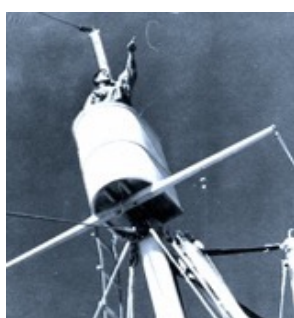


TACOMA PRESERVATION SOCIETY



www.tacoma.org.au M: 0476 173 860 P.O. Box 3088 PORT LINCOLN SA 5606
November 2017 Newsletter #9

FROM THE CROW'S NEST:



Up in the lofty and small confines of that little wooden box, life can have two outlooks - Oooow this is scary, rolling and rocking or ... what a great view from here. You can see clearly away in the distance a single bird, a ship's mast or down in the deep blue, a school of dolphins at the bow. *It's all about your outlook on life ...but I wax lyrical.*

Times past have been a bit of both. Our SSSS – that's our Sorry Sad Stagnated Saga of our berth is the rocky roly bit, with no apparent short term outcome. Now they want us to go to the Axel Stenross slip. It's a bit like telling the spotter in the crow's nest to just hang on until dawn - and we might reach Cape Catastrophe. It's a crazy three million \$ plus scheme that will not produce a result for anyone - but the government and DPTI believe it's a goer.

On a lighter note, our 2018 Tacoma Charity Days are all booked in. And if you fly on Qantas in Australia at the moment, you will see the Tacoma plus the great promotion of Port Lincoln. Also the BBC's *Coast Australia* program, featuring the Tacoma on the History Channel, will be aired for another ten years. But down in the dark passages of the engine room, the Ginger Beers have been hard at work refitting little rubber things to stop the oil from squirting out and affecting the penguins at sea. This job will be done again in 30 years. A big thank you to the crew who made it happen.

Talking about time and the passing years, the Jangaard family visit in October was a great success and a trip back in time. A number of the party of 10 were picked up at the Port Lincoln Airport in *Lizzy*, the A Model Ford owned by Alan and Clare Haldane that probably drove the Jangaards brothers Sverre and Chris from the airport to Tacoma in February 1956.



Looking down from the crow's nest, you can see that Jack Bellamy has some painting to do with late November a perfect time. The Painters and Docker's Union have programmed a painting school. Painting teacher Jack will show you how it's done. All are welcome to attend his Master Class. I hope you and yours have a safe and happy Christmas and thank you for supporting the Tacoma Preservation Society

TACOMA'S 2017 / 18 BOOKING SCHEDULE

NOVEMBER

17 th	Yarried Services Community Group – Friday	17.00 – 20.00
19 th	Taylor Island Trip to collect wool bales \$30 Crew welcome	08.30

DECEMBER

1 st	Bendigo Bank, private function at berth	18.00
2 nd	Port Lincoln Physiotherapists	11.00 – 16.00
3 rd	Lincoln Writers	11.00 – 16.00
10 th	Community house – Sunday	14.30 – 18.00
15 th	Carols with the Sing Australia All members welcome at berth BYO everything Side trips on MV Dolphin	18.00
16 th	Tapas on the Tacoma Private function at berth	18.00

JANUARY

14 th	Miss Tunarama Private function at berth	09.00
20 th	Wayback Cricket Club	11.00 – 16.00

FEBUARY

11 th	Royal Flying Doctors Fundraiser	11.00 – 16.00
16 th – 18 th	*Ladies' Tuna Adventure Crew welcome	
23 rd – 28 th	* Men's Tuna Adventure Crew welcome	

All departures from **Sandy Point Drive** unless otherwise advised. The booking schedule is subject to the tide and the weather.

... for a detailed flyer about the
2018 MEN'S TUNA POLING ADVENTURE
& 2018 LADIES' TUNA POLING ADVENTURE

www.tacoma.org.au

HAPPENINGS:

Charity Days – The TPS Supports Local Community Groups

This program is now in its 5th year and through the generosity of \$5000 from one of our lovely members some \$20,000.00 additional moneys have been raised by the various charities that have been accessing our free days on the bay.



The Tacoma Preservation Society is pleased to provide four free annual charity trips on the MFV Tacoma. Each year, local community groups are invited to submit an application to access a free trip to be used as a fundraiser or an opportunity to thank their staff and volunteers.

Photo: On the deck of the Tacoma, the lucky recipients of this season's free charity cruises finalise details for their fundraisers or Volunteer Appreciation cruises.

