

Vessel Management Plan

THE DOLPHIN



THE TACOMA PRESERVATION SOCIETY
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Section 1 *Introduction*

1.1 Introduction

The DOLPHIN Vessel Management Plan (VMP) outlines procedures, summarizes tasks and makes recommendations to ensure that the integrity of DOLPHIN is maintained as to both its configuration and interpretation, and that it remains structurally sound, weather resistant and watertight.

The DOLPHIN VMP is developed within the framework of the Barcelona Charter. 2002.

The DOLPHIN VMP has been developed with assistance and advice from the Australian National Maritime Museum, Gary Stewart, and Graham Rough

DOLPHIN is currently owned by Jarard Chambers.

1.3 Background

FV DOLPHIN was owned by the Haldane Brothers from 1939 to 1948. She was sold by the Haldane brothers in December 1948 for 3250.00 pounds.



DOLPHIN and AMARYLLIS at Port Fairy

A major part of this plan is the vessel's ability to be maintained and interpreted in the water as a significant floating element of moveable, cultural heritage. .

Although FV DOLPHIN's physical condition and configuration have been maintained at a very satisfactory level, while DOLPHIN remains an active fishing vessel her condition is the responsibility of the present owner. In future years should she be acquired by the TPS the greatest need is to outfit it and to expand knowledge of the details of its working life, for the purpose of educational, tourism and other interpretation programs?

- This plan is current for a 3-5 year period during which further research should be conducted on the changes to the vessel over its life. This will inform the review of the VMP in five years' time.

- ***Current condition***

DOLPHIN is in fair to moderate condition, DOLPHIN recently sustained some damage to the aft section. The Huon pine deck has been covered with a rubberised matting material. The folksal has been repainted in winter 2013. DOLPHIN has been fitted with a new mast. The forward section is reported to show signs of movement. The engine room condition is fair to moderate. The topside hull paint is in good condition and the underwater hull is in good condition. DOLPHIN is regularly taking out of water during the winter month.



DOLPHIN at Beachport, July 2013

Section 2 *Significance*

Significance

DOLPHIN is a board stern fishing vessel built in 1939 on Griffith Island, Port Fairy. DOLPHIN has fished continuously for over 75 years, making her possibly one of the oldest rock lobster / Shark vessels in southern Australia still fishing. Built by the three Haldane brothers, WILLIAM, ALAN, and HUGH it was developed after their experience with a B Cloverdale designed vessel the AMARYLLIS and its design was the early example of the typical Cray/ shark boat of Southern Australia.

DOLPHIN design and construction included several new features. Bill Haldane knew from experience that he wanted a vessel with buoyancy aft to allow running in large seas. The design rides the swell better in following seas than craft with a canoe stern. The brothers second boat DOLPHIN contained many adaptations from their first vessel AMARYLLIS that WILLIAM (Bill) Haldane had built as a 21 year old next to the lighthouse on Griffith Island, Port Fairy. 1935

The stern has a self draying cockpit ideal for cuta fishing and DOLPHIN was the first Victorian fishing vessel to fit a wheel house for crew protection



DOLPHIN at Julie Percy Island.

Deck shot of the DOLPHIN. NOTE wheelhouse



DOLPHIN is planked in Huon pine, and was fitted with steering inside and out of the wheel house It remained in this configuration and the only changes have been to modernize of the wheelhouse and revise the internal layout of the wheelhouse. During the war the DOLPHIN and her sister ship the AMARYLLIS acted as axletree nave ships and the DOLPHIN participated in a search for 4a Avro Anson that was reported missing off Julie Percy island, 4 airman were killed and only the door was found in later years the wing of the aircraft was discovered on the top of the island

The vessel operated along the Victorian coast from 1940 to 1948 for southern shark and Cray it's second owners was the Beachport brother 19 year old Maurice and 14 year old Frank Corigliano, Maurice had just returned from a square rigger trip aboard the Ericson PASSAT, they purchased the DOLPHIN in 1949 .The Corigliano family had been fishing out of Beachport from the 1911. The Corigliano fished on the DOLPHIN from 1949 to [REDACTED].The third owner was Vaughan Chambers from Southend, he purchased the DOLPHIN in [REDACTED]. DOLPHIN current wheelhouse was built by Graham Roughen in Beachport to replace the original wheelhouse plus modification to the rudder which was replaced with a non gudend rudder. DOLPHIN is still fishing out of Beachport in 2014 with a limited quota of rock lobster.



