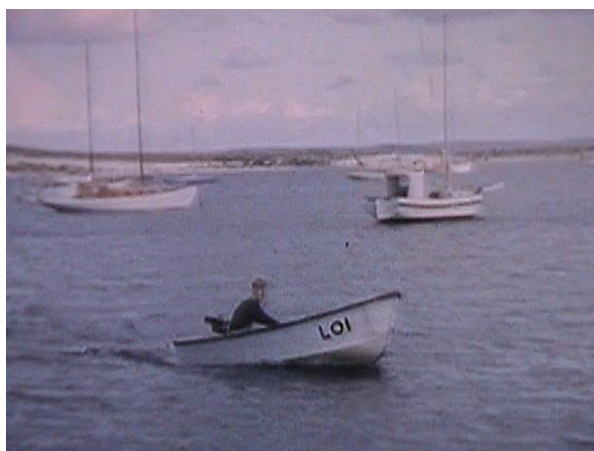


Vessel Management Plan

THE DINGHY



THE TACOMA PRESERVATION SOCIETY
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AUSTRALIAN NATIONAL MARITIME MUSEUM ANMM**

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Summary of VMP recommendations

1.1 Introduction

The Dinghy Vessel Management Plan (VMP) outlines procedures, summarizes tasks and makes recommendations to ensure that the integrity of DINGHY 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 TACOMA Dinghy to be dry housed, operational and available to support, activities associated with the MV TACOMA

The dinghy VMP is developed within the framework of the Barcelona Charter. 2002. The dinghy VMP has been developed with assistance and advice from the Australian National Maritime Museum.

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 dinghy Vessel Management Plan recommends that:

- THE dinghy configured to represent the 1960'S Australian tuna industry, and the live bait tuna fishery following full research.
- The dinghy form part of the MV TACOMA display
- THE DINGHY be outfitted with props and equipment to interpret it as a working Salmon/pilchard netting vessel of the 1960's
- The stages of DINGHY working life documented
- Oral histories be made with previous crew of the MFV TACOMA and the DINGHY
- A photographic history of DINGHY and the associated salmon /tuna era be developed,
- The existence and location of all documentation associated with THE DINGHY 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 DINGHY to be housed in an onshore facility - such a facility to be developed as budget allocations allow
- The DINGHY be assessed and cleaned regularly in accordance with schedules outlined in this document and the Tacoma Preservation Society committee's project plans
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PART A THE VESSEL, ITS SIGNIFICANCE & HOW IT WILL BE CONSERVED

Section 1 Introduction

1.1 Review of significance including comparative craft

MFV TACOMA DINGHY was the a purpose built vessel using a plywood plan from the FAO and marine plans as its design type. This class of boat was easy to build and light to handle and stored well onboard.

