

Tacoma Preservation Society



October 2022 - Newsletter 22

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The AGM is soon coming. Here is

President's report 2021/22

For

Tacoma Preservation Society

By

ROSS H. HALDANE MBA Com Flinders

The Tacoma newsletter contains many of the goings on through the year so at risk of repeating myself here is my report, or perhaps a recap.

Slipping is always a big job requiring teamwork but now with the hull completely refastened the major jobs of our last three slipping are distant memories. Every 5 years there is the shaft that requires pulling out and

inspecting for any wear and Fred's woodpecker treatment is always a joy to witness while the boat is out of the water.

Yes, the weather last year for fishing was a lot kinder than 2021. A big thanks to all the crew that supported me in undertaking the 4 trips - without your skills and tolerance, tuna fishing would be much harder than it is. We caught 1.50 ton or some 150 fish. Team Justagirl have added another dimension to our Tacoma family. On matters culinary, the cooks this year Kelly Trevor and Jack Bellamy have raised the bar on at sea eating and we now have an eager line up of volunteers for next year's trips "feed them and they will come".

Now SIR IAN THE DOYLE AOM has a fellow medal wearer with Jane she can proudly be seen on the nightly news with her little pin if you look closely. Congratulations JANE AOM.

The TPS team has worked away at maintenance throughout the year, particularly Fred attacking any sign of timber decay. His greatest achievement has been the final waterproofing of the deck house. Well, the long winter wet has tested his enhancements and there has been a little dripping but it's a great improvement on other winters. Well, that was last year however the water gods have dumped on Fred's work and so the hunt continues for the source of that elusive drip, Livingston would be proud of his efforts.

After 40 years the source of the Nile is yet to found and Fred's meeting with J. Livingston near the base of the funnel will be the subject of a best-selling novel or perhaps even a film.

Jack's onboard contribution to the crew continues and although last year's tuna trip was Jack's last, we are still hopeful of a comeback next season, if the weather gods are active. He does however still know how to paint, and our paint crew are anxiously awaiting the warmer drier weather of spring. Like an old sleepy lizard, we can emerge and give the grand old lady a fresh lick of gleaming white paint and don't stand still or you will get painted!

The surf boat was used by the ladies rowing group and their skills continue to improve. Next year greater challenges are planned. Claire continues to provide an audio coverage of the rowing activities. Other successful events during the

year included the annual Tuna Competition, which showed the versatility of Tacoma as an all-multi- use boat: a party boat one day, a cargo of wool transport vessel the next, and even a platform for dispensing 400 meat balls. The trusty AGA surely deserves a medal for that effort .

Greg utilised his metal working skills to fit our new backup air compressor. Another job completed while Daryl will have more time on his hands with the purchase of a battery powered grease gun, ladies be careful not to dress in white next year.

Bluey has provided the Friday coffee club with kitchen delights from a lovely lady in Coffin Bay (occasionally augmented by Robert Dunn's cookies), but there has been a technical malfunction in the Coffin Bay shack galley, so the Webber BBQ has been pressed into service as a stove . Blueys Alice Springs heritage has paid dividends with the tuna trip being filled with bushy characters that want to explore the blue ocean . Grant 's additions to the coffee club with his tales of great squid hunts captures the imagination of all who listen to his watery goings on.

Lindy, Claire (alias bilge wonder woman) and Jenna (miss crow's nest queen) have added a youthful bubble to our ageing band of friends and now the internet is starting to be understood by us oldies. Verona somehow magically follows all the chatter at our meetings to somehow produce minutes (often the next day) and remarkably it makes sense - a Hansard recorder job looms as a career change. She is also a dap crew on our tuna trips and has been eying off the AGA stove in the galley as a way of improving her cooking skills.

PJ, who has been absent for 6 months chasing that elusive sun, returned like the prodigal son, joining the crew again with his top end adventures. Last post we received contained photos and a lot of mud.

