



RATLINES – MAY 2024
The official newsletter of the
Wooden Boat Association of Cairns, Inc.
ABN 56 194 994 249

MAY 2024 EDITION

Club and Association Status:

Insurance & Incorporation: Up to date.

Boatbuilding Projects:

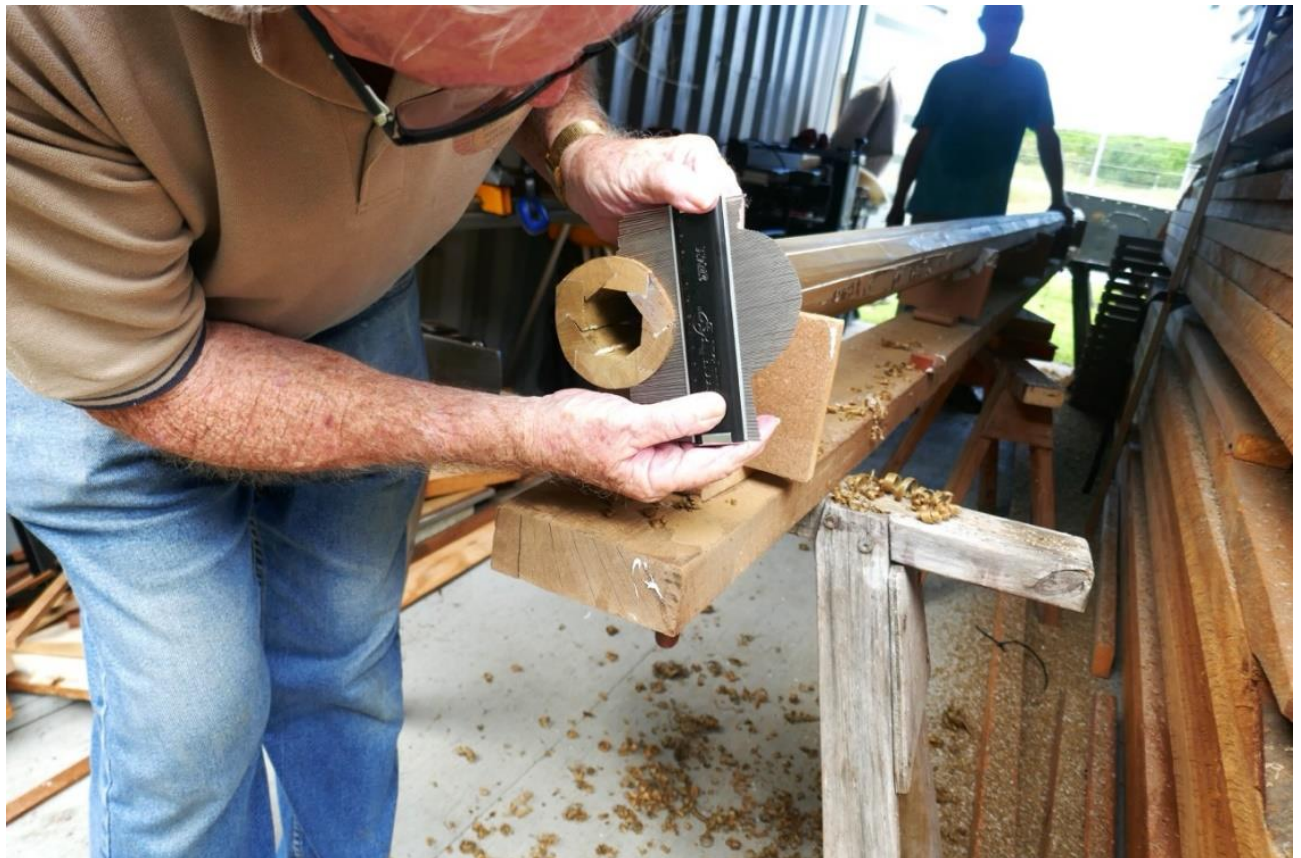
Roger's Kiribati Tri:

The outriggers have completed their sanding and are now being undercoated prior to the Poly U400.



Seating has been altered and trimmed in anticipation of the crossbeam conversion. The major work underway is Phill leading the team to produce a bird's beak join fabricated 5.5 metre mast from Northern Sassafras. Lots of effort, tense moments, cross words and teamwork to find the timber, machine into strips, cut, assemble, glue and plane the glued product into a round mast ready for sanding.





The 16' Skiff:

She's just waiting her turn....

