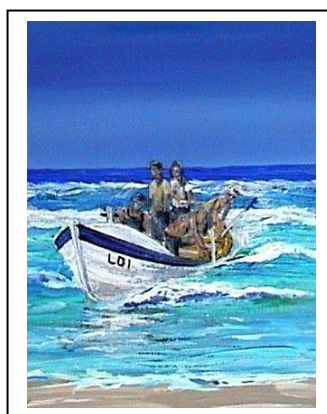


Vessel Management Plan

THE SURF BOAT



TACOMA PRESERVATION SOCIETY (TPS)
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THIS DOCUMENT HAS BEEN PREPARED WITH THE ASSISTANCE OF THE AUSTRALIAN NATIONAL MARITIME MUSEUM (ANMM).

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- This is a final VMP for MFV TACOMA SURF BOAT (2016 – 2020)
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Summary of VMP recommendations

1.1 Introduction

The SURF BOAT Vessel Management Plan (VMP) outlines procedures, summarizes tasks and makes recommendations to ensure that the integrity of SURF BOAT is maintained as to both its configuration and interpretation and that it remains structurally sound, weather resistant and watertight. The VMP determines the need for *MFV TACOMA* SURF BOAT to be dry housed, operational and available to support activities associated with the *MFV TACOMA*.

The SURF BOAT VMP is developed within the framework of the Barcelona Charter. 2002. The SURF BOAT VMP has been developed with assistance and advice from the Australian National Maritime Museum (ANMM).

Updated and detailed operational procedures on-water management is under the direction of the elected committee of the Tacoma Preservation Society.

Summary of recommendations

The SURF BOAT Vessel Management Plan recommends that:

- The SURF BOAT configured to represent the early stage of the Australian Salmon industry, following full research
- The SURF BOAT form part of the *MFV TACOMA* display
- *MFV TACOMA* SURF BOAT be outfitted with props and equipment to interpret it as a working salmon netting vessel of the 1950s
- The stages of the SURF BOAT working life documented
- Oral histories be made with previous crew of the *MFV TACOMA* and the SURF BOAT
- A photographic history of the SURF BOAT and the associated salmon era be developed
- The existence and location of all documentation associated with the SURF BOAT'S historical, archival and documentation associated with the condition and operation of the vessel - is to be documented in the database
- All artifacts associated with the SURF BOAT to be housed in an onshore facility. Such a facility to be developed as budget allocations allow

- The SURF BOAT be assessed and cleaned regularly in accordance with schedules outlined in this document and the Tacoma Preservation Society committee's project plans

PART A:

THE VESSEL, ITS SIGNIFICANCE & HOW IT WILL BE CONSERVED

Section 1 Introduction

1.1 Review of significance including comparative craft

MFV TACOMA SURF BOAT was the a purpose built vessel using the Sydney surf boat as its model to fish for Australian salmon off surf beaches in Southern Australia. It is an excellent example of Australian ingenuity and adaptation adapting a Sydney surf boat back to their original use as fishing boats. Surf boats had developed from fishing boats in surf conditions. This was not a new concept. Fishermen had long used types of craft with a sweep oar. In Sydney, fishermen from Fairy Bower, Manly, the Sly family became the first unofficial lifesavers for an increasing number of bathers. The Slys used a double ended ships boat.