Kate and Ann have enjoyed somewhat of a sabbatical travelling far and wide no doubt they have picked up some secret culinary treats that they will test on the Friday coffee club.

Christine's involvement with the ANMM project "Remarkable People and Their Boats" has delivered results with Braden being one of 12 candidates

selected for his love of all things boaty. The exhibition was held at the Axel Stenross Maritime Museum in May and from all reports was well attended. The exhibition will tour nationally. Breaking news Braden has his wooden cutter congratulations, the Osprey, he is in the process of preserving her with a slipping, a boom upgrade, bowsprit refurbish and some major engine refit. We must not forget our members, from Roma to Seattle, Alice Springs to Port Fairy, Painesville and Perth some 100 of them, from their faraway locations they follow our happenings and often pop in electronically, or in person, to bolster our spirits. We now have some 600 friends on Facebook and 12k follow us on “EP Yarns”.

Most disappointing in our years potential events was the cancelling of the Port Fairy trip planned for January 2022. Plus, the trip to Hobart 2023, it was a hard decision to make as we had solid interest in people wanting to join the trip. In the end the logistics and effort were considered a little daunting in an environment of uncertainty.

The fishing trip aboard the Dolphin provided the crew with valuable sea time and the opportunity to watch Jack’s whiting hunting skills. All in all, this last year, although it provided us with some rocky rides, has been a great year and we are back ashore for the celebration of 70 years since Tacoma was launched . Financially, Tacoma is still in good shape -but we have invested in a substantial upgrade of equipment some \$20,000 in total. Hopefully, with the changes in the Port Lincoln council and our new state government, our vision of obtaining a berthing facility will mature and we can become an integral part of Port Lincoln’s tourism offering. Electric Fred’s daily visits, with his boat loads of inquisitive tourists, gives us hope that one day we too will hear the chatter of information hungry travellers as they tour the Tacoma and discover our story.

We continue to be strongly supported by local business with HQ and 1802 serving our line caught tuna.

If you pass through the airport, you hopefully will notice our art gallery prints of Tacoma homeward bound that are literally walking off the wall.

And finally thank you to my wonderful wife Carin. Every morning she wakes up to another one of my adventurous or cunning plans and smiles. Thank you.
AND NEXT YEAR WELCOME ABOARD