Background to the dinghy

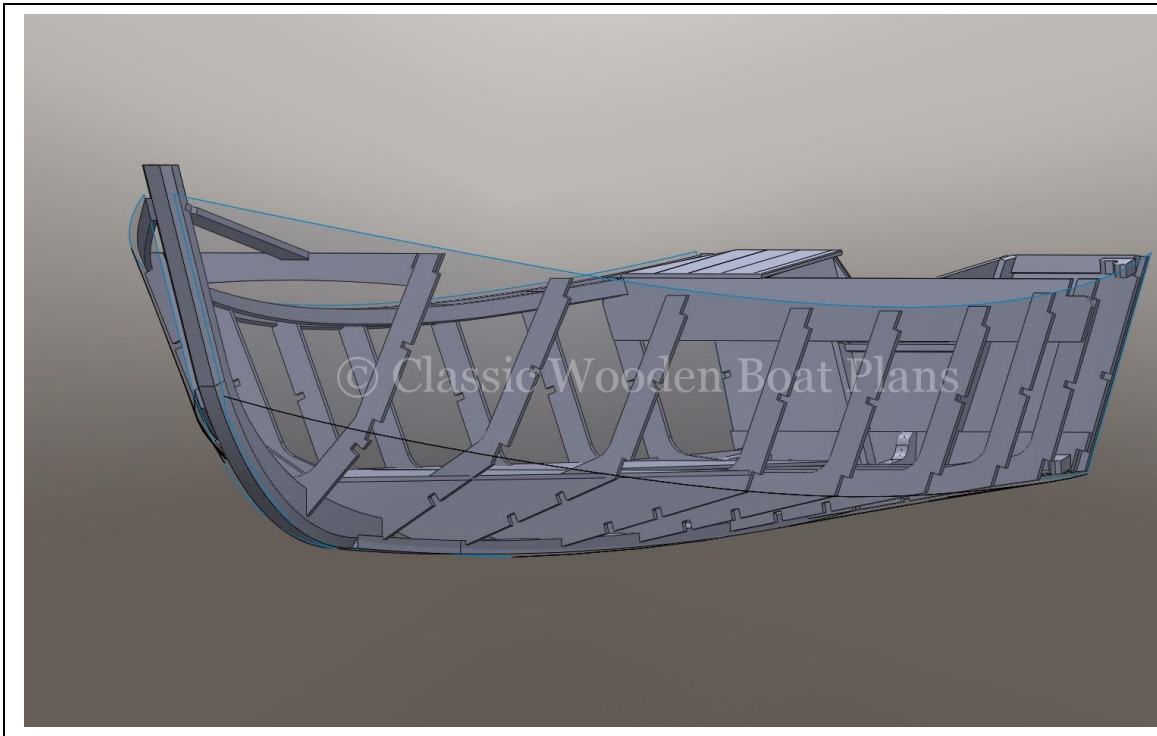
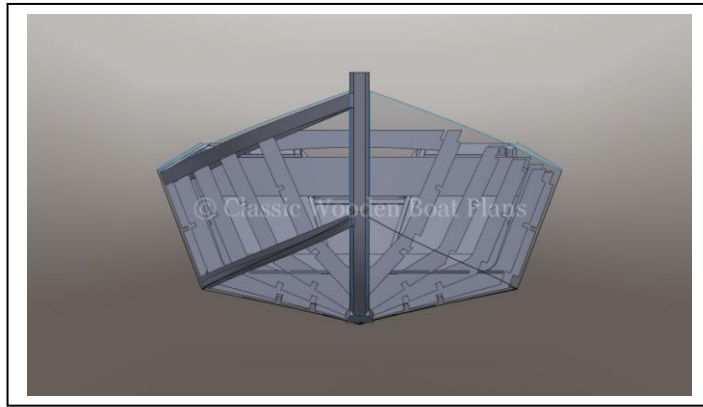
. It was one of two dinghy type boats built by the Haldane brothers to act as a personal light work boat for live baiting of tuna bait using a light at night and salmon fishing on surf beaches.

The dinghy was built to meet the need of a light versatile vessel that could be handled in rolling conditions. The previous dinghy had been built of huon pine and was considered to heavy . Its long survival is in part due to the original material and building methods employed, and also because of its retention of ownership in one fishing family. It ceases use in 1986 and was dry stored for the next 27 years

Plywood design was chosen because it enabled the crew of 6 to be transported between land and the mooring off the Port Lincoln slip. The dinghy contained two watertight bulk heads so it could double as a rescue life boat in a period before the adoption of life rafts .

Tacoma's dinghy principal significance is that South Australian and live bait for tuna fishing until its retirement in 1986 with the completion of the Lincoln cove marina it was one of 7 tenders that were used by Tacoma over its 60 year fishing career and one of three known to remaining.

MFV TACOMA dinghy is the only example of a 1960 tender that is within a collection in Australia,



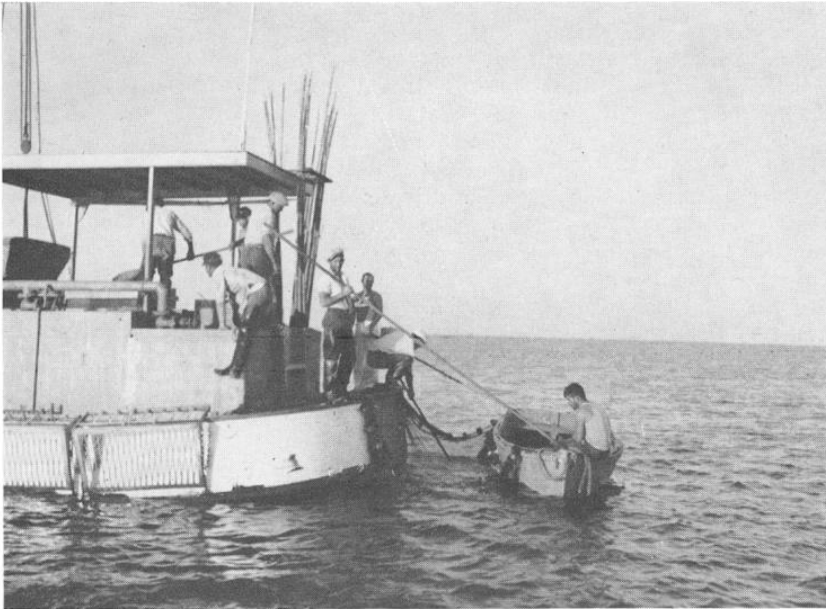


FIGURE 4. Crew of tuna boat SEA WOLF transferring young sardines to bait tank from haul in Magdalena Bay, Baja California. November, 1938. Photograph by J. B. Phillips.