OPERATION CLUTCH:



The Grennaa, Tacoma's engine has been in intensive care for the last few months because she's been haemorrhaging oil. The Grennaa's clutch needed to be removed and totally rebuilt.

Oh, this sounds so simple but as the Tacoma's bilge rats will tell you at great lengths, that's not how it works.

The hours they worked slipped into days, weeks and months with pulled muscles and sore backs. The highlight of their day being sumptuous morning teas supplied by Anna Vanderhardt and Carin Haldane.



Photo: I don't know how many times they took it apart and put it back together but you know the saying 'The team that can't be beat, WON'T BE BEAT'!

TWO MEN AND THEIR BOATS



Daughter of Sverre Jangaard, Judy Pascau, second from right with her husband, two daughters, two son-in-laws, one granddaughter and three grandsons.



Judy and Silverio Pascau at the exhibition in the Port Lincoln library.

The Tacoma crew gathered at the Airport to welcome Judy Pascau, daughter of Sverre Jangaard and her family.

Whilst in Port Lincoln they visited the Jangaard exhibition at the library, spent a night at sea on MFV Tacoma and had dinner at the Boston Hotel - just as Sverre did so many years ago when he and his brother Chris came to South Australia as fishing consultants for the South Australian government.

Sverre writes "The trip to Australia? Oh yes, tuna fishing was slacking off, it was hard to find fish at times. When the offer came to spend a few months in Australia, I said 'good enough I'll go.' Now it may well be that I had another urge besides that of being of help to Australian fishermen. Clearly, I would also have a chance to see for myself what possibility there would be for our boats to fish in those waters. Yes, they had a boat, an 87 footer, brand spanking new. I sent them the drawings for a live-bait tank and by the time my brother Chris and I arrived on the scene, their boat named Tacoma, was ready to fish. Haldane was the name of the people who owned the Tacoma. They had built the vessel right on the beach and when finished, they had dug a ditch to her and floated her out to sea.

She was a beautiful piece of work, with as fine workmanship as you will find anywhere. And here is a good place to tell you a little Australian story. We were stacking the bait seine on the stern and Allan, a local boy, was working with me, he was in fact coiling down the corkline. He got a little behind and I said 'hurry up Allan, you are behind". Allan answered "you are in Australia now! And in Australia no one is ever behind, it's the other fellow that is ahead! So slow down!"

Our boat was beautiful and everything worked as it should, still we could catch no bait. We saw the baitfish, but couldn't reach them. For three days we tried, did everything we possibly could, with no results, but suddenly I understood why we couldn't catch bait. Our boat was too large, made too wide a circle. We managed to borrow a small boat, a motorized former lifeboat and had no trouble catching all the bait we could use.

We picked up a few fish here and a few fish there, but nothing much to talk about, so I decided to run out to the little island we saw. We found fish there, all we wanted. Well we had to slow down in the fishing while the crew put some fish away in brine tanks, so I said, you boys get the fish down and I'll chum for a while.

The Premier Mr. Playford came back to me and I said that an experienced man could fish this size fish with one pole. We had been using two poles. Ho-Hum, said the Premier, I would like to see this fish being taken with only one pole. So I said, "what about it? You keep chumming here while I go down and try catching one with a single pole". He did take over the work of chumming and I hurried into the rack with a squid-pole in my fist and flung them in as fast as they could bite, and they could and would, bite as fast as I could get that squid-hook back into the water. Talk about fishing! And so it went. Chris came down and joined me with a squid-pole and now we filled the deck faster than the crew could tuck'em away. Nice big fish too, 30 and up to 40 pounds. The Premier had a nice, clean dress suit on but by the time we were through, he was covered with slime from one end to the other, and was enjoying it hugely!

The two Norwegian/American advisors led a busy life, where publicity was part of the day's chores. Public money was being spent, was it all for the good of the taxpayers? Some of the trouble came from lack of elementary knowledge, such as "how should a tuna fish be properly gutted?" Sverre dressed in his Sunday best suit, but he got out of the same in a hurry, borrowed a coverall, and proceeded to show the natives how easily a tuna fish could be divested from its innards, "Oh yes", murmured the pupils, this is no doubt, the proper way to do it."

Premier Playford invited us to visit the University of Adelaide." Sverre relates, "there I spoke to a crowd of 40 or 50 persons interested in the matter of fish or fisheries. When we got back to the Premier's Office, he said to me, "now I'm going to give you an offer, the likes of which you have never dreamed of, let alone heard of. The Australian government will build a shipyard and as many fishing boats as needed, and a cannery for canning the fish. You will run the entire operation and if you can make it operate profitably, we will give it to you, lock stock and barrel, it will be all yours with no strings attached!"