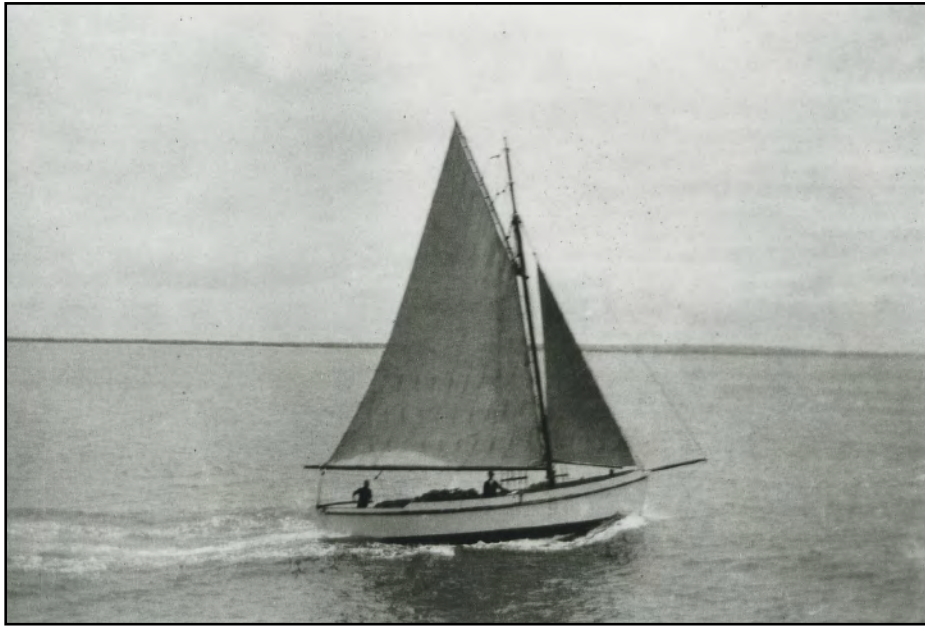


The Amaryllis log

The Amaryllis was the first vessel build by the three Haldane brothers launched 1935 from Griffin's Island Port Fairy. The Boys rowed a dinghy, with a 35ft iron bark log strapped to the deck, down the Moyne River to the Port Fairy lighthouse. At the island they push the log over the side, only to see it sink into 15ft of water. A quick dive with a rope and the log was hauled to the beach. There the boys got the assistance of a draft horse that they had seen working in a nearby field. The horse dragged the log over the sand hills, and finally placed it alongside the rear fence of the lighthouse on Griffin Island. From there it was sawn and adzed into the keel for their new shark boat, the 40ft



Amaryllis.



New equipment for Tacoma



This winter has been rainy and wet weather is not good for painting. Instead, the team up-graded the engine room, adding a second back-up air compressor plus a new replacement. In the pilot house it's all touch screen and WIFI with a new radar plotter and echo sounder now connected to the screen in the galley.

Tacoma berth up-date

MEDIA RELEASE

10 October 2022

Port Lincoln Council Candidates Asked to Commit to Marina Community Pontoon

The Tacoma Preservation Society (TPS) has written to candidates seeking election to the next Port Lincoln Council in November. The ten potential Councillors and two Mayoral candidates have been asked to indicate their support or otherwise for the construction of a 90-metre x 200 tonne capacity community pontoon in the Lincoln Cove Marina, adjacent to the Fishermen's Memorial and Marina Hotel.

To allow the TPS to inform its members and voters in the wider Port Lincoln community of the candidate's intentions, the letter respectfully requests a written response by Friday October 14th. Those responses will then be reported to the media, TPS members and the wider community on Eyre Peninsula.

"The TPS has been attempting for more than a decade to encourage the Port Lincoln City Council (PLCC) to seriously consider and then build what we believe is a win-win development for nautical based tourism, recreational boaties and fishers and the Port Lincoln community," TPS Media Coordinator Ian Doyle OAM said.

As a result of a successful negotiated land swap and sale of infrastructure between the Sarin Group and the PLCC, the PLCC is now in control of the lease of much of the proposed community pontoon water in the Marina.

"Despite TPS's sustained efforts, a slim majority in previous Councils has opposed the proposal. We are hopeful the new Council, given it largely controls the location, will give this much needed community development renewed, serious consideration and support," Mr. Doyle said.

A suitable pontoon would not only serve the need for a high-profile, easily accessible mooring for the historically significant MFV Tacoma and other tourism operators, it would also allow the Port Lincoln community easier water access at the Marina.

Previous Council reports indicate that funding for the project could be achieved through the State Boating Facilities Fund. This would require minimal financial support from Council. Instead the pontoon could become a revenue source. Nautical tourism has been a growth industry for the city, but the current Marina infrastructure is aged and inadequate.

"The official opening of the federal, state, local government and community supported Marina at Coffin Bay on October 22nd and the developments at Cowell are

clear demonstrations of what can be achieved when local government supports good ideas. This is a good idea, and its time has come," Mr. Doyle said.

This is not a revolutionary development. In other parts of the country and around the world, marina pontoons and boardwalks, similar to what the TPS is proposing, provide a focal point for the community and visitors to engage with the local fishing fleet and tourism operators.

"Port Lincoln is home to Australia's largest fishing fleet and purports to be Australia's Seafood Capital. This proposed development will support that proposition. We await the responses from the Council and Mayoral candidates with interest," Mr. Doyle said.

