

## Vessel Management Plan

# THE FLATTY



THE TACOMA PRESERVATION SOCIETY  
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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 TACOMA. FLATTY NET BOAT
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## Summary of VMP recommendations

### *1.1 Introduction*

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

The FLATTY VMP is developed within the framework of the Barcelona Charter. 2002. The FLATTYT 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 FLATTY *Vessel* Management Plan recommends that:

- THE FLATTY configured to represent the 1960'S Australian Salmon industry, and the live bait tuna fishery following full research.
- The FLATTY form part of the MV TACOMA display
- *THE* FLATTY be outfitted with props and equipment to interpret it as a working Salmon/pilchard netting vessel of the 1960's
- The stages of FLATTY working life documented
- Oral histories be made with previous crew of the *MFV TACOMA* and the FLATTY
- A photographic history of FLATTY and the associated salmon /tuna era be developed,
- The existence and location of all documentation associated with FLATTY 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 FLATTY to be housed in an onshore facility - such a facility to be developed as budget allocations allow

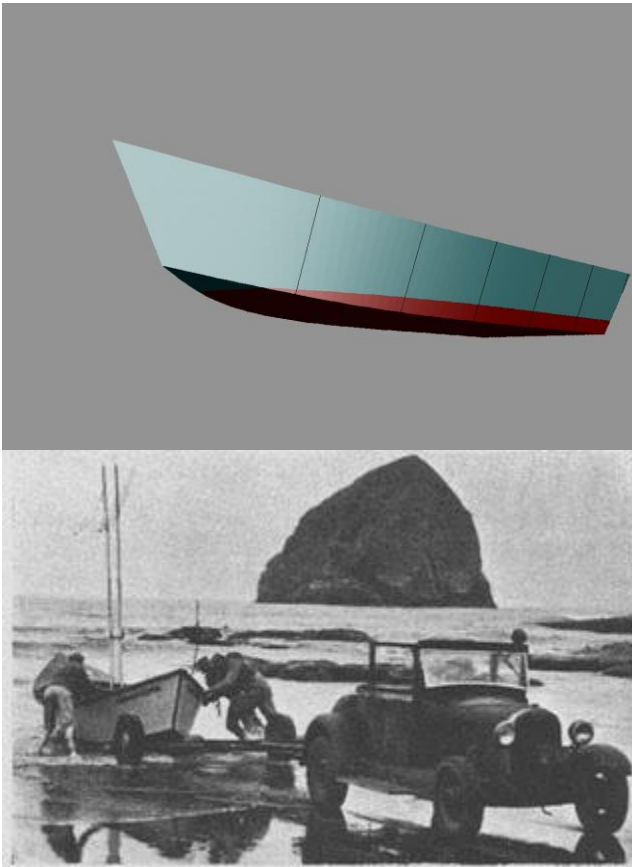
- *The FLATTY* be assessed and cleaned regularly in accordance with schedules outlined in this document and the Tacoma Preservation Society committee's project plans

## PART A THE VESSEL, ITS SIGNIFICANCE & HOW IT WILL BE CONSERVED

### Section 1 Introduction

#### *1.1 Review of significance including comparative craft*

*MFV TACOMA FLATTY* was the a purpose built vessel using the NORTH WEST PACIFIC SURF BOAT as its design type. This class of boat was easy to build and light to handle and stored well onboard.





### **Background to the dory**

With its smooth sandy beach, the town of Pacific City, on the coast of Oregon's Tillamook County, is home for a unique group of boats. The Pacific City dory fleet has a proud history spanning more than 100 years. In the natural shelter of Cape Kiwanda, the fleet lives on today as one of the historical fishing fleets of the world. The flat-bottomed dories launch through the surf headed for the waters of the Pacific. At day's end they surf the waves back to shore and slide onto the beach. Through the challenges of ocean fishing, government