Well that sure was an offer! I could hardly believe my own ears, and I said so too. I said you can't give such a gift to a foreigner, won't someone object to your giving away government property? But the Premier insisted that he had the power to push it through, and for me not to worry about it. Well, I didn't worry about it either. I said, "thank you so much but no thank you." I turned that offer down and I am not sorry that I did.

Soon thereafter, the term of service came to an end and the two advisors returned to homeport after some five months service, 'down under'.

Fishing for the larger tuna fish had traditionally, been done with 'hook'n line', employing one to three men on each pole. Then shortly after the Second World War, there appeared on the market, ropes, lines and twines made from artificial fibers. This new material proved to be unbelievably strong, free from rot, and light, lighter than water, some of 'em. There was little trouble converting the twines into web and the web into whatever type of net you wished to build, including huge purse seines. Sure, they would be large and heavy to handle, but then came Mario Puretic with his power block, the problem of hauling was solved right there and the purse seining for tuna fish could get underway.

When converting the tuna boats from bait boats to purse seine boats, it soon became apparent that the vessel was a bit too low, the deck came to close to the water. A second deck, a number two or 'shelterdeck' came into the picture. Sverre Jangaard was an early, perhaps even the first skipper/owner to see the advantage of that higher deck, and was also one of the first to put his idea into practice. There maybe much to discuss regarding shelterdecks, but this is not the place to do so. Sverre Jangaard is no doubt on the right track when he says that "after the Puretic Power Block, the highdeck purse seiner is the biggest 'system change' I have seen in all my many years of fishing."

(c) A.K. Larsen extracts from *The Fishermen's News, Tacoma, Washington U.S.A. 1982*

TINA THE TUNA



Well it's now been some three years since Tina the Tuna sparkled onto the back deck as a dummy prop for our tuna poling demonstrations.

Handcrafted by Fred in Brisbane using all the latest modelling materials, Tina was destined for a pampered life not the blustering knives of the Tsukiji Japanese market the indignity of being dipped in soya and wasabi.

Just a relaxing dip in the marina, a wiz through the air and click click goes the cameras and then thud on the deck.

Well there are just so many thuds a girl can take and after her long and at times hard life Tina has possibly been to the tuna fix up doctor for the last time but she has been a very effective prop weighing just 6.5 kg

She has tested many in her ability not to be poled onto the deck rather in a contest of strength. Tina has just smiled at the struggling poler attempting to do what the Tacoma crew would easily achieve.



ART DAY PLANNED FOR 2018 SALT FESTIVAL

A Day On The Bay painting water - what better could you do for prominent artist imparting their skills in the fluid art of capturing the water on all its colours and moods. That's our plan for the autumn 2018. We will have more info once a date is chosen.

MANJIMUP

In August last year, Fred and Chris Houweling visited Alun Duns in Manjimup to check up on the progress on his model of the Tacoma.

So much fiddly work is needed to reproduce our 164-ton Tacoma into a small workable model.

Maybe one day, on a trip back to his hometown of Port Lincoln, he'll bring his model of Tacoma with him and we can all admire first hand the fantastic job he has done. Until then we will have to contend with a photo. It's hard to believe this is a model!



13 July 2017

Hi Ross, Chris, Fred and Crew,

It is cold and dry in Manjimup, driest June on record and July is not much better to date.

The good news is my model Tacoma is nearly finished, some lights, steps and poling racks left to make. We launched her a few weeks ago in Pemberton Pool and the first sea trials went well.

It is built to a scale of 10mm to the foot. It's 84cm long, 21cm wide/beam, it weighs 5kg and takes 5kg of lead ballast to sink it to the waterline. The motor is a MFA919D Series and it has a single ratio reduction gearbox. The motor runs by a speed controller. It gives you forward and reverse and is variable speed. The propeller is a 3-blade brass 45mm in diameter. It has taken three and a half years hobby time to build, mainly in summer months when paint and glue dries much faster. I have attached a few photos of progress to date. Keep up the good work looking after the Tacoma.

Yours truly

Alan Duns

And can you believe it, across the world in Palm Beach Florida, another copy of this famous fishing boat is being crafted!



Hi Ross,

Attached are a few progress photos of my model of Tacoma. The plans for the hull, although not too accurate have been helpful in the building of the hull. I have no dimensional drawings for the deck and house configuration. I am trying to understand the placements of a few items. I hope you can help me out as I am trying to build the boat as close to scale as possible. I listed below some of the areas I would like some help with.