Photo 1: Traditional vessels operating from surf beaches

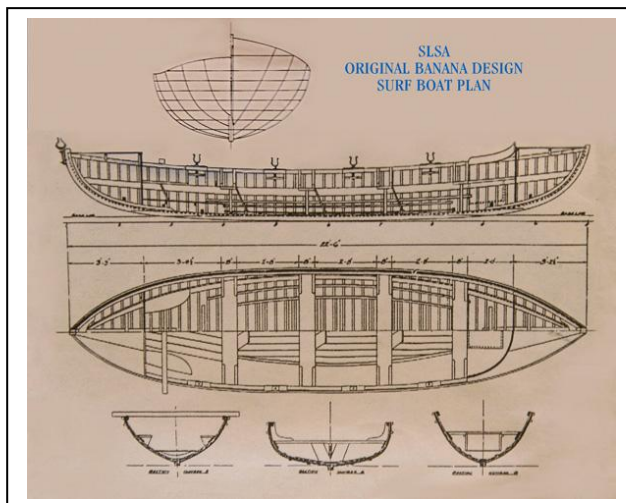


Photo2: Original banana design surf boat



Photo 3: Tacoma surf boat 1944 under construction at Port Fairy

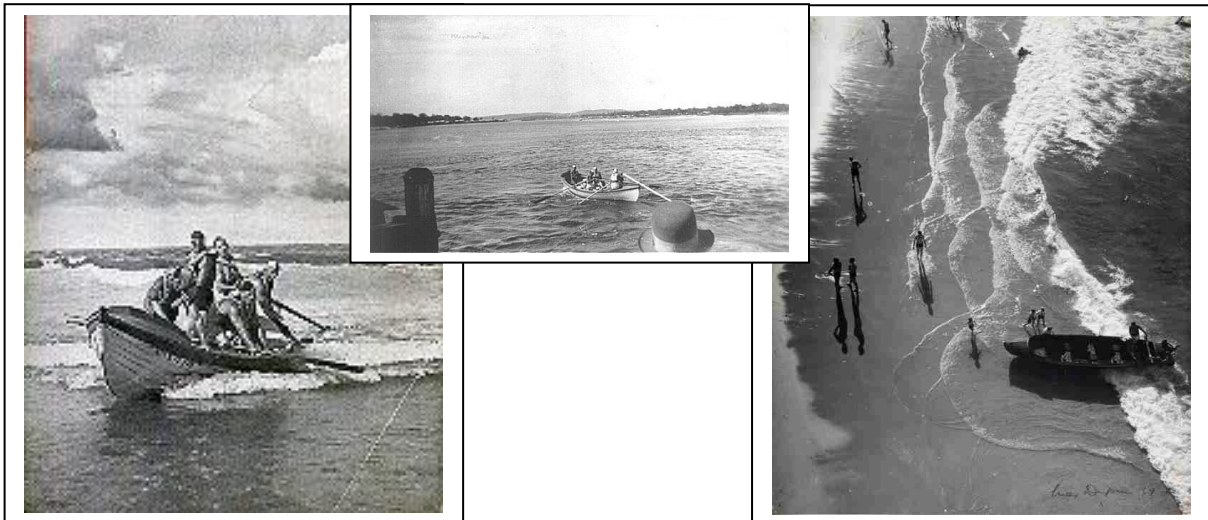


Photo 4: Left to right clinker built 1920 canoe stern plan view

The young Haldane fishermen were no strangers to surf and open boats as they had participated in baracouta fishing since their early teens. From 1932 they had been members of the local Port Fairy life saving club. Bill Haldane was the last official coxswain of the Port Fairy life boat.

They decided to build the SURF BOAT while they awaited the arrival of their plans to build the *MFV TACOMA*. The long survival of the boat is in part due to the original material and building methods employed and also because of its retention of ownership in one fishing family. For a short period it was with the Port Lincoln naval cadets. A surf boat design was chosen because it enabled three or four men to set a net in moderate surf conditions. The three Haldane brothers were members of the local surf lifesaving club. They understood both the sport and the commercial opportunities in the surf of the southern coast.



Photo 5: Surf boat at Port Fairy with a net loaded in 1946

MFV TACOMA'S SURF BOAT principal significance is that it's a vessel, that having been modified from its original purpose, was able to successfully net Australian salmon on surf beaches of South Australia until its retirement in 1968.

Tacoma's surfboat is believed to be Australia's oldest operating surf boat in Australia.

David Payne ANMM - 2016

There are some old ones not in use. We have Boofa from 1946 and Kurranulla from 1964. In Port Elliot there is the Flying Fish IV from 1968 still in operation. I am trying to build a list of Towns (boat builder) double enders that are possibly pre WW2 by a year or two. They are on trailers and I don't think they row it anymore at all. I am going to see an old canvas covered one that's just the frames and stringers later this year as a MMAPSS inspection. It is circa 1917, but not usable at all. So your boat from 1944 is looking like the oldest still able to be used that I know of.