Chris's pram dinghy:

Is sorta active again with a couple of repairs required. Who knew that filling a couple of seams with epoxy glue would result in buckling of a few strips – which had then to be cut and require replacement? Incompatibility of Purbond polyurethane glue and epoxy is a new one for me.....

When I started the strip planking I used Bote Cote's single pack Purbond glue due to its ease of application, but it does have a big cleanup requirement. I did clean most of the excess off with a wet rag afterwards, but it seems I may have been too diligent. A number of seams - probably a dozen - have let go, so I cleaned out the opened joints and reglued with epoxy. Big mistake!



Seems when the epoxy cured it added an amount of tension and warped the strips, which then affected and buckled the adjacent areas of planking. The epoxy glue has expanded slightly when curing and as there was no clamping to restrict it the warping occurred. Major frustration! Shall not happen again!

The offending seams have now been sliced open with a multitool (with a really annoying sound), and I have left them for a week in the hope that the warping will slowly ease back to straight. It's working, mostly.

I've also added extra framing just to stiffen and reinforce the bottom as an extra precaution. I'm also thinking of applying a second layer of strips on the bottom of the boat in a 'double-diagonal' format to beef up the strength. Being a Shipwright (of mature age) from the old school, I like to eliminate possible weak points and ensure a hull has the strength it requires.



IONA's repairs:

She is now complete again. After having her forward false keel replaced and painted, with the stainless protector strip resecured and sealed onto sikka, her skeg keel painted white and resecured with sikka, and an alloy protector strip fitted to the leading edge of her centreboard. Back onto her trailer and returned home for her final brush-up.



Ongoing Maintenance and Improvements at the Clubhouse:

The New Clubhouse Table!

Now that IONA has completed her intermediate docking, that means Workbay 1 is vacant. We have now started construction work on the new clubhouse table.

We'll start off with a good cleanup/cleanout of the Workbay, and then the setting up of building jigs. First up we'll make all three leg frames, dowelling joints and perhaps doing some 'dressing up' of the legs to make them look 'just so'.

Then it'll be onto the tabletop itself, which should look an absolute treat with almost bookmatched planks. Of course, photos will be taken regularly for Ratlines, and they'll also appear on our Facebook page.

The Library Move!

As Bitaki Taari will be the only boat project, and as we know there's only so many people can work in and around a boat, there's no reason why we can't commence the prep work for the library move if enough members are in attendance at the club. So, with Sheila's 3D rendering as our main guide, work can start almost immediately. Again, photos will be taken and provided to update our members as the project continues.

Club Move Update:

At this point in time, we have no further updates on the move, other than it IS happening and we know where we're going.

We have provided a submission to Ports North and they have acknowledged receipt and replied that a decision to be provided on completion of costing. So, as soon as the committee knows we will advise our members as soon as possible.

Our Facebook Page:

We now have well over 1,000 people following our WBAC page, with active engagements all the time. However, when some comments are received I have to reply via facebook's Meta business suite, and that program can be very 'problematic' at best (I could use a lot more descriptive adjectives, but I was brought up with manners). If you've commented and I haven't answered I'm not ignoring you, just can't get the %#@*&^##! Thing to work properly....

Our WBAC website:

<https://www.woodenboatscairns.com.au>

Continually being updated by Sheila, and is now very comprehensive and well-laid out. It also seems that the website program has similar 'problematic difficulties' as facebook.

Tinaroo Capers: Thursday 9th May 2024

'Twas a small and hardy band of mariners that braved what was expected to be a wet and windy day on the lake. Everyone had their own risk minimisation strategy: Tom replaced his usual crew (Sheila) in *Tippy* with his dog (Sandy); Glen judiciously alternated between sail and electric propulsion to suit the prevailing conditions; Richard considered not launching *Ninana*, then recruited Peter W-T for his sailing expertise and ballast; Phil put his faith in the Putt-Putt power of *Pamela-J*; Dermot avoided the perils of kite-boating by failing to pilot the kite long enough to connect it to *Joule*¹; and Roger took the safest option by not bringing a boat at all!

Phil and Wayne were the first to arrive at Tinaroo Sailing Club, flabbergasted to find the gate still locked at 8:30, with no sign of Tom and Sheila who traditionally have set up camp and their boat half-rigged by that time. As Dermot, Glen, Richard, Roger and Peter rolled up there was mounting speculation, even a little concern, about the non-appearance of Tom and Sheila. Eventually Roger received a message from Sheila on the roadside just outside Mareeba, where their journey had been rudely interrupted by the shredding of one of their rear tyres. There was much relief that they (and their dog) had survived the incident unharmed, and that the damaged wheel was successfully replaced with the help of a passing motorist.