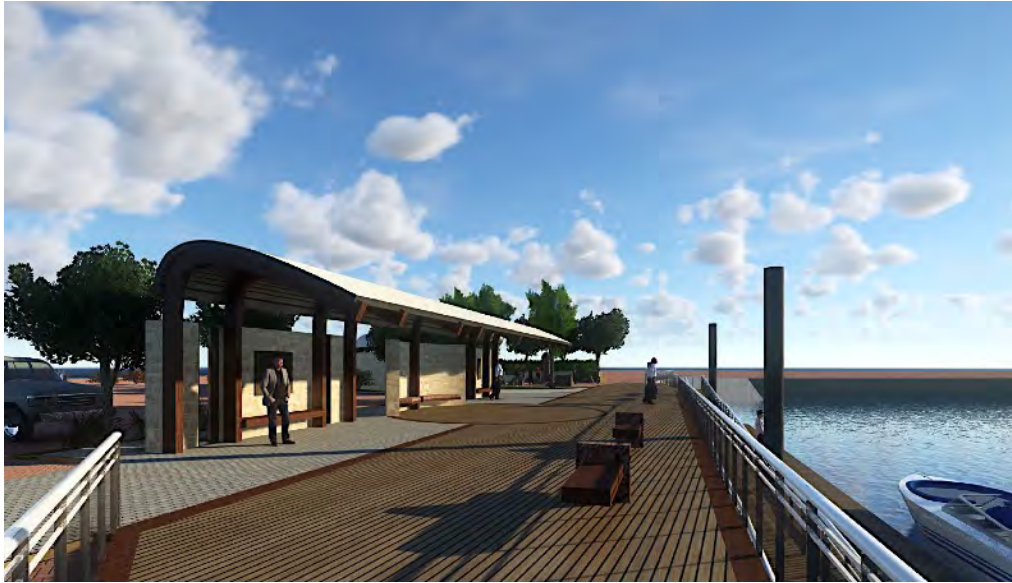
For more information:

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Proposed onshore mooring development









"THANK YOU FOR THE EXCELLENT VERY INFORMATIVE NEWSLETTER VERY INTERESTING STORY ABOUT THE TACOMA MODEL ETC', SAD ABOUT ALMONTA. I BELIEVE OREO MEET A SIMILAR FATE.

IT APPEARS AS THOUGH THERE IS NO SIGN YET OF A PROPER BERTH FOR TACOMA. MUST BE THE ONLY PLACE ON EARTH THAT A PORT WON'T RECOGNISE THE VALUE OF ITS HISTORY.

BEST WISHES AND KEEP UP THE GOOD WORK, REGARDS TO ALL"

MICK PUGLISI

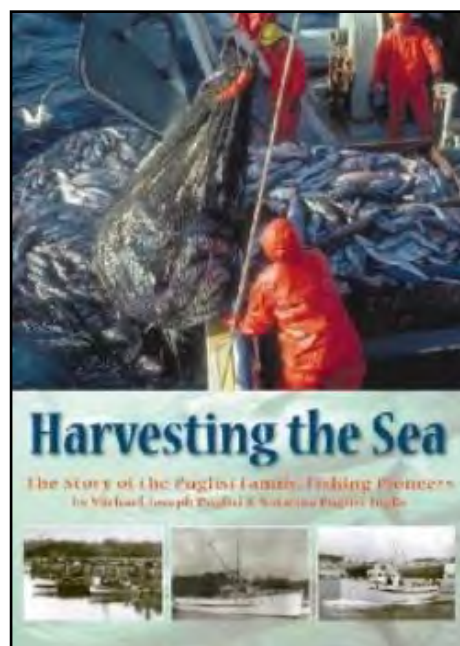


Mick Puglisi

Harvesting the sea

Mick Puglisi is the co-author of the book "Harvesting the Sea". Mick's determination to introduce sustainability in the prawn fishery, led him to become the President of the Spencer Gulf and West Coast Prawn Fishermans Association in South Australia for several years until the mid 1990's.