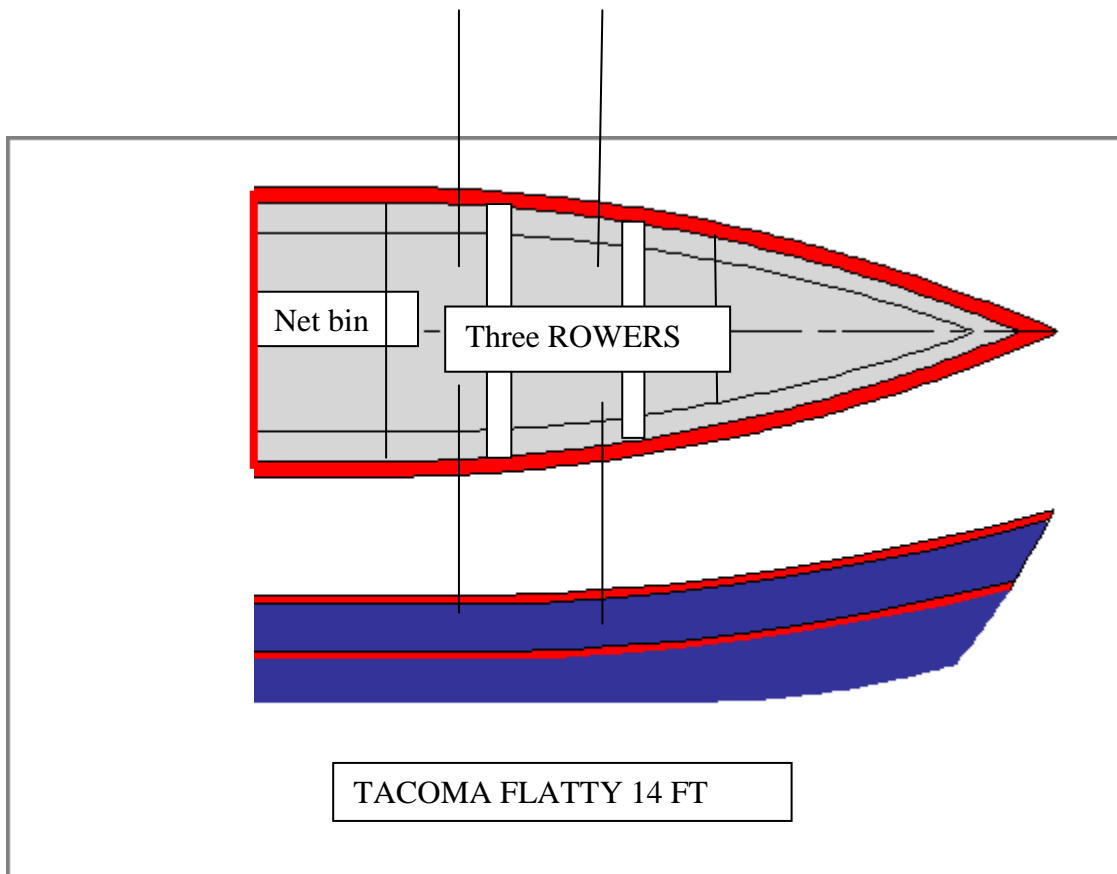
restrictions, international fishing competition, and most recently, the influx of civilization, the dedicated fishermen have held on to tradition.

. It was one of four flatty skiff type boats built by the Haldane brothers to act as a net boat for live baiting of tuna bait using a light at night and salmon fishing on surf beaches. It is an excellent example of Australian ingenuity and adaptation adapting North West surf boat. Surf boats had developed from fishing boats in surf conditions was not a new concept. Fishermen had long used types of craft with a oar on the east coast of the USA. The flatty was built to meet the need of a light versatile vessel that could be handled in rolling conditions. The previous two flatties skiffs had been too 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 1968 and was dry stored for the next 35 years

Flatty design was chosen because it enabled three to four men to set the net in moderate surf conditions plus serve as a tuna bait net boat again rowed to reduce sound when netting at night.

*Tacoma's* flatty principal significance is that it was the vessel that having been modified from its original purpose was able to successful net Australian salmon on surf beaches of South Australian and live bait for tuna fishing until its retirement in 1968 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 FLATTY* is the only example of a 1960 NET BOAT that is within a collection in Australia,



### ***1.3 Background***

*MFV TACOMA FLATTY* was 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 Tacoma ,FLATTY

As a moving, floating vessel, the Tacoma FLATTY 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 FLATTY* 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 FLATTY* is in MODERATE physical condition its working life has taken its toll with heavy nets and being lifted aboard in rolling conditions . it has sustained several falls in its life as deck lashing have given way.. *TACOMA FLATTY* 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 FLATTY* in its present condition within a five-year budget framework.

