



RAID 2024 EDITION

Club and Association Status:

Insurance & Incorporation:

Up to date.

Boatbuilding Projects:

Bitaki Taari

The mast has now been given its final coat of epoxy and is ready for undercoating. The top and bottom caps are prepared and are ready for fitting. The amas are being given a final sand and Keven has welded up the outrigger brackets. These will be on hold until both Keven and Roger return from holidays.



Clubhouse refurbishment



New library shelving installed, sealed and ready for varnishing.

Great Tinaroo Raid 2024

The Highs and Lows

Perfect weather was a highlight of this weekend. Cloudless skies, warm days and cool nights. The early birds got their pick of camp sites and set up quickly, though with no event advertising the only people camping were WBAC members so there was plenty of space.

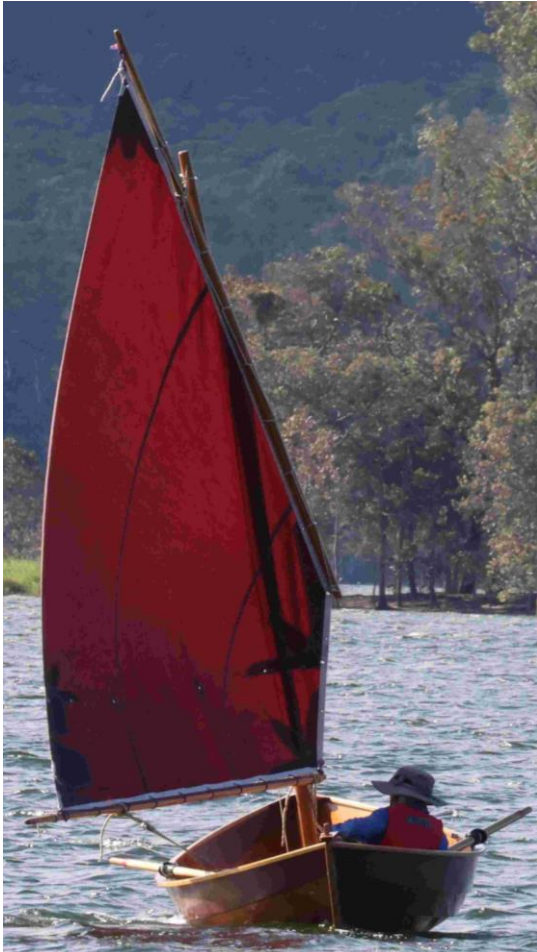
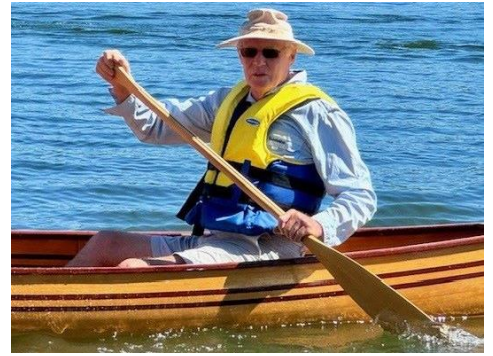
Phill came up on Tuesday with only the wallabies for company and complained about losing the serenity when the Thursday crew arrived and disturbed his peace. Not much boating but lots of preparation was the order of the day. Boats put in the water and inspected, and tents erected. A quiet day, even the campfire failed to attract much company that night.

Friday began early with a heavy mist, so most boats were shore-bound until it cleared. The rest of the WBAC mob straggled in during the day, gradually filling the place with busyness! It was also the start of the low lights:

- Phill found one of his boats was spitting oil out of the exhaust and so was retired hurt, the propeller was removed and a Seagull fitted.
- Roger discovered that *Brahminy's* engine would only run in reverse. Another casualty, so it was fitted with 2 Seagulls and given some sea trials. This was where he found that 2 outboards needed to be pointed in the same direction to turn the boat!!