DOLPHIN at Port Fairy

3.2 *Cultural significance*

DOLPHIN represents a class of wooden boats that shark/rock lobster fished from Eastern Victoria and Southern Australia pre WW11. DOLPHIN has strong historical and social associations with many people, such as the older community of Port Fairy, VIC, the Corigliano family in Beachport, the Chambers family of Southend, SAFCOL workers in the rock lobster processing factories, truck drivers, naval architects, and others who worked within the shark and rock lobster industries. It is representative of an industry, which affected the lives of many people in remote communities, from Western Australia to Tasmania.

- The vessel can be used to tell the story of the development of Port Fairy and Beachport as a hub for commercial shark/rock lobster catching and processing.



Lowering engine on DOLPHIN, and DOLPHIN with a catch of shark

3.4 *Construction*

From the PORT FAIRY GAZETTE 1939

Dolphin 1939

New Boat Being Built Locally

Recently a party of children from The Port Fairy

HES visited the Island and were enabled to see a new fishing craft, being constructed by Haldane Bros – Messrs Hugh, William and Alan Haldane.

Rex White, a pupil at the school, gives his impressions of the visit and the boat as follows:

“The new boat has a length of 40ft, and when completed will draw 4ft 10 inches of water. Five different kinds of woods are being used in the construction. They are:

1. Oregon pine from USA;
2. Huon pine from Tasmania;
3. Jarrah from WA;
4. Spotted gum from NSW;
5. Hardwood from Victoria.

The boat has 140lbs of copper nails in her; it will have a diesel engine, a mast 40ft high, and will take about 6 more months to complete.

The brothers will dry dock the boat four times a year so as to clean the sea weed and other marine growths from her bottom. The propeller has a pitch of 25 inches and a diameter of 31 inches. The seams are stopped with caulking cotton sealed with putty. The young men make their own putty from whiting, raw oil and tallow. The tallow is added to the putty to stop it from cracking and falling out when the wood expands in the water. Wooden plugs called ‘dowels’ are used to plug the outside nail holes in the boat. The Haldane Bros cut their own timber in their workshop which contains a lathe for making the dowels, a Ford engine to drive the lathe and a band saw which cuts the timber into the required widths.”

1 DOLPHIN was built in 1939 to allow the Haldane brothers to expand into South shark fishery. It was designed as an improvement on their first vessel the 40 ft Amaryllis

Section 3

Comparative Vessels

The closest sister ship is the 49 ft WILLIAM DUTTON which was built for Jarrett and Redfern in Portland Victoria in 1943, and designed by W Haldane. Other similar design vessels were standard between 1939 to 2002, the design layout was adopted in modern day steel rock lobster vessels.

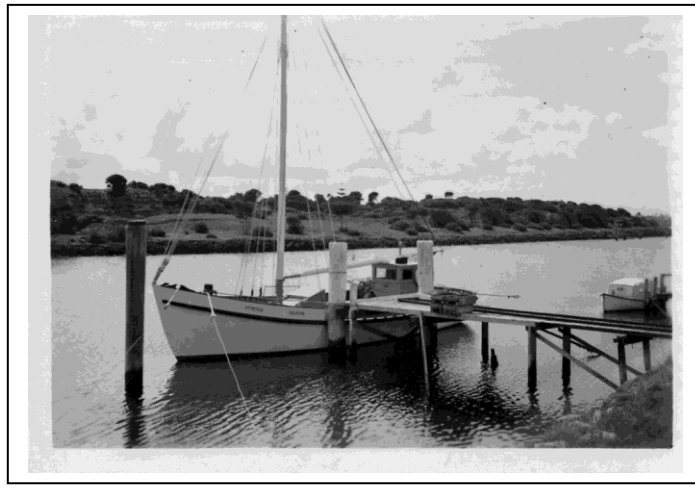
- *Section 5 Interpretation and Use*

3.1 Analysis of display options

Major brief

The display of the hull should articulate the magnitude of the boat building past of the AMARYLLI, DOLPHIN, TACOMA story, the construction location of Port Fairy, the shed and the launching; a period of some 16 years, indicating

- Timbers used
- Tools and techniques
- Plans
- Expertise
- Politic, finance, life at the light house on Griffin island
- Wives and children.
- The shark/rock lobster industry in periods, eg markets, ship builders , truck drivers, wives and girlfriends, children



DOLPHIN at Port Fairy

Methods of display.