The Executive Director of the South Australian Research and Development Institute, Professor Rob Lewis, who spoke at the book launch, believes the book is a catalogue of the development of modern fisheries management in Australia and the most comprehensive insight into the Australian fishing industry ever written. He praise the book and say that it has all the qualities of an epic tale involving building of an early European settlement. He highlighted the multi-generational contribution to develop the modern sustainable fisheries found in Australia today, which was done with passion and commitment.





Return of the Western Flyer — Tacomas little cousin

While many venerable old fishing boats end up as worm food or artificial reefs, the Western Flyer looks ready for afloat again after a massive rebuild. The Western Flyer, once a sardine seiner, will become a research and education vessel as part of the Western Flyer Foundation.

The 85-year-old sardine seiner, Western Flyer, was re-launched after a comprehensive rebuild.

After a seven-year rebuild at the Port Townsend Shipwright's Co-op, US, the Western Flyer, splashed again on June 29. The vessel was originally built in Tacoma by the western boat building co owned by the Petrich family and launched in 1937 as a purse seiner for the Monterey sardine fishery.

"For lots of different reasons, it's probably the most famous fishing boat in the world," says the Co-op's Tim Lee.

For many people the Western Flyer is an almost mythological boat, not because of its success landing sardines, but because in the summer of 1940, writer John Steinbeck and marine biologist Ed Ricketts chartered the boat for a

six-week cruise to Mexico that became the basis for Steinbeck's famous book, "The Log of the Sea of Cortez."

With funding from John Gregg's Western Flyer Foundation, Lee, Pete Rust and the team at the Port Townsend Shipwright's Co-op took the boat apart piece by piece and painstakingly rebuilt it.

"The wheelhouse was incredibly intact," says Lee. "But of the original hull, there are 17 pieces left, including the keelson, which is 70 feet long. We were joking that all that remained of the original was the shape, and we had to work on that because the boat was all twisted."

This spring we got some grant money to do a lot of the finish work down in California. We want to have the boat down to Mexico in March 2023 for the anniversary of Steinbeck's and Ricketts' Sea of Cortez trip. In the last two months we kept putting people on until we had 23 people working on the vessel for the last pay period."

According to Lee, the project entailed steaming oak ribs into place, re-planking the entire hull, and caulking with nearly 200 pounds of cotton and oakum. Then the hull was repainted off-white above the waterline and red antifouling paint below. The vessel was launched into the water at Port Townsend.



The Tacoma model update

Once we received Don's model from America there was some head scratching.

Don had taken his model off the odd photo and the original plans. The bow needed some tweaking and those pesky windows were not square. Rather than adjusting Don's good work it was decided that a new deckhouse was needed.

The big question was what form the boat would take. A 1950 purse-seiner with a huge turn table, a bait boat with big timber tank on the back deck back, or as a prawn boat?

The decision was that it is to be as Tacoma arrived in Port Lincoln with the turntable, dinghy surf boat and wolf the dog.



Tacoma Sea Dogs

The "Sea Dogs" was an informal name bestowed upon English [privateers](#) who were authorised by [Queen Elizabeth I](#) to raid [England](#)'s enemies, even during times of peace. Carrying [letters of marque](#) issued by the [English Crown](#), the Sea Dogs frequently attacked both enemy shipping at sea and enemy outposts on land.



Tacoma had an old sea dog an Alsatian called Wolf. Wolf was owned by Hugh Haldane junior and his wife Blanche and the young Robin fondly remembers climbing all over Wolf as a young child. Wolfs sea going career nearly came to an end when he jumped onto the lighthouse cutter and broke one of his legs. None the worse for the experience, Wolf became a trusty guard dog for the Tacoma shed while the boat was under constructed in Port Fairy.



On the sea journey to Port Lincoln Wolf confined himself to under the galley table no doubt fearful of looking out of the window at the passing rolling seas.