MFV TACOMA dinghy was owned by the Haldane families. She was decommissioned by the family in 1986 and remained in dry storage until 2013

As a moving, floating vessel, the Tacoma dinghy attracted the interest of like-minded volunteers and resulted in the development of this VMP. The vessel has been maintained in a watertight, condition. And dry stored used on for display and outing

Although *MFV TACOMA* 'dinghy' physical condition and configuration have 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 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.

1.4 Current condition

MFV TACOMA dinghy is in MODERATE physical condition its working life has taken its toll it has been kept in the water on a running mooring and being lifted aboard in rolling conditions. It has sustained several falls in its life as deck lashing have given way.. *TACOMA* dinghy housed in on board the back deck of *TACOMA*. Good long-term maintenance has ensured that the topsides have remained in fair condition.

1.5 Preservation philosophy

The aim is to maintain the original material and character of the vessel. The Preservation Society group has materials, equipment and tools to maintain *MFV TACOMA* dinghy in its present condition within a five-year budget framework.

1.6 Interpretation philosophy

It is recommended that *MFV TACOMA* dinghy 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* dinghy 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 damage this repair work may need to be undertaken in the short term.

Section 2 Vessel Description

2.1 Vessel description

The dinghy was built 1963 by the 13 year old Andrew Haldane for used as a tender and a live bait light boat for tuna fishing

The vessel is 14 ft long. It is chine hull, using marine ply and maranti frames see plan

2.2 Design it is unknown , the plans were taken off existing plans see Fishing Boats of the World 2 boat types page 606 . modified to adapt to the new usage the original design was 20 ft and the aft 6ft have been removed.the dinghy has two water tight bulk heads one fore and one aft .

Like its bigger flatty the two dingys could act as resque vessels in the case of the Tacoma foundering .

The two boats were in service in a period of no life rafts life rafts came int the port Lincoln tuna fleet in 1969

2.3 Construction marine ply maranti frames

2.4 Ownership & Use

The dinghy has been in the ownership of the Haldane family

The dinghy operated from government slip on a running moring



Dinghy stored inside the FLATTY STORED ON BOARD TUNA FISHING



Photo 10 Deck load HEAD height to free up deck.

It was transported as deck cargo .