- 1. Does the forward deck terminate with a step at the front cabin wall? Also how much freeboard does the forward deck have?*
- 2. It appears the aft end of the cabin ends at the drop in the shear line. By the line drawing it appears there is another step in the deck at this point.*
- 3. How much walk space is there between the gunnel and the cabin?*
- 4. Where are the sleeping quarters, galley and head located? Maybe you could just make a rough sketch of the cabins. I intend to include as much detail of the cabins as possible.*
- 5. Is the front of the cabin square to the sides or is there a curve to the forward cabin wall?*
- 6. Does the upper cabin have any bunks or chart room or just the wheelhouse?*

This model will be radio controlled with a working winch and a number of other working details. The motor will be in the original position with the prop shaft that runs similar to the Tacoma's.

Pictures would help as would some dimensions. The model is 60 inches long so it is a large model. The hull and framing are complete but I will add some above deck frames to simulate the real boat. I would also like to have any information on the engine room. The power for the boat will be electric

however a sound system is planned that imitates a diesel engine. The electric motor will have a cover that will look like the real engine if I can get some good pictures.

Thanks for any help you can give me. It will take me another year to complete as I have several other projects in the works.

Best Regards,

Don Keyser

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2532 SW Greenwich Way

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ADVERTISER OCTOBER 22nd 2017



A Colin Thiele classic *Blue Fin* is the story of a father and son fishing for bluefin tuna and Port Lincoln could soon be transported back to 1969 as the location to remake the later iconic film.

The original *Blue Fin* film, released in 1978, starred actors Hardy Kruger and *Storm* boy sensation Greg Rowe. The majority of filming was undertaken in Streaky Bay.

However, *Two Tone Pictures*

producer Matthew Holmes plans to remake the film with the original Port Lincoln location and will visit the region this month to scout potential set locations and talk with the local fishing community.

“Our plan is to film in Port Lincoln and we really want to get the community and people of Port Lincoln behind and involved in the production. The whole work of the book is set in Port Lincoln, set in the sea, the wharfs, the cannery, but also the streets and the areas of Port Lincoln as well,” he said. Mr Holmes, who grew up in South Australia, said *Blue Fin* was his favourite book as a child and in 2013 began discussions with the Thiele family, and has since written the screenplay.

“The Thiele family have read the script and they believe it captures the spirit and the heart of the novel.” Mr Holmes said the origin of the book was about the local community and the world of where tuna fishing began.

“The great thing about the book is it talks all about the different parts of Port Lincoln, Cape Catastrophe – all the different places the people of Port Lincoln would know and recognise,” Mr Holmes said. “We’re hoping to film next year and release *Blue Fin* in 2019, on the 50th anniversary of the book.”

Matthew Holmes visited and filmed daybreak on the MFV Tacoma whilst he was in Port Lincoln and is willing to look at the possibility of the MFV Tacoma being a part of the re make of the film.

TOUR GUIDES NEEDED



Tacoma volunteer, Braden Stockham, with fellow wooden boat enthusiast, Bruce Stannard (Photo: Port Lincoln Times)

Now that Braden has finished his year 12, it's time to re assess our tour program on Mondays and Fridays.

PJ has stepped up and happily chats his way with complete strangers, his sale man ship skills still fully operational. However we could do with a few more tour guides. There is a very detailed manual to consult for anyone interested in showing visitors over the boat. The manual can be accessed on line at www.tacoma.org.au

For those of you who don't know or have not met Braden Stockham he is a 17-year-old high school student who's an inspiration for most people his age. He's an accomplished public speaker, tour guide and hockey team captain and he's regularly interviewed by the local Port Lincoln media for his many achievements.

Not bad for a young man with autism whose parents Ian and Marianne were confronted by a heart breaking list of 'nevers' when he was diagnosed with the condition at the age of five.

Braden Stockham is an inspiration for most people his age. He couldn't speak and, according to Braden himself, the only way he was able to communicate with people was physically – often by hitting them.

"We were told that he may never have fluent speech, he may never show emotion, he may never play team sport, he may never drive a car – there were lots of 'nevers'. But he does all of those now and many more. Listening to him being able to articulate how his autism can make him feel is amazing. I'm in awe all the time because he comes out with things that I just didn't ever realise he was in tune with," said Marianne.

Braden is an ambassador for the local autism support group Kaleidoscope and won an Autism SA individual achievement award when he was 13 for his courage in speaking publicly about the condition. He's a regular speaker at community groups and school annual general meetings, explaining what it's like to experience autism and giving hope to other families living with the condition.