In water, fully operational with passenger carrying option (display of artefacts and broader interpretation in and out of water (see budget),

- Vessel will be fully manned with volunteers
- Vessel will form a moving floating display
- Opportunity for film making land line 2011/16 ABC
- Opportunity for special charters, events rock lobster /shark trip, Australian wooden boat festival
- Opportunity for added sponsorship and promotion
- Educational benefits
- Creation of off-water display area to promote and interpret the whole r/s industry
- Creation of a tourist precinct
- Creation of a field for academic study using the resources assembled in and off water faculties.



L. to R. George Dusting
holding Shark, & Bert
Perry aboard "Thistle"
Bill & Alan were with
them on this trip
at Julia Percy Island.
about early 1930's
This trip they had a
large white pointer
shark bumping &
rattling the Centre
plate. "Thistle is now
a maritime museum in
Sydney.

EARLY PIONEERING SHARK FISHING ABOARD THE AUSTRALIAN NATIONAL MARITIME VESSEL THISTLE

3.2 Fit out and interpretation of the Vessel & Artefacts

It is recommended that DOLPHIN remain on display in the water. It should be fitted out with equipment and gear appropriate to its eventual configuration, as a shark/rock lobster vessel. It should be open at various times as appropriate, for special events or purposes. The history of the vessel and its changing fishing from shark through to rock lobster should be explored in interpretative programs and products, which can be centred on the vessel - events, activities, publications, and demonstrations. The current recommendation is that the interpretation on board should reflect the Shark/Rock lobster industry of the early period of DOLPHIN's life. This will provide a basis to explore other related areas. Further interpretation can be provided by interactive facilities potentially positioned alongside the vessel. These can explore the shark/rock lobster industry incorporating film, photographs and oral history. Volunteer guide programs on the vessel can augment all programs.

If practical, it is recommended that the DOLPHIN be berthed next to other working vessels involved in fishing industries, allowing the interpretation to be conducted in conjunction with related vessels and berthed in Port Lincoln Marina. There are focus areas which can be directly applied to DOLPHIN and this should be the subject of future interpretation and research. (see Appendix C)



From Left to Right, Bill, Alan, and Hugh preparing shark lines.

3.3 Making Links between the Vessel and the Shore

Exhibitions linking DOLPHIN with an onshore facility needs to be developed. Exhibitions rich in objects and images can expand the stories of shark/ rock lobster to ship-living away from the home port for up to 4 days, the development of the shark/rock lobster, and the modifications to vessels which were brought about by changing conditions and techniques - all of which will already be outlined in the vessel's interpretation. The Axel Stenross Museum has in place the beginnings of a collection that could be expanded and housed within the slipway precinct.

3.4 Public programs

DOLPHIN can be used for a variety of general visitor programs with shark/rock lobster activities alongside at the berthing location, or on board for special programs as resources permit.

For example, an on board activity might include catching fake sharks/rock lobsters. A gourmet experience linking fish with fine food.



DOLPHIN on the slip. NOTE Rudder.

DOLPHIN at Port Fairy, Bow on shot.



3.5 Education resources

Further research is recommended in this area to integrate potential areas of study through the educational systems of, for instance, Flinders University, Adelaide University, Spencer TAFE Institute and the secondary schools sector.

3.6 Outreach and Internet

The regular monthly operation of DOLPHIN is necessary for maintenance and to inhibit marine growth on the hull, and also provides an opportunity to increase the profile of DOLPHIN, as well as promoting awareness of the shark/rock lobster fishery.

Section 4 Timeline

4.1 Vessel ownership, use, significant events

The general history of DOLPHIN is documented, but a full research program, as recommended in this VMP, should be undertaken to flesh it out. Following is a basic chronology.

- 1939-1940 DOLPHIN built by Haldane brothers on Griffin Island, Port Fairy, VIC.
- 1940-1948 DOLPHIN fished the Victorian coast for shark/rock lobster.
- 1949----- Maurice and Frank Corigliano purchased DOLPHIN for 3250 pounds.
- 19??-19?? The DOLPHIN fished out of Beachport for rock lobster.
- 19??- Sold to Vaughan Chambers from Southend
- 19??- Fished out of Beachport for rock lobster
- 2014- Still fishing out of Beachport and still owned by Chambers.