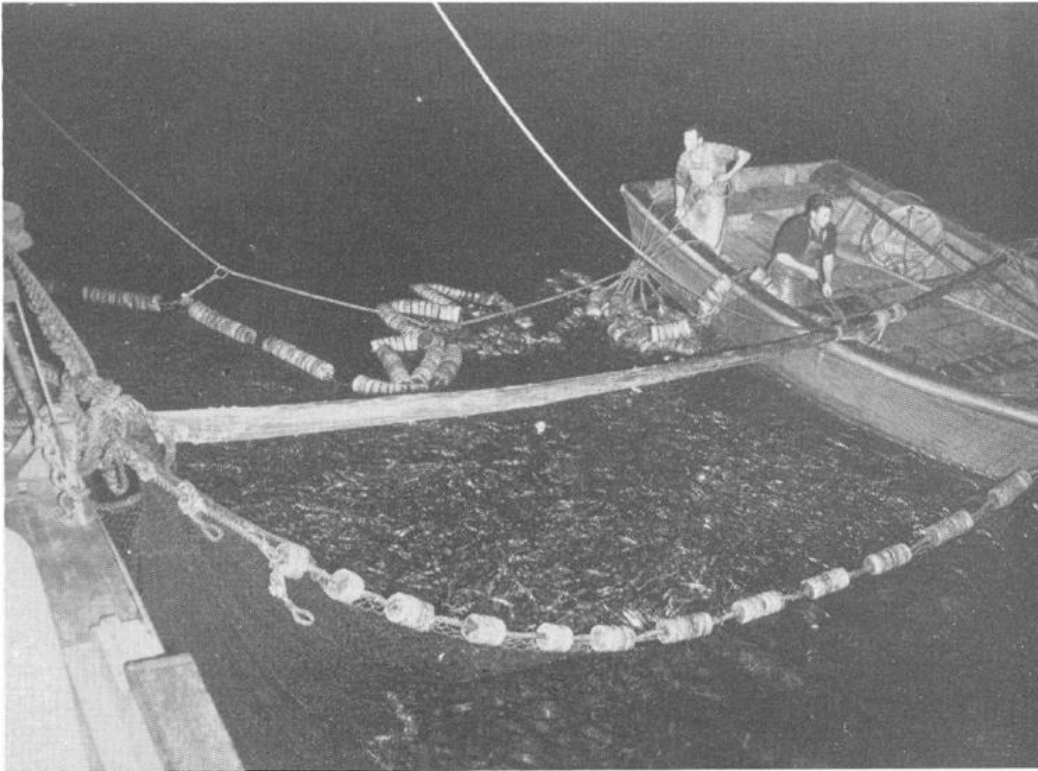
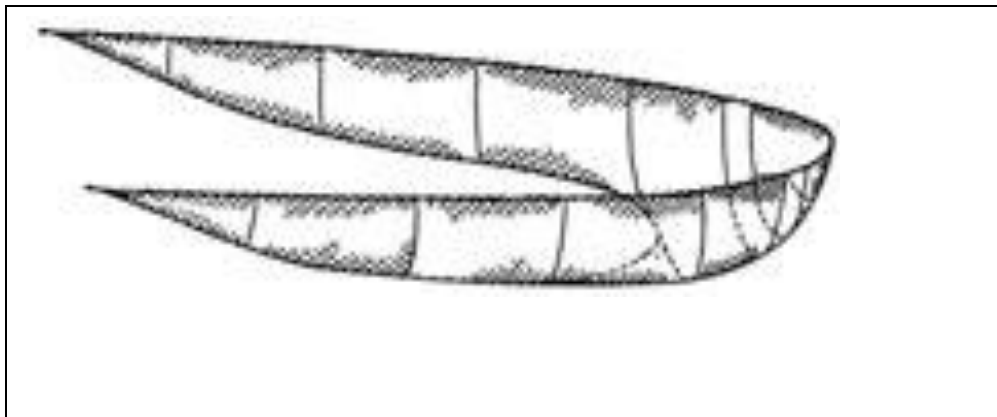
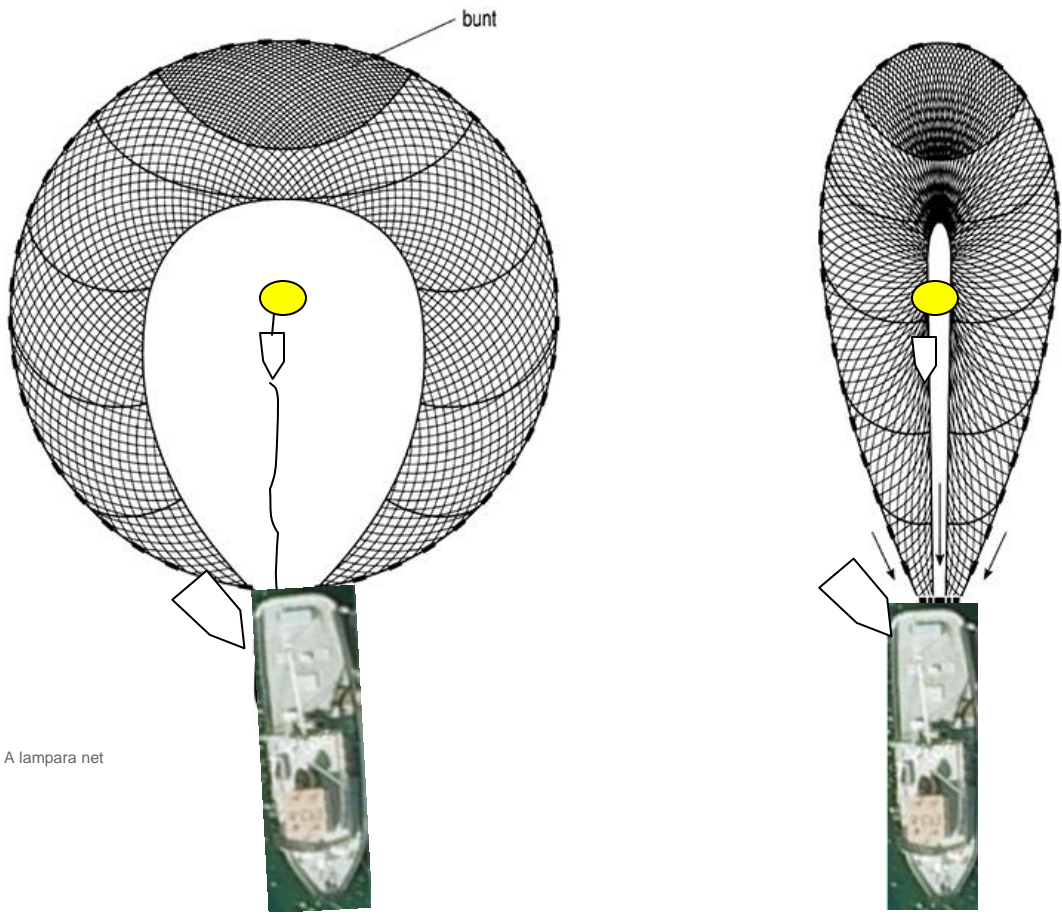