#### ***1.6 Interpretation philosophy***

It is recommended that *MFV TACOMA FLATTY* 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 FLATTY* 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.

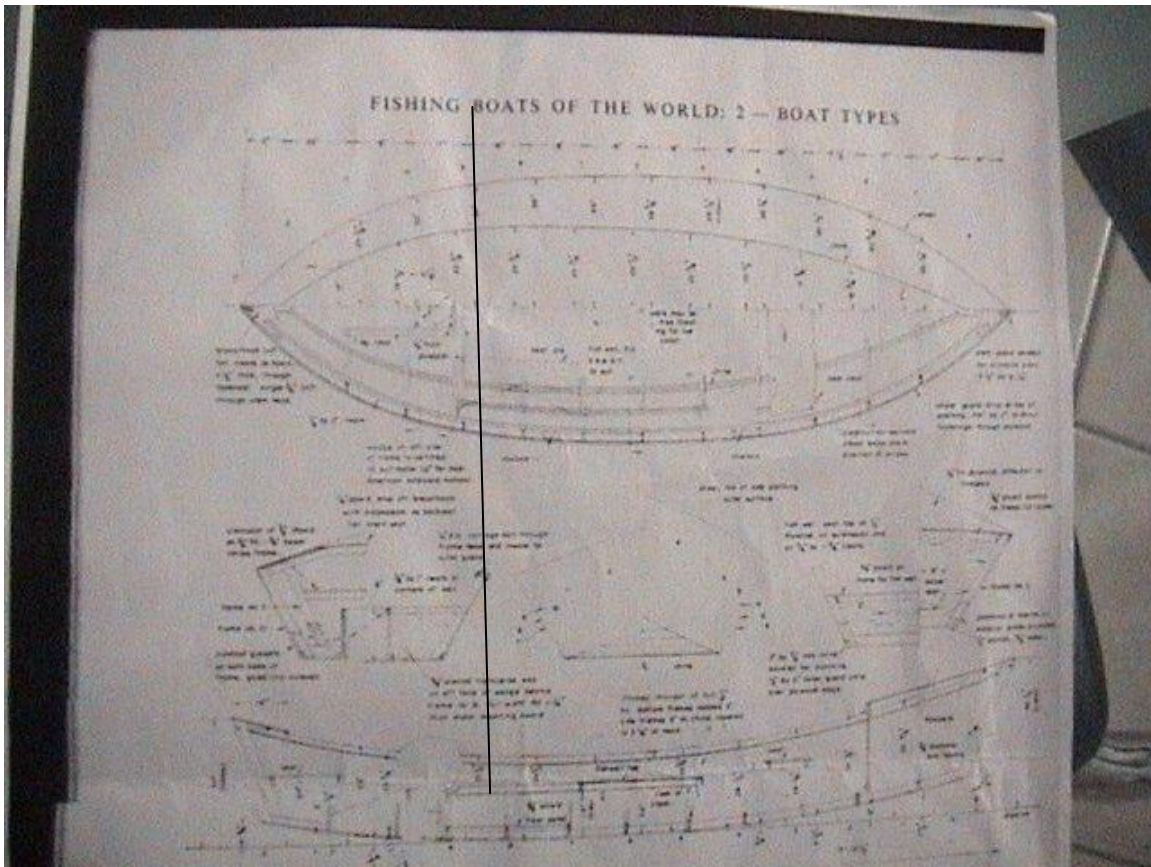
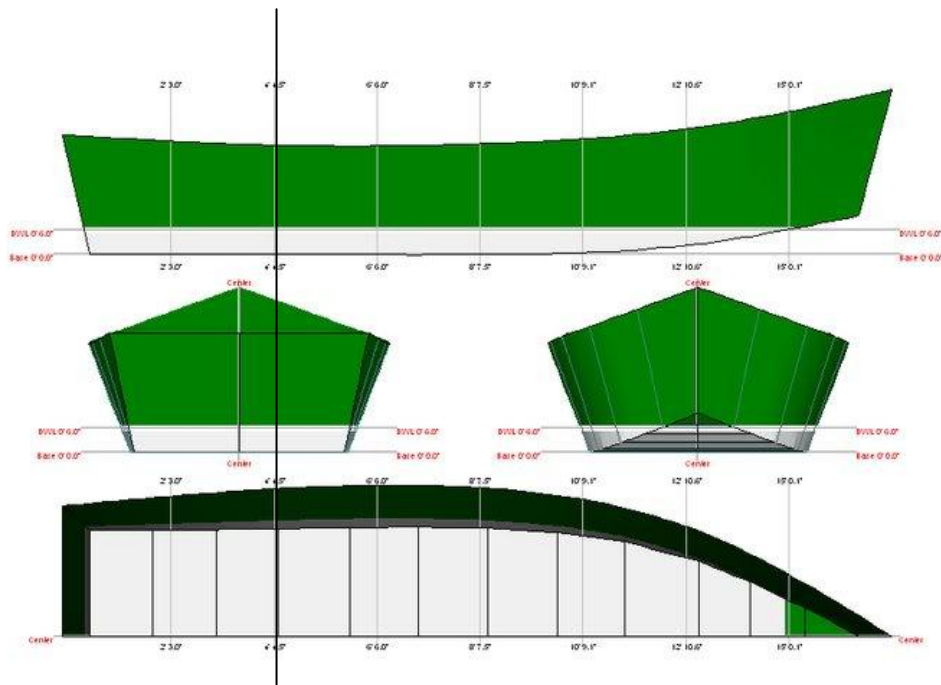
## **Section 2 Vessel Description**

