

Tacoma

Newsletter

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Ib's visit to the Grenå Engine Factory

During my visit to Denmark, my sister kindly drove me to Grenå, a small town on the nose of Jutland. This is the site of the Grenå Engine Factory who build the engine in Tacoma. Unfortunately, it was a Saturday, and the factory was closed. I met with Niels Kaas, the chief engineer in his home and handed over Ross's painting of Tacoma. He thanked me many times and asked me to convey his gratitude to Ross. He gave me a stack of Grenå Diesel t-shirts to bring back to Port Lincoln.



FV Tacoma

Captain's thoughts about Tacoma's bow.



While building the small-scale rudder for the Tacoma model, I zoomed in on a high-resolution plan and discovered some details that elude the eye on the larger plan, such as the detail of the re-design of the original straight stem to the rounded steel bow that graces Tacoma and gives her its distinctive look. This added 3 ft to the length of Tacoma and required a re-drawing of lines to match the new extension. William 'Bill' Haldane had studied naval architecture and drafting at Footscray Tech, so this task did not present any significant challenge. The brothers were advised against the design change by the Western Boat Building Co in Tacoma for several reasons. A straight bow was better as the net would not pass under the bow. Also, it was easy to construct and avoided the problems when different elements meet - wood and steel. But they went ahead with the beautiful bow. Beauty over Brawn wins every time.

New Life Raft

Life rafts are essential for safety at sea and a requirement allowing Tacoma to operate offshore to 200 miles. Unfortunately, our present 12-man life raft failed its health check; too many leaks in the air bags, so we decided that rather than buying a new life raft we have lease a 16-man raft. The raft needs servicing yearly from Taylor marine. Leasing rather than buying is now being used by the commercial fleet as it allows for an effective replacement and service.



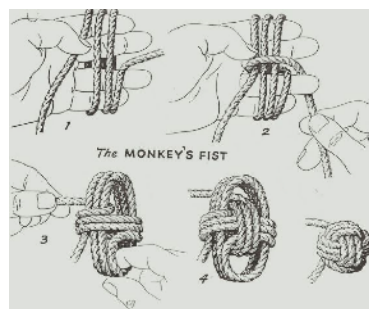
Fred's New Wheel House Door

Wooden boats need to be cared for, but even with the best care, problems develop. Intrusion of fresh water creates the most problems, and that is where the good lick of paint comes in. But after 72 years and a lot of varnish licking, it was time to refurbish the pilothouse door. Also, the lower section looked a bit tattered. Fred came to the rescue and now we have a newly vanished door treated with "wonder wood coating." Thanks Fred!



A Nail in my Garden

At our Port Fairy visit, a gentleman came up to Ross and handed me a 5-inch galvanised nail. It was no ordinary nail; it was found at the building site of Tacoma at 7 Gibbs Street. So, what was its story? This nail had been there for likely 76 years. It was not a fastening nail used in the planking, but a fastening nail used in decking. Had it rolled off the deck or slipped from the shipwright's hand as the sledgehammer aimed to belt in the nail to fasten the whaling timbers? On inspection, the nail was still in remarkably good condition. Galvanising in those days was probably better than today. The nails in Tacoma were of two basic types; a tapered rectangular cut nail called a "ubang", used to fasten the planking, and standard construction nails and screws. When Tacoma was planked, the three brothers would average a plank a day; 170ft of plank, steamed and fitted with 4 fastenings per ft. Total 840 holes. In recent times, Tacoma has been refastened with silicon bronze screws and round nails for the deck planks, uppers, working caps and bulwarks.



Tacoma Welcomes Cruise Ship Guests

With the passing of the dreaded COVID-19, Boston Bay is now hosting the return of the cruise ships. The guests from a smaller French vessel, carrying 140 passengers will visit Tacoma. The format will mirror our successful Port Fairy back deck seafood experience involving a demonstration of cutting up and tasting some tuna. Guest speakers will entertain with marine and history information. Four groups of 30 guests will experience poling demonstrations and vessel tours. It will be a busy day. This arrangement will set Tacoma up for a new shore activity for the cruise ships.



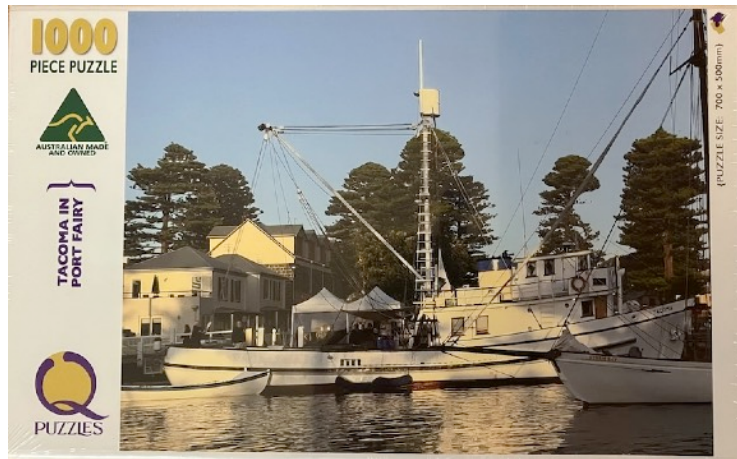
Tuna Sales

Because of our little propeller problem, we only caught 1200 kg of tuna this season broken down to fresh, frozen, smoked and jars. We only have jar stocks remaining - if you would like to access next years' product, please email us early so we can put some aside for you. Thanks to all those who enjoy their tuna each season.



Tacoma Puzzle

For those who like doing puzzles, 1000 piece puzzle of Tacoma moored in Port Fairy is now available. It will set you back \$60.



Jack the Lad

When a sailor visits his home port, he never knows for certain to whom he might be related. The Port Fairy visit brought up many distant relatives and a lot of long-lost friends, John Black, John "Jack" Brewer, and Dave Venning, to mention a few. Dave Venning is a fellow adventurer I had not seen for 56 years but with whom I have kept in contact. But it was our 90-year-old crew, Jack Bellamy, who emptied the Old Folks Home of most of the residents, so they could see Tacoma and catch up with 'Slims' brother. Many of the conversations merged a good yarn with the truth - the fish were bigger in the old days, and as for the girls, well.....



Braden is saving the Zibbie

She was just pushed into the mallee scrub after being stored in a shed for 25 years. Her story, as best we can find out, started life as a 12 ft rowing dingy. Then somehow, she was converted to a maritime folly by Graham Daniel's dad Jack. Graham remembers it being "the dolly boy" - so there is some providence, as the Antique Road Show will mention. The additions included an extended stern, rudder, raised bulwarks, the foredeck covered, a storage box installed, plus a mast and bowsprit. By the look of the boat and the worm attack on the stern extension, she spent some time moored in the water after a trip from Mundy's Landing to Billy Lights Point. Now, with all the additions cut away, the abandoned dingy is being returned to its original form - a lovely wooden 12 ft dingy. Braden is planning to enter her in the Port Lincoln Wooden Boat Festival.



Model Progress

The rudder and galley furniture projects have kept Ross busy in Cairns. I received pulley blocks via Stewart McGarvie from Bendigo. Stewart first visited us on a Tacoma tour and became interested in our model project. He said that he builds models. Well..... did we have a project for him! After another catch up visit while we were in Port Fairy, a full set of wooden pulley blocks arrived by post. I have now completed the rigging on the Tacoma model. Hopefully, by next year Don's little Tacoma will be finished. It has been 6 years in the building, from its beginnings in Don Keyser's shed in Florida, USA.