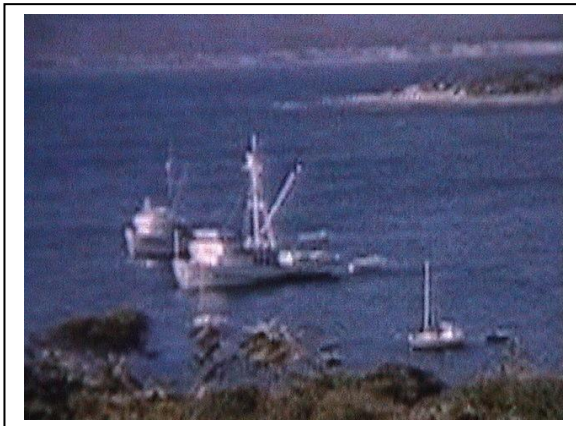
FIGURE 7. Fish dried up in the landing bag of the purse seine. About ready for brailing. Outrigger stick lashed to skiff. Corks are bunched. Night photograph by J. B. Phillips. September, 1945.





The dinghy operations were as above





2.5 Chronology of Changes
The boat has remained unchanged hull shape

2.6 Comparative Vessels Australia and in particular the east coast

The dinghy boats as these classes of boats were known were optimized in design up till the 1960 often built of solid timber plank the advent of marine ply allowed lighter vessel to be built they were eventually supersede by aluminum construction. and the dinghy a representative of that development. Development of aluminum

Section 3 **Interpretation**

3.1 The vessel will be stored out of water and there for will be able to be viewed in storage. With trailer the dinghy will be able to be used in outdoor displays e.g. tunarama and onshore open days. In water the dinghy can be carried as deck cargo on the Tacoma for raids and other such events .all the vessels operational equipment is accessible and a re enactment of the fishing operation of light fishing 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.

3.2 Online

On the completion of the mmaps program 2010 the information on the dinghy will be available on line and trough the web page www.tacoma.org.au

Section 4 **Conservation**

4.1 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 dinghy in its present condition within a five-year budget framework. The current location is aboard the TACOMA for any major work, a shed will be needed within the Port Lincoln area. .

4.2 Aims & Objectives the aim is to maintain the dinghy in its present configuration to be used in tandem with the Tacoma on open days and as an active part of the Tacoma display.

4.3 Preservation the current condition

The boat is MODERATE condition. Two options are available store the boat onboard with potential to launce or gain a suitable road trailer so that the vessel can be stored ashore.

4.4 Restoration no plans are in place to add to the restoration status since its recent restoration in 2000 the vessel is in moderate condition.

4.5 Reconstruction (actions to return a vessel to a known earlier state using new material)

4.6 Adaptation Small modifications to equipment non

4.7 Maintenance the vessel was fully restored in 2008 and no major work other than paint touch up will be required

4.8 Estimated Cost estimated cost of maintainance per year are \$200.00 with some further cost if damage is done to oars.

4.9 Schedule of Major Works trailer replacement may be required at ten year periods or when road transportation is needed.

Section 5 **Risk Assessment & Management**

5.1 Assessment the dinghy is an able bodied vessel.
Launching there needs to be care taken when launching in sloppy conditions
Capsizing
Fire N/A
Beaching broaching YES ALL ROWERS NEED TO CARRY PFDS
The vessel come under the USL code for passenger carrying.

5.2 Management Plan will need to be up dated every three years

PART B ANNUAL OPERATIONS (yearly update)

1.1 The dinghy will be operated under the guidance of the Tacoma Preservation Society and activities with the boat coordinated with the society's activities.

Bibliography

Appendices

Detailed Description & Inventory

The boat is equipped with a set of wooden ore (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 looking glass walk talky and anchors plus brailing net. A large body of photo and movie film will be available through the anmm mmapss program.

Files

Drawings, Photographs, Orals Histories, etc

Related Materials

[Held by the Tacoma preservation society](#)