turn away thus making it impossible to board. After a few such attempts, a man on the yacht fired a flare at the trawler causing it to stay at a safer distance. Being hit by a flare at close range could cause a serious injury. A close watch was kept until 'Deodar' arrived on the scene at 10.30p.m. and both policemen transferred from the trawler to the police launch. A 'council of war' was held and it was decided to approach the yacht using 'persuasive' methods. On board 'Deodar' was a rifle which used blank cartridges to fire lines to boats in distress. Also a Very pistol for firing small signalling flares. 'Deodar' approached the yacht with all searchlights blazing and the yacht crew were instructed, by loud hailer, to stop. As 'Deodar' came alongside the yacht again turned away but the launch stayed close. When it appeared that the yacht's helmsman was about to reach for a flare, Launchmaster Ian Clarke fired a Very cartridge into the sea well astern of the yacht. The sudden reverberation startled the 'Mutineer's' crew and so surprised the detective standing on the flying bridge that his rifle discharged into the air involuntarily. This was enough for the yacht thieves who leapt down and turned off the yacht's engine which was badly overheating. Constables McIntosh and crewman Mike Foster jumped aboard the yacht and arrested the offenders. At that stage they were only five miles from Marsden Point. The yacht was then towed to Leigh where it was secured until the owner could collect it, and the prisoners were taken back to Auckland by car. It remained only to explain to the Chief Inspector on what and whose authority were the off duty policemen in the police canteen commandeering aeroplanes.

Finding or recognising stolen boats is not an easy task as frequently the owner's description provides a different picture to that of the repainted or modified one seen later. In September 1977, sixteen year old Peter Clarke, the son of a 'Deodar' crewman, found a strange open launch while he was canoeing in Motions Creek, Westmere. He thought it unusual as it had been very roughly painted in red. He showed his father who duly ascertained that the boat had been stolen from Hobson Bay in June of that year. It had been substantially altered by having the cabin sawn off. A watch was kept and a few days later the offender was arrested as he returned to do more work on the launch.

A boy was seen to row out to a 35 feet launch near Westhaven on the 21st November 1979, and the Police were notified. The boy cast the dinghy adrift and started the launch's engine. The boat could be seen making its way up the harbour, from the Central Police Station, and 'Deodar' was directed towards it. The boy took the launch into a bay near Chelsea where it struck rocks and sank. The boy got ashore but was later found by the 'Deodar's' crew. Because of his age, he could not be charged with any offence.

Often police duties are more routine than dramatic. Even in calm weather boats break down and their crews need help. Although this is one of the more mundane tasks which launch crews undertake, it was once the subject of one of the sillier orders issued to them. Mechanical devices that will not function correctly are among the most infuriating things on earth and this is especially true of a boat's engine. Having broken down, frustrating repairs cannot be abandoned until tomorrow and it is a long swim home. 'Deodar' would locate and tow them home. A local tow boat company complained that the police launch was doing them out of business, and the Police hierarchy then issued an instruction that the

for their safety. The 'Deodar' was expected to go to a crippled boat, ensure that it was not in immediate danger, and then leave it there. It was an instruction that attracted considerable criticism in the press and elsewhere, and one which threatened to dissipate some of the goodwill for the Police and its launch service that existed on the harbour. It does not take much imagination to picture the reaction and language of a marooned skipper who, after explaining his predicament to the police, was left there by them. However, in the tradition of Nelson holding the telescope to his blind eye, the instruction was largely ignored by respective crews who regarded it as poorly advised. Courtesy and goodwill were sufficient justification for any assistance offered at sea and this, hopefully, will always transcend commercial considerations.

Many a visiting dignitary has spent a quiet hour or so on board admiring the beauty of the Waitemata. One such was the deposed King of Greece who indicated that he collected caps from around the world. It became necessary for the launchmaster to buy himself another when he returned to the berth. Others have been grateful for more tangible assistance. In 1963 a visiting Australian beauty queen was dismayed to find that she had left returning to her cruise liner too late. Her smiling pleas quickly won over the 'Deodar' crew on duty that day. They took her out to where the liner had stopped to let the pilot disembark. Ian Clarke had the pleasure of holding the rope ladder while the liner's best looking passenger rejoined its complement.

During the past twenty five years, 'Deodar' has responded to over 12,000 incidents (other than patrols). She has also travelled in excess of 350,000 nautical miles while serving the public.

The world of protests has not been unnoticed by the crew of 'Deodar'. During the Viet Nam war launch staff were sent ashore to assist with crowd control during protest actions. This occurred again in more recent times when launchmen were to be found with their backs to rugby games all over New Zealand, during the Springbok tour. The men concerned would much rather have been doing other things more suited to their calling.