### ***2.1 Vessel description***

*The FLATTY* was built 1960 by the Haldane brothers for use in netting Australian salmon off surf beaches. and live bait 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



*Oregon surf trolling boat 20 ft*

2.3 Construction marine ply maranti frames

2.4 Ownership & Use



The FLATTY has been in the ownership of the Haldane family  
The FLATTY operated from the surf beaches along the South Australian coast



*FLATTY CURRENT CONFIGERATION 20 HP MOTOR*



*FLATTY STORED ON BOARD TUNA FISHING*



*Photo 10 Deck load HEAD height to free up deck.*

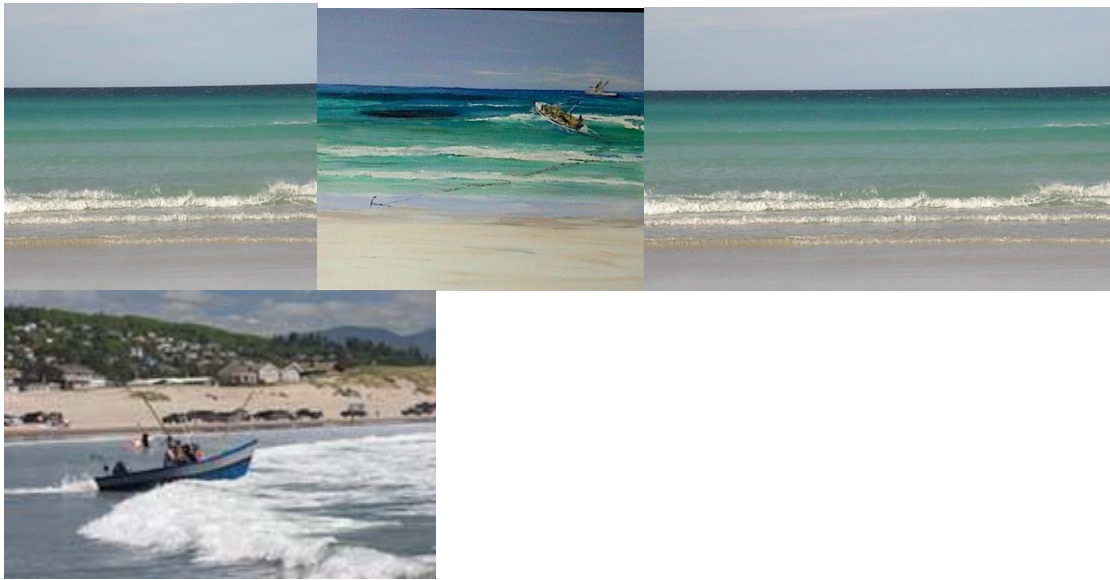
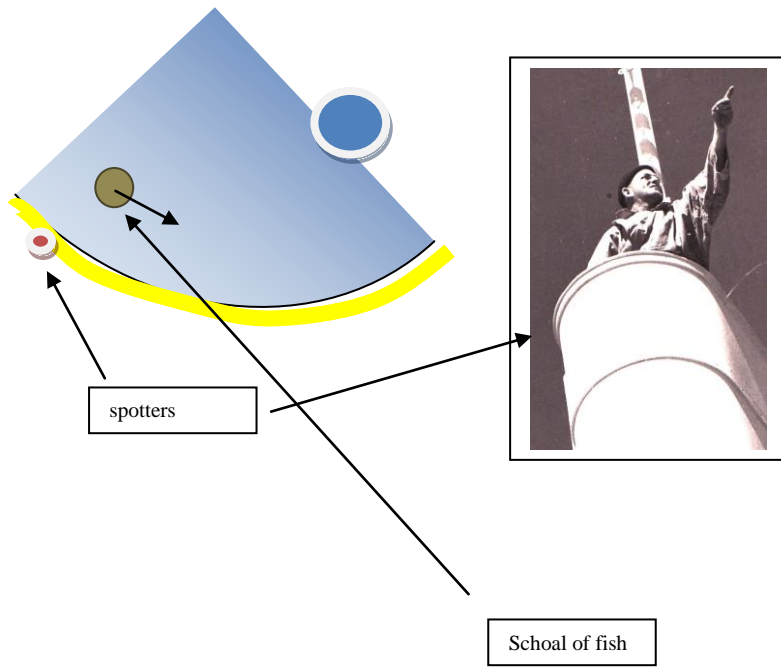
It was transported as deck cargo . It was thereafter an integral part of the Australian salmon fishing operation, catching an estimated 1600 t of fish.