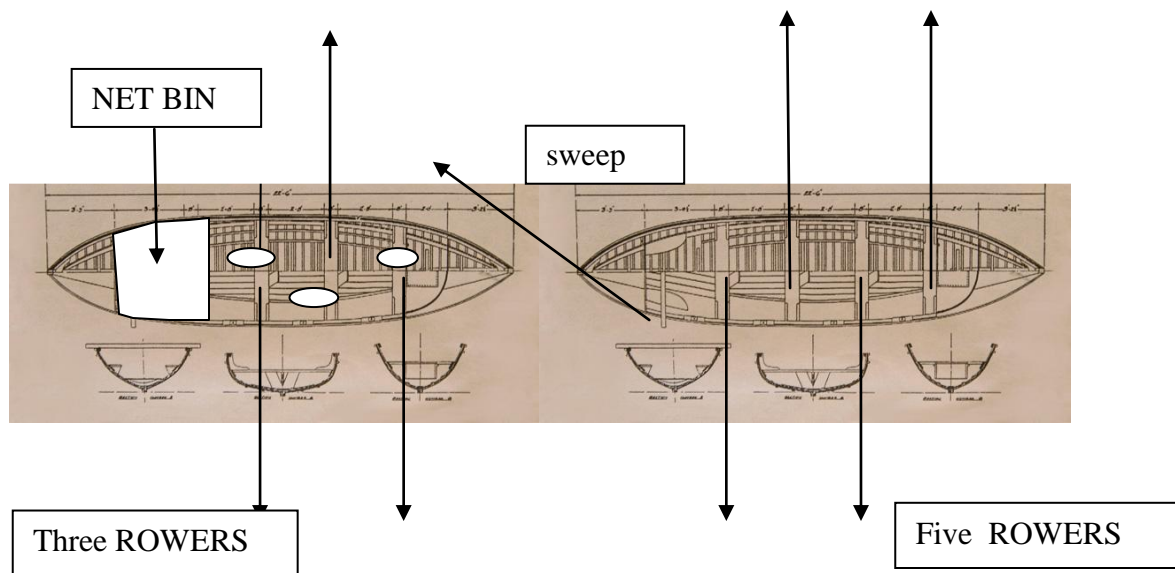
The craft became a distinct vessel in 1913 when the Manly Club in Sydney acquired a boat that then became the standard model. Prior to this the other boats that had been used included vessels similar to the Royal National Lifesaving Society craft in the UK and a variety of other local craft such as butcher boats and whalers, with mixed success.

The Manly boat was designed by Fred Notting, who after much research based his ideas for the 20 foot long craft on Norwegian work boats. It was built by Holmes in Lavender Bay and became known as the "banana boat" as the double ended craft carried an extreme amount of curvature or rocker to the profile shape of the keel, stem and stern. It also featured metal buoyancy tanks in its high end boxes and had Notting's invention of the quarter bar for the sweep to brace against as an aid to steering the boat with the large sweep oar on the centreline over the stern.

Known collectively as surf boats, three of these craft are listed on the Australian Register of Historic Vessels. Also listed is an inflatable boat, the prototype of the craft that have since superseded the rowing craft.

Boofa was built by Towns Brothers in Newcastle in 1946 for the North Curl Curl Surf Life Saving Club (SLSC) in Sydney NSW. It is one of the few surviving examples of a double-ended surf boat built along the lines of the standard pre-war surfboat pattern. *Boofa* was seam batten construction and named after its donor's watch dog, an over friendly Alsatian called *Boofa*.

MFV TACOMA SURF BOAT is the oldest example of a 1930/40 that is within a collection in Australia.



Fishing mode v surfing mode

1.3 Background

MFV TACOMA surf is owned by the Haldane families. She was decommissioned by the family in 1968 and remained in dry storage until 2001 when it underwent a restoration program by Robin Haldane an original crew member of the SURF BOAT.

As a moving floating vessel, the *MFV TACOMA* SURF BOAT attracted the interest of like-minded volunteers and resulted in the development of this VMP. The vessel has been maintained in a dry, watertight condition and is available for display and outings.

Although *MFV TACOMA*'S physical condition and configuration has been maintained at a very satisfactory level. 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 interpretative programs.

This plan is current for a three to five 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.

1.4 Current condition

MFV TACOMA SURF BOAT is in good physical condition The SURF BOAT was housed in dry storage at 70 Cook St Port Lincoln.

Since 2011, the SURF BOAT has been actively operated by the TPS and stored under a canvas cover on the pontoon next to the Tacoma. Good long-term maintenance has ensured that the topsides have remained in good condition. In 2016, major failure of the ribs of the surf boat was observed.



1.5 Preservation philosophy

The aim is to maintain the original material and character of the vessel. The Tacoma Preservation Society has materials, equipment and tools to maintain *MFV TACOMA* SURF BOAT in its present condition within a five-year budget framework. The location of the surf boat alongside the *MFV TACOMA* will most likely not be available once the Tacoma's new Jangaard Dock proposal is constructed and a covered shedding solution on a trailer is the preferred option.