4.2 Chronology of changes

- 19?? Current wheelhouse replaced original wheelhouse and was built by Graham Roughen in Beachport
- 19?? Modification to rudder which was replaced with a non gudend rudder.
- 20?? mast replaced

4.3 Preservation philosophy

The Tacoma Preservation Society is preparing the VMP for the potential acquisition of the DOLPHIN. The Tacoma Preservation Society idea is to bring her to Port Lincoln and restore her as a 1940's Victorian shark/Rock lobster vessel, if the DOLPHIN is not acquired by the Tacoma Preservation Society. The Society believes that the best option is that DOLPHIN should remain commercial fishing and maintained regally by the current owners.

Section 5 Inventory report on condition

5.1 Hull

DOLPHIN'S is in fair to moderate condition, although DOLPHIN recently sustained some damage to the aft section.

5.2 Superstructure

The current superstructure is in good condition

5.3 Rig

The current mast is a replacement (see photograph)

5.4 Machinery and engineering

Main engine, Perkins Sabre MI85C 6 cylinder

Winch, good

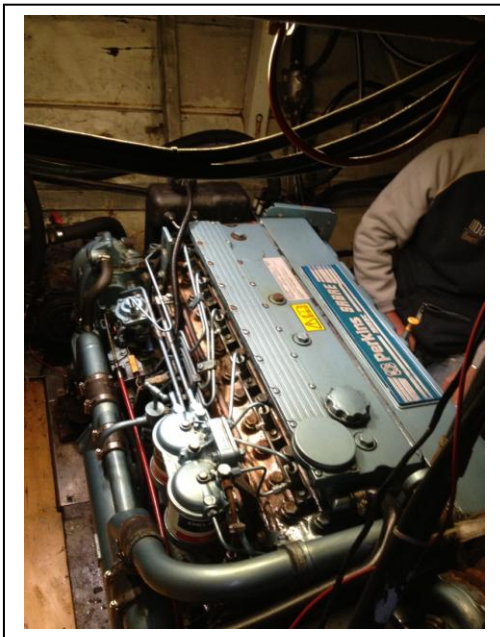
Anchor winch, good

Rudder gear, fair

Fuel tanks, fair

Electrical, good

Propeller, good



DOLPHIN at Beachport, July 2014

Section 6 Schedule of Maintenance,

6.1 Schedule of maintenance

A schedule of maintenance will be developed by the Society's elected Officers, in consultation with the vessels' previous owners, Chambers, and Gary Stewart, Graeme Roughen, to ensure a thorough and systematic approach to maintenance.

This schedule will include regular inspections and tasks.
(See Appendix D for sample).

6.2 Fit out Issues

The vessel's current condition requires the following work to be carried out, to meet the desired objective of restoring it to a 1940's shark/rock lobster vessel.

- Remove all non-required items for archiving or disposal depending on their importance.
- Remove all surpluses through hull fittings for removal.
- Increase to height of mast to original.
- Measure and fit sails to original
- Refit forecastle to original
- Consider wheelhouse and self draining cockpit

Section 7 Operational, Environmental and Safety Requirements

7.1 Operational procedures in brief DOLPHIN 1940's shark/rock lobster vessel

Operational Use

- Available for selected events - Blessing of the Fleet, demonstration fishing etc
- Maintenance operation as per program
- Available for selected film and still photography
- It is proposed to utilise the vessel for demonstrations of tuna live bait poling techniques.

Area of Operations Crew

To be determined by survey
Maintenance activities: minimum 4
(Captain, Engineer, 2 deckhands)
All crew to be trained and/or qualified re
survey & safety requirements. A safe ships
operating system to be developed

7.2 Survey restrictions and safety equipment

Minimum survey approval sought for passenger carrying will be Class 1E that is operating in smooth waters only. Survey requirements for this category are:

Class 1E Passenger Vessels – Between 10 metres
and less than 45 metres in length

Sheltered Waters Passenger Vessel, from 10 metres and less than 45 metres in length, for
use in

Smooth waters only. (Smooth water operations: operations within specified geographical
limits

designated 'Smooth waters')

**Buoyant
Appliances
(general)**

Any combination of buoyant appliances, lifebuoys and/or dinghies for 40% of allowable crew and any other persons on board, subject to the following:

Open reversible life rafts must be used in place of buoyant appliances if the vessel is engaged on voyages in operational areas with a monthly mean temperature of 15°C or less.

Each lifebuoy is expected to provide support for 2 persons.