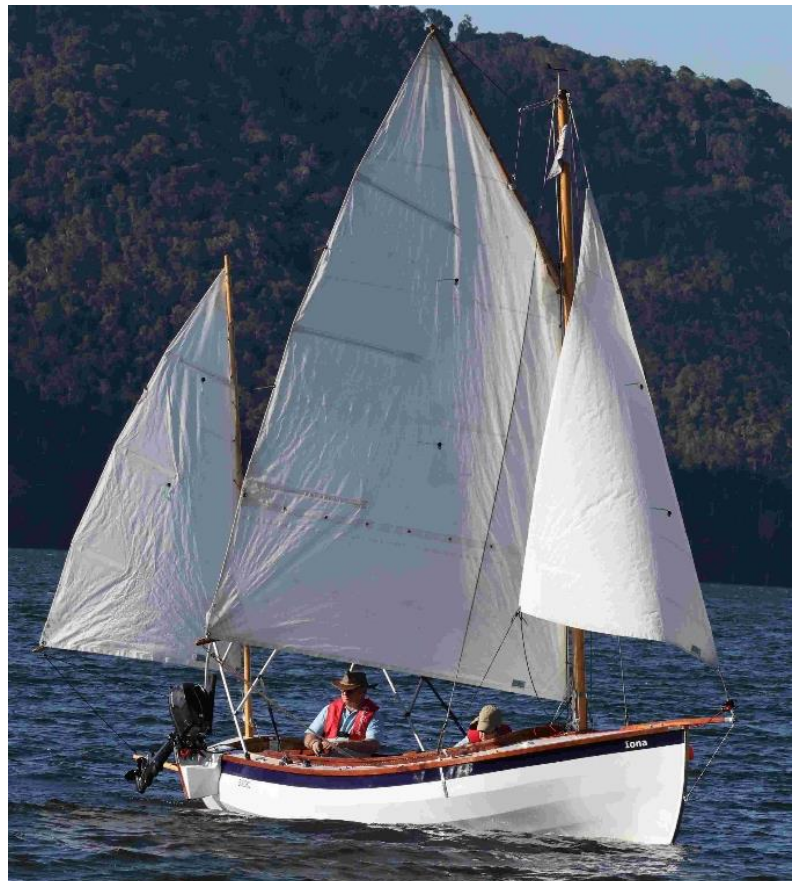
Calm winds in the morning gave the canoeists great conditions, while by the time the wind got up at lunchtime, the sailors were ready and had a good afternoon in the breeze. Another highlight, somewhat marred by Richard exiting his boat precipitously when beaching it. Brian launched his boat for the first time with no fuss, confirming the old adage that the smaller the audience the less problems.



While some people practiced their race starting technique, others practiced their Seagull starting, some others discovered the joys and peculiarities of electric powered boats, and the sailors enjoyed the afternoon breeze.

The start and corner buoys for the races were placed without incident- a first! Though a bit of fine tuning was required on Saturday after the school children in the next camp moved one, (just to see if they could!!).

The group that called itself the race committee decided that it would be good to have all the races on Saturday morning, so the afternoon was free for boating. This suggestion met with universal approval. A benefit of keeping things informal and low key.



Friday night was a big night around the campfire, with all gathered around, lots of stories and tall tales. Just as things were settling down, Sandra and Luis arrived with another bottle and the diehards continued to party on till midnight.

With the Electric Propulsion Race at 9.30, even the soreheads were up and breakfasted well before. Competitors inspected each other's boats, with some protests and changes to the rules suggested. These were dismissed out of hand as there were no Electric Propulsion rules and the race committee didn't exist!

As a very recent addition, the Electric Propulsion Race was an unknown quantity, but it turned out that 48volts with a bigger motor was faster than 12 volts with a smaller motor. Surprise, surprise!! Run over the same course as the Seagull Race, the fastest boat, Dermot's *Foresight* with Roger and Sheila aboard, were well ahead at the finish line.

Peter Higgins was second in his unpronounceable and unspellable boat (*Pecajetekadj*), powered by an electric Water Snake he picked up on a Canberra nature strip. Dermot and Marc on *Joule* came in in third.



Peter Rountree had 2 motors on *Flying Pelican*, but withdrew after running out of battery power half way around the course. He later admitted that his slow start was caused by having one motor going in reverse and the other forward! I told him I would keep that to myself, but it was too good not to share!! (Sorry Peter)

Over coffee, while recovering from this high voltage event, we gave Dermot a hard time for no Anzac biscuits, but he had made up for it with delicious carrot cake muffins!!



Re-energised with coffee and cake, we prepared for the Paddling/Rowing race. The geriatrics among us were concerned when the two boys with Sandra and Luis turned up on their kayaks for the race. Serious competition!!



As it turned out, Marc, up from Tasmania, won the race in the little white kayak, Peter Rountree rowed himself into second spot in *Flying Pelican* and Roger and Brian paddled *Heron*, the Canadian canoe, into third. The boys came in later with the rest of the pack. Proving that age and experience beats youth and enthusiasm every time.



Seagull time! The starting procedure was explained, and promptly ignored, and all contestants headed to the start line. Unfortunately, Peter Higgins could not get his Seagull started, despite numerous attempts. This is the first time in the race history that a Seagull entry did not make it to the start line.

Meanwhile, in the melee behind the line, Sheila in *Tippy* had a minor collision with Peter Rountree in *Flying Pelican* and Roger had one of his 2 Seagulls on *Brahminy* come loose and decide to attack the other one. While stopping the fight, Roger missed the 1-minute hooter and the starting flag. He turned to see that *Flying Pelican* and *Brahminy* were on a collision course. Scraping down the side of *Brahminy* with his float, caused Peter R to stop and Roger circled back to check all was well. By this time, the race had started, and Sheila in *Tippy* and Phill in *Yabby* were almost at the first corner.