The first real nuclear protest began in 1976 with the visit of the United States nuclear cruiser 'Longbeach'. An armada of small craft congregated outside the entrance to the harbour in an endeavour to prevent the cruiser from entering. The 'Deodar' was always in the vanguard of the police security operation. Her skipper, Ian Clarke, was incensed to read ^{IN} an article later, by a radical writer in the Listener, that " 'Deodar' quickly became known as a rogue vessel as it rammed protest ~~ers~~ ^{BOATS} from behind." During that operation 'Deodar' touched two vessels. One was a small yacht which she deflected from a suicidal course under the bows of the 'Longbeach', and the second was the 'Longbeach' which was struck with 'Deodar's' stern as she swung to let the first pass safely by! This slur on the crew's seamanship was cancelled by a signal from the Captain of the 'Longbeach' commending the seamanship of 'Deodar'. She has since seen many protests on the harbour and some very stupid actions by protesters. One such was a woman seen carrying her baby while sitting in an aluminium dinghy among small craft dashing about in turbulent water.

Over the years the police of Auckland have been involved in many incidents on the Waitemata Harbour and Hauraki Gulf. Many of these have been routine and have long since been forgotten, others are still remembered but these too may slip from memory as time passes. On the 10th July 1985, an event occurred on Auckland's waterfront that will be written into New Zealand's history books and will not be forgotten - agents of the French Government destroyed the Greenpeace vessel 'Rainbow Warrior' while she was moored at Marsden Wharf. Fernando Pereira, a crew member and Greenpeace photographer, was killed. The incident had major international repercussions and made worldwide news headlines. For the police of Auckland it was the commencement of one of the most time consuming enquiries ever associated with our waterfront. At 11.55p.m. two explosive devices attached to the hull of the 'Rainbow Warrior' exploded, sinking her.

'Deodar' had been short staffed for some time, despite pleas, and the crew were working an 'enquiry roster. This meant that those on on late shift to 11p.m. were also on standby during the night. Less than half an hour of getting into bed, crewmen Ian Clarke and John Mead were racing back into town to get 'Deodar' mobile. She was out on the harbour, within 20 minutes of the explosion, recovering debris and drifting articles. 'Deodar' then spent some time alongside the wreck providing lighting, trying to stop diesel leaks and then helping to place a floating boom around to retain the oil, and assisting divers. When the body of Mr Pereira was recovered by Naval divers from within the hull, it was taken ashore by 'Deodar'. The main role of 'Deodar' throughout the long weeks before 'Rainbow Warrior' was refloated and towed to the Devonport drydock, was transport and support for Police personnel and divers and Naval diving teams. As a result of questions asked in Parliament, two more men were made available to fully man the launch

Auckland, in spite of being situated on a narrow isthmus between two harbours, does not have an official Police diving team. The establishment of the Western Police Underwater Club (based at Henderson) in late 1983, has meant that the Auckland Police have been able to call upon divers, unofficially, should assistance be required. The service offered by the club has in fact been utilized on several occasions since then. On learning of the 'Rainbow Warrior' bombing the Senior Sergeant in charge of the Control Room immediately contacted members of the club and requested their assistance. A team of seven - Sergeant Graeme Caddy, Detective Sergeant John Purkis, Sergeant John Ponsford, Sergeant Rod Reece, Constables Peter Clarke, Jeff Glover and Detective June Cotton - all responded to the call and within thirty minutes of the bombing were present at the wharf. Assisted by the searchlight from 'Deodar', three members, Purkis Clarke and Glover entered the water and began the exacting task of searching for Fernando Pereira who had returned to his cabin to collect photographic equipment immediately after the first explosion. He had not been seen again. In spite of the calm sea conditions, the search was hampered by diesel leaking from the vessel. Three quarters of an hour after entering the water the three divers were forced to abandon their task. The accumulation of diesel and the lack of proper equipment for these conditions made it unsafe to continue. Fearful of further explosions, Sergeants Caddy, Ponsford and Reece then entered the water and commenced searching the hulls of other Greenpeace boats moored nearby. Detective June Cotton, while not entering the water, fulfilled a valuable function as safety officer for both dive parties and as such achieved another first for policewomen.

Approximately two and a half hours after the explosion, the official Navy Dive Team arrived releasing the Western Police Underwater Club members from their unpleasant task. The body of Pereira was

Early next day, the Naval team was supplemented by the Police Dive Team which had been mobilised and transported to Auckland from Wellington. Working in difficult conditions the divers continued to search for evidence as well as assessing and reporting on the damage sustained by the vessel. Responsible for security, the Wharf Police provided staff on a 24 hour basis to guard both the vessel and Marsden Wharf for the six weeks until the 'Rainbow Warrior' was refloated.

Working as a team, the crews of the 'Deodar', the staff of the Wharf Police Station and the members of the Western Police Underwater Club (and later the Police National Dive Team) made a tremendous contribution towards the success of the Greenpeace inquiry. Policing on the Waitemata Harbour and its environs has indeed come a long way since the appointment of District Constable Bennett in 1903 and the subsequent chartering of the 'Tirimoana' in 1941.

No one can say for certain what the future may hold, but we can be sure that the work of the marine section of the Police will continue in Auckland. It is probable that, in future years, the service will grow and a second launch will assist to police the extensive and crowded waters surrounding New Zealand's largest city.