Vessels that do not conform to damaged stability requirements and single compartment subdivision shall be limited to a maximum of 49 Passengers and must carry buoyant appliances for 100% of allowable crew and any other persons on board.

A reduction in buoyant appliance capacity may be allowable in accordance with Part B of the NSCV.

Vessels less than 25m must have suitable equipment to sustain and effectively recover persons overboard including: heaving line with rescue quoits, ladder, rescue sling, scramble Net etc.

Lifebuoys 2 x Lifebuoys: 1 with a light; 1 with a buoyant line.

These lifebuoys are in addition to Buoyant Appliances (General).

Life jackets Coastal Life Jacket for 100% of allowable crew and any other Persons on board.

Distress signals 2 x Red hand-held flares.

1 x Orange hand-held smoke flare.

**On-board
Communications and alarm systems**

General emergency alarm system (For vessels 25m or longer).

Public address system (if no effective means of addressing passengers in time of emergency).

**Emergency
lighting
(hand-held)**

- 1 x Battery operated torch for each crew member.

**Medical
supplies**

Annex H:

Berthed passengers Scale F of Table H.3

Unbathed Scale G Table H.3

- The quantity of medical supplies identified in Annex H is based on incidents

- involving 1 or 2 persons only.
- Medical supplies will need to be expanded in accordance with the particular risks inherent to the voyage and the number of persons on board.

Maximum number on Board

8 persons, including, 2 crew in a passenger carrying operation.

Area of Operation

The waters West (landwards) of an imaginary line from Point Boston to Donnington Rock.

Appendices

Section 8 Budget

1 Vessel acquisition and delivery TO PORT LINCOLN TACOMA PRESERVATION SOCIETY

The acquisition price is between \$40.000 to \$80.000.

- Vehicle fuel \$300.
- Accommodation \$400
- Vessel fuel \$400
- Insurance \$1500
- Stores \$375
- Parts and maintenance \$500

Total: \$83.075

8.1 Vessel readiness to operate

To prepare the vessel to an operating readiness, ----- needs to be spent to date, 2016.

This includes painting, cleaning and associated costs, electrical, fire fighting, fenders, safety gear survey and re-instalment of the mast. \$20000

8.2 Fit out for passenger readiness

Additional costs to bring the vessel to full passenger readiness.

8.3 operating costs

Ongoing annual operating costs are estimated at \$10.000. Income would be generated through public use of the vessel, which should defray annual operating costs. Including marina berthing

8.4 funding

Funds will be raised primarily through public donations, sponsorships and memberships. All monies will be channelled through a Public Fund, and the Tacoma Preservation Society is listed in the Cultural Gifts Register as a Donor Gift Recipient, which satisfies

Summary of recommendations

Appendices

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Appendix A – Bibliography, References and Relevant Files

ABC regional radio
Victorian and South Australian Southern Shark
ANMM, Management Plan - Floating Vessels, 24 September 2003
Australian fishing vessels, Gary Kerr
Axel Stenross Maritime Museum
Boarder watch
CSIRO Report, Southern Shark
Family press cuttings
Fins and Sails, S Evans
The Cape Horner's, Gary Kerr
For They Were Fishers, E Wallis CARTER
M Puglisi, Ulladulla, NSW
Shaun Corigliano, Film 16mm
Tacoma Preservation Society Database
The Tacoma and the Haldane Family J Plevin
Wooden Fishing Boats, Gifford Chapman

Appendix B - Historic Material and Research Documentation

A good basis for interpretation of the *MV DOLPHIN* already exists and there are avenues established for further development.

Copies of a number of other official documents are also held on the file and contain the basic information of the vessel:

Log

- available during SHARK operations daily

Personal Account

- Oral History

Photographs

- *Shaun Corigliano, Film 16mm*

Props for outfitting

- a large collection of family memorabilia

Further contacts

- Family members

- Former crew

Related material

- A large number of Port Fairy, Portland, Beachport, and Southend families still reside in the seaside town. The research avenues indicated in the acquisition documentation for the collection should be pursued, in particular the SAFCOL and America market connection.

Appendix C – Focus Areas Recommendations for Research

Migrants and refugees, SAFCOL'S and fisherman cops

Immigration is a central part of Australia's history and most migrants, from the First Fleet to recent refugee arrivals, have come via the sea.

The South Australian Maritime Museum has an excellent recorded on immigration history covers chronologically the earliest years of European arrival and settlement from 1788 to the present

Areas to be developed could include the development of the nation and the social development of the differing ethnic groups into the varying fishing industries in South Australia eg. Finnish, Yugoslav, Italian, Greek, Croatian, etc.