Wolf in port Lincoln was noted as the only Alsatian dog in town and caused many a fearful young boy to give the Dickens street trust home a wide berth. Wolf was not to stay in Port Lincoln for long and passed away to be buried at the end of Dickens street with the full entourage of the Haldane children witnessing the burial.

On the journey to Port Lincoln, a cat onboard had kittens but that's another story.

The Port Lincoln Cannery

Tuna were canned in Port Lincoln. The first cannery was established in the 1880s, located at the shore of NE Proper Bay.

The cannery expanded in 1939 with a 50000 pounds contribution by The Kangaroo Island Investigation Company.

Without a cannery, the fish caught, like tuna and salmon, was at the mercy of the market. A cannery prevented losses at fresh fish sales. During the WWII all fish were canned for the troops.

Before WWII there was no refrigeration and most fish were bought from the back of a travelling fish monger's horse drawn cart, or at a nearby port. The grocery store provided fish in a cans either salted or smoked. The first tuna canned in port Lincoln was the "Olooloo brand" (now I have done some research



Tuna being unloaded at the Port Lincoln Jetty 1939
and cant find a definitive answer to this name)

Early catches of Tacoma tuna were sold to the Star grocery store on Hinely street. SAFCOL canned the Sirena brand of tuna under licence.



Us “Skippies” were not at all that keen on tuna, so the Australian canned fish market was dominated by Sardines and Canadian salmon.



Who eats canned tuna and why? The following statistics provide an up-to-date look at the market for canned tuna in the United States:

- The European Union, the United States and Japan are the largest consumers of canned tuna, using about 51 percent, 31 percent and 6 percent, respectively, of the world's canned tuna products.

- Tuna in all forms represents more than one-third of the total fish and seafood segment in the U.S.
- Canned tuna is the second most popular seafood product in the U.S. after shrimp.
- In the U.S., Americans eat about 1 billion pounds of canned and pouched tuna a year. Only coffee and sugar exceed canned tuna in sales per foot of shelf space in the grocery

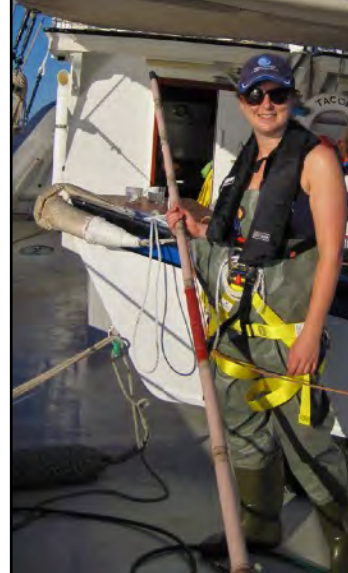


TACOMA TUNA IN JARS, FROZEN AND COLD-SMOKED



CREW OF THE MONTH

CLAIRE WEBBER



A life at sea is not everyone's cup of tea, especially if your stomach was designed for a more terrestrial environment. Growing up in the fishing town of Port Lincoln dominated by imposing grain silos, what would a young woman choose.

LAND OR SEA?

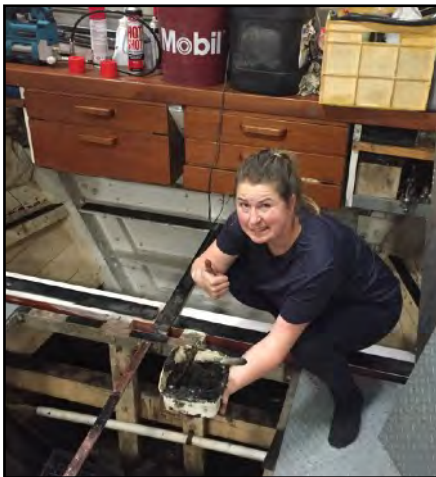
For Claire, it was off to sea on commercial fishing vessels as an Australian fisheries management authority (AFMA) fisheries observer. Picture a young Claire on board an ageing steel 83 m ex Russian deep sea trawler crewed by a bunch of Ukrainian fisher folks a long way from home. The boat was regularly battered by the Southern ocean and knowing that your head and stomach are two separate organs refusing taking advice from the other. The job at sea was tough and isolating, as others had warned, but, "Toughen up Princess" Claire did just that. She discovered the wonders of the ocean in all its grandeur.