The FLATTY operations were as detailed.

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

Up to .....70 T..... were caught using this beach seine method.

Fishing method



Setting the net through surf

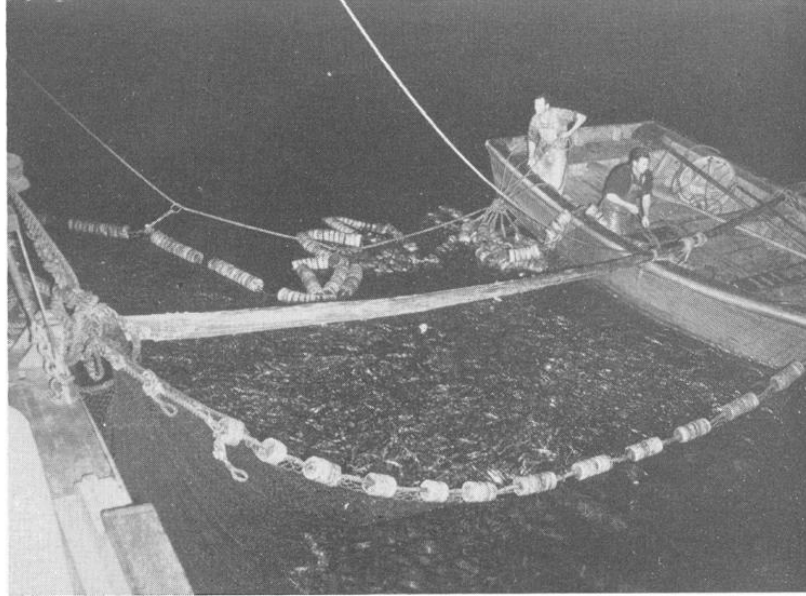


FIGURE 7. Fish dried up in the landing bag of the purse seine. About ready for brailing. Outrigger stick lashed to skiff. Corks are bunched. Night photograph by J. B. Phillips. September, 1945.

Baiting at night

## 2.5 Chronology of Changes

The boat has remained unchanged hull shape

## 2.6 Comparative Vessels Australia and in particular the east coast Sydney have had a long history of developing the Australian SURF BOAT

The NET 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 FLATTY is a representative of that development. No know other surviving boats of that period are known to exist.

## 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 FLATTY will be able to be used in outdoor displays e.g. tunarama and onshore open days. In water the FLATTY 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 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.

## 3.2 Online

On the completion of the mmaps program 2010 the information on the FLATTY will be available on line and trough the web page [www.tacoma.org.au](http://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 FLATTY 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 FLATTY 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 2008 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 FLATTY 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 does not 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 FLATTY 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 oars (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](#)