Resource management

The rock lobster industry's pattern of exploration, and the development of rock lobster towns, forms an important part of the relationship between people and a wild, exploited, natural resource. From the west coast of Australia to Tasmania, the interaction can be articulated. The rock lobster industry started out as poor man's food, in later years export to the USA and now China.

Environment and Industry

Environment and industry covers the interrelationship of industries and the environment Themes include whaling, sealing, fishing and more recent industries. trawling and recreational fishing

The development of fishing fleets, fish markets and fishing communities.

The Australian Rock lobster fleet was one of the fishing fleets developed in Australia after WW11. It started in the early 1940's and continued for the next half century. This fleet operated in the West Coast of Australia and Tasmania and developed with a multicultural workforce. Rock lobster vessels were designed and built by a variety of designers and boat builders from Port Lincoln, Port Adelaide, Portland, Port Fairy, Beachport, Hobart and Tasmania. and the classic West Coasters that went on to dominate the modern fishery Rock lobster fleets changed over time from small, wooden vessels, to the modern aluminium Craft./WC Along with the Rock lobster fleet, a remarkable community evolved, making rock lobster possibly Australia's first large scale multicultural industry. This highly mobile community often moved across southern Australia from Victoria to Western Australia. The wives were often employed as factory workers while husbands went Cray fishing, truck driving transporting fish from outports on the west coast of Victoria and Esperance, WA.

Factors affecting fish stocks, including over-fishing, illegal fishing and management of fisheries in Australian waters.

In the early years of the industry there was no control over rock lobster resources as they were harvested. With no direct ownership of the resources they were exploiting. Rock lobster fishermen were often of middle age and had worked as fishermen in the Bass Strait or east coast trawl fisheries. The decline of the Southern shark fisheries was a trigger for many of the larger shark vessels to head west in search of a fortune.

The catch rates per pot per boat of rock lobster can show the decline of rock lobster over time. It is also possible to link government legislation to the decline of the industry and government efforts to manage and control the natural resource. The relationship and development of rock lobster industry can be placed within this context.

In the context of environment and industry DOLPHIN can help to represent the development of the fisheries management industry. Associated with the DOLPHIN, Bill Haldane was a principal architect in the development of a limited entry State fishery. The techniques and practices of the industry should also be researched, Tasmanian division and the Lincoln Marine Science Centre. The involvement in the Australian Rock Lobster industry should be researched as an important element of the story.

The history of environmental lobby groups and of Government policy on maritime industries.

The relationship between catch rates and legislation can also be developed and examined over time. For example, when government legislation was introduced, what was the effect of this legislation on rock lobster catching methods and techniques and the communities that relied on them.

Recreation. Sector

, the opportunity for the general public the access the rock lobster resource is increasing. There is a need for more and better information. The developing of resources that connect with this growing group of recreational fishers will assist in telling the story of rock lobster.

The family story

The Haldane, Corigliano, and Chambers family, which should serve as a example of Australian, perseverance and hard work. It is an effort deserving top marks and serves as an example even today as to what can be achieved from small beginnings by farsightedness and perseverance.

Appendix D - Maintenance Checklist

This check list will be prepared in consultation with the Haldane family

A sample follows: **Daily**

- inspect hull and Engine Room.
- inspect vessel's trim and attitude.
- inspect for any water ingress.
- inspect all lines, fenders and fairleads.
- inspect all electrical leads, connections and pumps.
- Carry out salt water wash down of decks

Weekly

- Run engines and charge batteries.
- Check batteries charge and electronics.
- Run up all machinery: mechanical and electrical, check for defects

Monthly

- Operate vessel
- Run up all machinery: mechanical and electrical, check for defects
- Inspect and patch painting on deck and structure as required

Six monthly

- Check and test safety gear
- In water inspection of hull
- DIVE underwater surface area

Yearly

- Dock vessel
- Survey hull
- Inspect propeller,
- Clean underwater area, re-apply paint system
- Survey sea water systems, ships side valves
- Repaint upper works and Cabin
- Survey fire safety gear
- Change anodes in engine block
- Fire drill by local metropolitan fire service
- Engine service (contract)

Five yearly

-

Research Notes

Some of the information in this document is incomplete and will be added later. A interview with the Corigliano and Chambers family will happen at a later date.