Today Claire deals with the humble sardine as an executive office after leaving the job as a researcher for the Southern Bluefin Tuna Industry Association after 13 years. Claire is passionate about women joining the fishing industry, the environmental impacts of fishing, and the mental health of fishers who are facing the challenge of the sea itself.

As the deck boss for 'MFV Tacoma Women's Poling Adventure', Claire displays all her skills on tuna trips; a once in a lifetime experience aboard an 84 ft wooden 1950 tuna poling clipper.

She tells us:

'My training and experiences at sea have set me up well for my current role where I can be a part of the future, helping to develop new husbandry techniques and improve the condition of the fish and, hopefully, the people that harvest fish.



Last month we discovered Claire deep in Tacoma's bilge, cleaning away years of marine and engine deposits similar to an archaeological dig.

Anecdote

In the 1950s film "Girls, Girls, Girls", Elvis Presley is Captain Ross aboard a tuna boat singing, "Coming Home Loaded", which we played over the speakers after the girls returned from a Tacoma poling trip. They heard us in the marina long before they saw us.

Claire said, " що вона тут робить"! I know its Ukrainian, but the meaning is the same as in English. As the crew step over my huddled body and the scuppers allow more of the Southern Ocean to wash away yet another offering to Neptune, including the galley offering of potato and random bits of a pig. I huddle wet and cold, holding my head up and ask the question: "What the Hell is she doing here?"

The Bilge

In the deepest corner of every boat,
is a place for meditation.
Here you can sit like Truman Capote,
seeking personal nihilation.

There is never room for two or three,
just by yourself and alone.
No-one above will bring you tea,
and forget about your phone.

You sit on the keelson leaning on the mast,
with your feet in a sea-sickers lunch.
The smell is toxic and your brain is gassed,
you are to get the final punch.

You ears are ringing with your masters command,
clean the bilge or never come up.
Like a fermented herring in a rusty can,
the end is neigh and you need a sup.

Aspiring poet IS



ON BOARD TOUR MANUAL

Over the years Tacoma has been offering a 2 hour tour for tourists. This happens mostly on Friday's but if the tourist centre take bookings and tells us there are some keen visitors that cant make Friday we are open all hours .

in the early days Braden Stockham and Garry Emms were our tour guides and it became apparent that we needed a uniform script to serve our visitors well and as consistent as we can considering the diverse range of visitor interests. Braden produced two documents while in his 11 year at school, These documents have formed the basis of our message to our visitors. Pictures to go with the stories were until recently in plastic folders. Now we have developed a hard copy of the Tacoma story like a power point presentation on paper. The book has large illustrations, so a group on the back deck in the wind can view and "ooow" and "arr" over "whow" "that's a big log of a big fish etc."



THERE ARE TWO BOOKS THE HALDANE BROTHER STORY 1930S TO ARRIVING IN PORT LINCOLN THEN THE TUNA DAYS .

We are always looking to develop our guide pool if you are interested We are happy to train you up .



CALENDAR OF EVENTS

- Crew training day November 5th, 2022, 9.00am start with AGM at 12pm
- AGM November 5th, 2022, starts 12pm
- Taylor Island Trip November 13th, 2022
- Afternoon trip 17th December 2022
- Tuna Poling Trip Men's February 3rd 2023
- Tuna Poling Trip Ladies February 10th 2023
- 2nd Tuna Poling Trip Men's February 17th 2023
- Women in fishing poling 24feb /3 march ?
- Riviera 25th March 2023
- Book Bazaar, charity trip in March 2023