¹Recently re-named in recognition of its electric propulsion, while maintaining the pronunciation of the original *Jule*.

On arrival, Tom and Sheila put their motoring misadventure behind them and got *Tippy* rigged in record time. Sandy started to exhibit signs of distress when she saw Tom prepare to depart, so she was invited to take Sheila's usual place as forward crew. To Tom's delight and relief, Sandy proved to be an excellent sea dog, calmly coping with the rollicking ride across the lake and back.



Glen set off in his outrigger-equipped kayak, powered by the distinctive blue sail – starting in the calm waters near the shore, and then handling the blustery conditions in the middle of the lake like the experienced sailor he is.

Later on, when the wind strengthened, Glen swapped his sail for his electric outboard, ploughing easily and silently through the waves.



Dermot launched *Joule* using his finely honed reverse-acceleration-then-brake technique which resulted in the boat heading astern somewhat hastily before Roger and Richard, heroically hanging on to the bow line, brought it to a halt.

With Roger, Peter, Richard and Dermot on board, *Joule* headed off to an exposed headland beyond Pelican Point in search of perfect kite-flying conditions. On arrival, Dermot and Peter quickly got the kite airborne but, alas, Dermot's limited piloting skills and the gusty conditions resulted in a succession of soaring take-offs, followed by plummeting stalls, resulting in a unanimous decision to head back for coffee and cake.

Refreshed and restored, Richard and Peter had a great sail across the lake and back in *Ninana* – the little boat handling the gusts with gusto. Emboldened by the experience, Richard later took *Ninana* out solo with equal success and delight.



Phil had similar success with *Pamela J*. On her first outing for two years, she ploughed through the water with ease – the Putt Putt throbbing reliably, with Phil perched on the stern.



With sugar levels high after smoko, someone had the bright idea that Dermot's kite-flying problems would be solved if the kite could be launched from *Pamela J* strategically positioned ahead of *Joule* in the middle of the lake. Inexplicably, Phil and Roger agreed to provide the kite launch party in *Pamela J*, with Dermot and Sheila in *Joule* in close pursuit. The plan was that the kite would be passed to Roger in *Pamela J*, with the control line attached to Dermot on *Joule's* bow, with Sheila at the helm. Flawless! Except that as the two boats attempted the rendezvous in the middle of the roiling lake, it was obvious, even to Dermot, that the potential for a collision and/or a kite-entangled Putt-Putt was high and the exercise was called off in favour of lunch.



Despite the dismal weather forecast, and the numerous opportunities for misadventure, barely a drop of rain fell all day, the windy conditions gave the sailors plenty to work with and enjoy, and a good day was had by all.



Interesting tidbits:

A very interesting news item arrived this week in that Sir Thomas Lipton's *SHAMROCK V* – one of his challenge boats for the America's Cup - was relaunched in Britain after a complete restoration. She was a J Class, launched in 1930, measuring almost 120 feet overall, with a waterline length close to 81 feet. Such a beautiful vessel for her time!

Interestingly enough, part of my mould lofting training required me to make a half-block model of a sailing vessel and I chose *SHAMROCK IV*. I still have that model on my office wall, sitting between the two Douglas Fir scoop-blade oars I made earlier in my apprenticeship. All prized mementos of a time long past.



Glen recently stumbled on this little twig recently washed down the Barron River, and was drawn to the colour of the timber and the damage it had suffered during its trip. It was so interesting that he nipped off home to get a saw to take a sample.

Unfortunately, by the time he returned some bandit had nicked off with the twig!!



Ladies and Gents, this concludes Ratlines for May 2024 and, as always, if there's more you want to see or know about please let us know by return email. Likewise, if you have a story or article you'd like included please send it to us at:

WBACairns@gmail.com

Clubhouse: 68 Tingira Street, Portsmith, (Cairns) Qld 4870

Committee is: President- Roger Fryer;
Vice President- Chris O'Keefe (Ratlines & WBAC Facebook page);
Secretary- Dermot Smyth (and Librarian);
Treasurer- Brendon O'Rourke;
Committee- Tom Sparks, Sheila Sparks (website supervisor), Keven Muller, and Richard Heazlewood.

Website: <https://www.woodenboatscairns.com.au>

Facebook: <https://www.facebook.com/Wooden-Boat-Association-of-Cairns-118900728480121/>

Postal Address: 68 Tingira Street, Portsmith, (Cairns) Qld 4870

Phone: 0417 266 555 (Roger)

WBAC's Cash For Containers number is: C10026463