Flying Pelican was fast enough to give chase, but with one Seagull only, Roger relaxed and gave *Brahminy* a sedate outing. *Tippy* showed the rest of the field a clean pair

of heels, with *Yabby* crossing the line second. Although coming in third, Peter R proved to have the faster boat and was gaining on *Tippy*, even hampered as he was by gradually sinking lower in the water cause by a hull crack resulting from one of the collisions. Too much excitement!



Most of the spectators had gone home by the time Roger crossed the line!



With a gentle breeze after lunch most of the sailors set off. John Williams, with Tom at the helm, took *JDubbya* for a sail, while Brian showed his sailing experience in his new dinghy.



Sandra, Luis and the boys were out and about in a variety of craft while the lazier ones had an afternoon snooze. When they awoke, Dermot suggested a trip to find Richard, who was out of sight. With Roger, Sandra and the boys on board *Joule*, they first decided to retrieve Luis from “the bay of no return” amongst the dead trees at the end of the inlet. However, Luis had sensibly decided that there was no way to sail out and was walking *Tippy* back along the shore.

Richard was the next target. Fortunately, when *Joule* was halfway across the lake, the sails of *Ninjani* were spotted heading for home, so the focus shifted to fishing. The boys were very happy casting out while *Joule* drifted homeward bound and the adults chatted.

While *Joule* was drifting, *Jdubbya* shot past at a rate of knots, with just a head above the gunwales it was a guessing game as to who was piloting it. As it turned out, Tom had decided that lying in the bottom of the boat was the best place and provided good ballast. I make no further comment!

With *Joule* exhibiting fluctuating motor revolutions on the way back, Dermot had a reason to contact the motor manufacturers after the Raid. It seems likely that the problem was caused by the current from the solar cells cutting in and out as the battery approached full charge. Hopefully easily solved in future by disconnecting the solar panels when the battery is almost fully charged.



Saturday evening around the fire was relatively quiet. The winners were praised, the losers commiserated, and it was declared that all awards would be presented at the AGM. (Mainly ‘cos we hadn’t brought them with us!). With some boats already been taken out of the water, the feeling was that it was time to think about home.

Sunday was another perfect day, so Brendon gave most of the crew a run around the lake in his Hartley, *Sandy-Sue*. With more horsepower on the back than the rest of the boats combined, it was an exhilarating ride – up to 33 knots! Beautifully presented, the boat is a credit to Brendon. So much so, that it was voted the “Best Boat of the Raid” for the second year running.



Dermot arrived in time for coffee, and was cheered when freshly baked Anzac biscuits were produced. Our harassment the previous day had the desired effect!

The comment of the raid belongs to Sheila. I can’t remember the context but the comment, “Perhaps women should be banned from the Raid!” was memorable. I doubt it was serious!!

Time to pack up. Looking around at the apparent mayhem and confusion, it gradually became clear that everyone was in the business of helping each other. A broken gatepost was reinstated, the rubbish was collected, toilets were cleaned and anyone struggling with a boat or tent was offered assistance. All this without people having to be asked or rostered. It says a lot about the goodwill of the members that this was the case, so a big thank you to everyone who helped and participated.



The general consensus was that by having a lower key affair, keeping it to members, having less ‘stuff’ brought up, and no advertising, the event was more fun, and people were less exhausted at the end than previous times. All in all, a good weekend, enjoyed by all.

2024 RAID RACE RESULTS

RACE	1 ST	2 ND	3 RD
Electric Propulsion	Roger & Sheila in <i>Foresight</i>	Peter H in <i>Pecajetekadj</i>	Dermot & Marc in <i>Joule</i>
Rowing/Paddling	Marc in <i>White Kayak</i>	Peter H in <i>Pecajetekadj</i>	Roger and Brian in <i>Heron</i>
Seagull	Sheila in <i>Tippy</i>	Phill in <i>Yabby</i>	Peter R in <i>Flyng Pelican</i>



Meanwhile in Fremantle

There's an old saying "worse things happen at sea", but this sorry tale happened recently to the Sail Training Ship *Leeuwin* while securely tied up in port.....

She was berthed alongside in Fremantle harbour in the early morning when a container ship, assisted by four tugs and under control of a pilot was seemingly pushed out of control by a severe gust of wind. Not only did it sideswipe the *Leeuwin* and dismast her, but also collided with the wharf and the WA Maritime Museum.

Two crew members of *Leeuwin* were on board at the time and asleep. They were shaken from their bunks and were seriously injured, escaping onto the wharf, but will recover. The same cannot be said for *Leeuwin* as her future is now under a cloud.

Video here: <https://youtu.be/JaDbyROX8hw>



Ladies and Gents, this concludes *Ratlines* for August 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

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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.

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WBAC's Cash For Containers number is:

C10026463