“I just say what the truth is. There’s no preparation beforehand, I just stand up there and talk. I don’t get nervous. I’ve always had autism so, to me, it’s a definition called normal. It’s like someone born without a foot or an arm, something they’ve always lived with,” said Braden.

Through determination, Braden is overcoming the usual communication barriers of autism and is now in a mainstream class in Year 11 class at high school. A former primary school teacher was so impressed he invited him to mentor a younger child with the condition.

“I try to see him every fortnight when I’m not busy doing other things and help him out with his schoolwork. We both like boats so we build a few out of cardboard,” he says.

Braden is passionate about all things maritime and is a keen member of the Tacoma Preservation Society in Port Lincoln. The Tacoma is an historic fishing vessel and Braden volunteers as a weekly tour guide.

He says his photographic memory comes in handy helping to remember all the facts about the vessel, but Braden also loves his sport.

“I’ve been playing hockey for about nine years now – something they said I’d never do – and I’m captain of the under 18s. I’ll be going for A grade next year,” he said.

In the last newsletter was an article on “The Whitehall Stardust” that has been placed in the care of Ross and Carin. It was built by Hugy Shay, who penned this lyric for the ‘Whitehall rowboat’ used as a water taxi in the 19th century.

☆☆☆Stardust☆☆☆

☆...and that not too 'Dusty' is in your hand and trust...

That if one person that enjoys it much..

That if just one young person is motivated thus..

And for communal good is our main thrust..

If wood worm doesn't get her, that she turns back to dust..

Nail sickness will neva dog her for

there's none in her to rust...

...Stardust

Vale “Bonnie” DeGraaf

Beloved mother of Carin Haldane died on September 21st aged 94 years old.

The fondest memory of the Tacoma’s crew will be the Tacoma nestled against her pontoon with a Stehr commuter boat idling along side with the Port Lincoln city band on board, playing carols.

Bonnie De Graaf and Anna Vanderhart standing on the aft deck of the Tacoma singing Dutch carols. Sinterklaas is perched in the crows nest surrounded by dazzling lights strung over the rigging and boat. What a wonderful informal start to the festive season. It was un-planned, we were just having a few drinks and nibbles after a committee meeting.

All our thoughts go to Carin, Ross and their family.

Vale Barry Besold

Flying is my life and my life is flying

Barry's full autobiography can be found on the Port Lincoln Flying Clubs website It is certainly worth a read and covers drugs, accusations of espionage and tales from an adventures and exciting life. Below is a short synopsis of this man's amazing life.

Born in Brooklyn NY, his love for flying began when he was 10 years old. After university he trained as a pilot and served in the Vietnam War. As pilot in command he logged over 1000 flying hours most of which was combat time.

Barry spent 21 years in the USAir Force and was awarded several medals, ribbons and citations. He then became a commercial pilot, starting in a Cessna 402 taking tourists over the Grand Canyon. From there his flying took him all over the world, from freight flights into South America, humanitarian aid flights into Angola and Somalia, Sudan and Ethiopia.

Whilst on a contract between Chevron Oil and Lake Kutabu in Papua New Guinea he met Pamela. They shared many great adventures and experiences in PNG. Pam was invited to the " Sing Sing" for the official opening of the Kutabu airstrip. This was the first time a white woman had been invited. Tribes from all over the highlands attended this gala event; some had walked for many days to join in the celebration.

Soon after moving back to Nevada in the US, Barry was flying dangerous missions again. He was asked to provide supplies and equipment to the fire fighters in Kuwait towards the end of the first Gulf war, or Desert Storm.

There were more humanitarian flights delivering aid for the Red Cross, UN and other agencies into war torn Somalia. Barry upgraded to captain and to the Boeing 747. He flew for many companies until signing on for both passenger and freight with CAL based, again in Taiwan.

Finally they relocated to Australia and Barry got his Aussie pilots license. He did a few more stints in Iceland and Malaysia in a 747 before he was hired by Stehr Group as their corporate pilot, along with Tony's Tuna.

For 2 seasons with Kiwi White as his spotter, he flew the "push -pull" for both companies' tuna spotting out in the Bight. This is where the Tacoma met Barry and he became a strong supporter and friend.

Our condolences go to Pamela and his family.

All future contributions will be gratefully received. Please email them to me on medley0246@gmail.com if you have an article to offer. I encourage you to have a look at the TPS website www.tacoma.org.au (Editor: Chris Houweling)