1.6 Interpretation philosophy

It is recommended that *MFV TACOMA* SURF BOAT be maintained in its present configuration, in a structurally sound, weather-resistant and watertight condition. This will ensure that a good baseline is maintained if future changes are made to the vessel. It will also allow the overall integrity of the *MFV TACOMA* SURF BOAT to be preserved. Further information is needed about the original construction and changes that have been made throughout the life of the vessel. The forward section of the vessel remains almost in original condition, while the aft containing the original net bin area has undergone adaptations to one more rowing stations.

Major damage was done to the boat's keel while it was being used by the naval cadets, this repair work was undertaken before it was required to resume surf netting in 1965.

Section 2 Vessel Description

2.1 Vessel description

The SURF BOAT was built in Port Fairy, Victoria in early 1944 by the Haldane brothers - William 31, Alan 27 and Hugh 25. It was built to use in seign netting Australian salmon off local surf beaches.



Photo 7: Hull framed up in 1944 in Port Fairy

The vessel is 22 ft long. It is carvel built with the hull of oregon planking and stringy bark frames and fastened with copper.

2.2 Vessel Design:

It is unknown if the plans were taken off existing plans or modified to adapt to the fishing plans. There may have been some influence in the design from the Port Fairy life boat in the photo below.



Note towing post and raised foredeck on the Port Fairy lifeboat

2.3 Ownership & Use

The SURF BOAT has been in the ownership of the Haldane family except for a brief period when the boat was given to the local Sea Cadets.

The SURF BOAT operated from the surf beaches close to Port Fairy in Victoria.



Photo 8: Net loaded 1945 Port Fairy

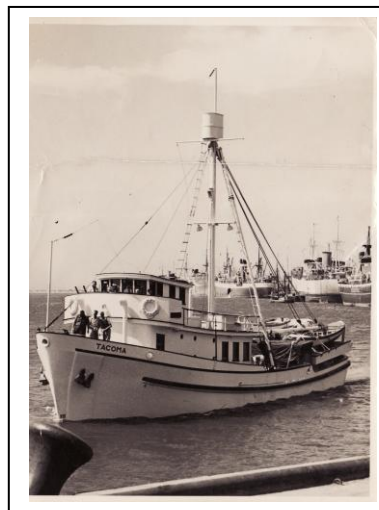


Photo 9: Surf Boat loaded on back deck

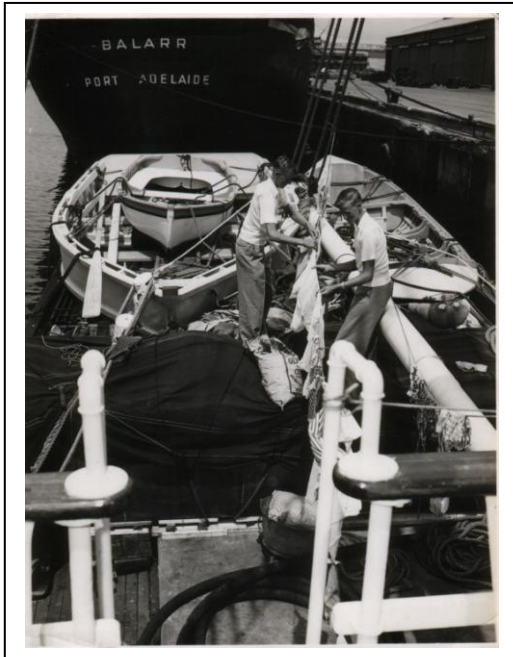


Photo 10: Deck load net boat dinghy the surf boat Port Adelaide 1952

It was transported as deck cargo from Port Fairy to Port Lincoln. It was thereafter an integral part of the Australian salmon fishing operation, catching an estimated 12,000 tons of fish.

The SURF BOAT operations were as described below:

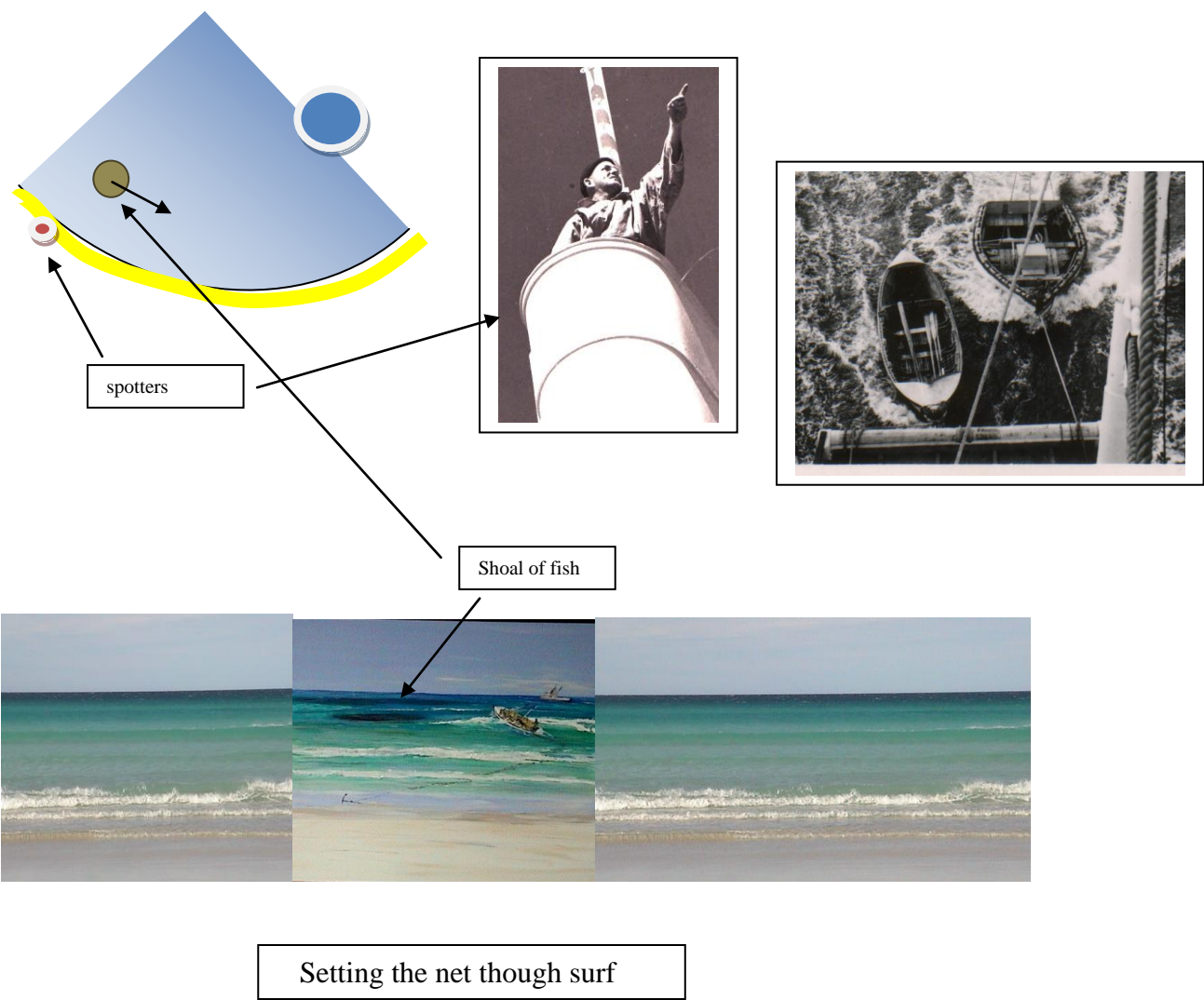
A school of fish was spotted from the crows nest or by an onshore party which had been stationed on high ground, using either a walky talky or flag signals. The beach group would join the party of rowers who had come ashore.

The shoal of fish usually traveled along a beach and the boat and net started to shoot-set out through the surf at right angles.

The three rowers without a sweep would row until they reached a set colored floats on the net then turn and travel along the beach again until set lengths of the net were reached. The boat then returned through the surf to the beach where the net was then pulled in until the bag could be secured.

Once this was completed, the net was closed to herd the fish into the bag. The bag was then closed and then either rowed out to the boat or a line from the boat secured and the bag winched to the boat. The fish were then brailed into the boat.

Fishing method



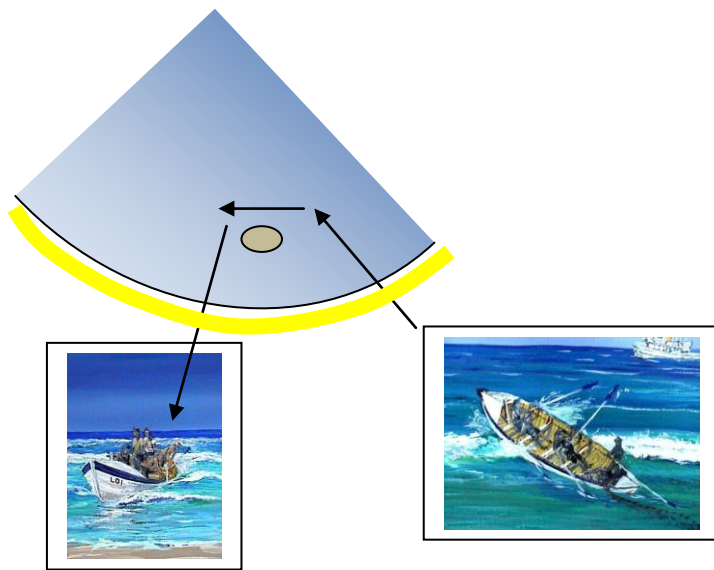


Photo 11: Surf Boat loaded



3.1 Chronology of Changes

The boat has remained with an unchanged hull shape. The net bin in the aft section of the boat has been removed to allow for additional rowers and a towing post (see picture). Comparative vessels in Australia, in particular on the east coast and in Sydney have had a long history of developing the Australian SURF BOAT. The banana boat, as these classes of boats were known, were optimized in design until the 1940s. The SURF BOAT is a representative of that development. No other surviving boats of that period are known to exist.

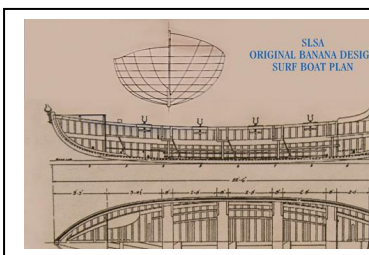


Photo 12: Surf Boat banana design

Section 4

4.1 Interpretation

The vessel will be stored out of water and therefore will be able to be viewed in storage. With a trailer, the SURF BOAT will be able to be used in outdoor displays including Tunarama and onshore open days. In water, the SURF BOAT can be carried as deck cargo on the MFV TACOMA for raids and other such events.

All the vessels operational equipment is accessible and a re enactment of the fishing operation Australian salmon form a small part of the commercial catch in South Australia and there are possibilities to access the fishery for a documentation of the fishery.

4.2 Online

On the completion of the MMAPS program in 2010, the information on the SURF BOAT will be available on line and trough the web page www.tacoma.org.au

Section 5 Conservation

5.1 Guiding Principles

The aim is to maintain the original material and character of the vessel. The Preservation Society group has materials, equipment and tools to maintain THE SURF BOAT in its present condition within a five-year budget framework. The current location of the vessel at 70 Cook st will need to be changed in early 2011 for any major work, a shed will be needed within the Port Lincoln area. .

5.2 Aims & Objectives

The aim is to maintain the SURF boat in its present configuration to be used in tandem with the MFV TACOMA on open days and as an active part of the TACOMA display.



Photo 13 Surf Boat on display

5.3 Preservation - the current condition

The boat is in excellent condition and has been gifted to the Tacoma Preservation Society however it does have boat trailer. Two storage options are available. Store the boat onboard with potential to launch, or gain a suitable boat trailer so that the vessel can be stored ashore.



- 5.4 Restoration: In 2016 the surf boats ribs were noted to be in very poor condition and some 38 ribs were replaced. The ongoing restoration program continues.
- 5.5 Adaptation: Small modifications to equipment on the boat include raising seating pads, addition of a rudder when sailing a centerboard and a lug sail.
- 5.6 Estimated Cost: The estimated cost of upkeep per year is \$200.00 with some further costs if damage is done to the oars. The restoration cost of the ribs was estimated to be \$20,000.00.
- 5.7 Schedule of Major Works: The trailer replacement may be required at ten year periods or when road transportation is needed.

Section 6 Risk Assessment & Management

- 6.1 Assessment of the SURF BOAT is an able bodied vessel. It however does not contain any buoyancy capacity and would run the risk of capsizing while under sail. Care needs to be taken when launching in sloppy conditions to reduce the possibility of capsizing the vessel.

Fire N/A

Beaching / broaching: All rowers need to wear PFDS



6.2

The Vessel Management Plan will need to be up dated every three years

PART B ANNUAL OPERATIONS (yearly update)

- 1.1 The surf boat will be operated under the guidance of the Tacoma Preservation Society and activities with the boat coordinated with the societies activities.

Bibliography

Appendices

Detailed Description & Inventory

The boat is equipped with a set of wooden ores (new) plus a collection of original oars that could be used for display. A complete fishing net is stored in the Haldane fishing shed plus a looking glass, walky talky, anchors and a brailing net. A large body of photo and movie film will be available through the anmm MMAPS program.

Files, drawings, photographs, orals histories and
Related Materials are held by the Tacoma Preservation Society

