

Membership Update: 31 members

DATE CLAIMERS:

- **2025 Great Tinaroo Raid** will be held at the Tinaroo Sailing Club from Friday 22 to Sunday 24 August.
- **2025 Christmas Lunch** will be held at Tinaroo Sailing Club on Saturday 6th December.

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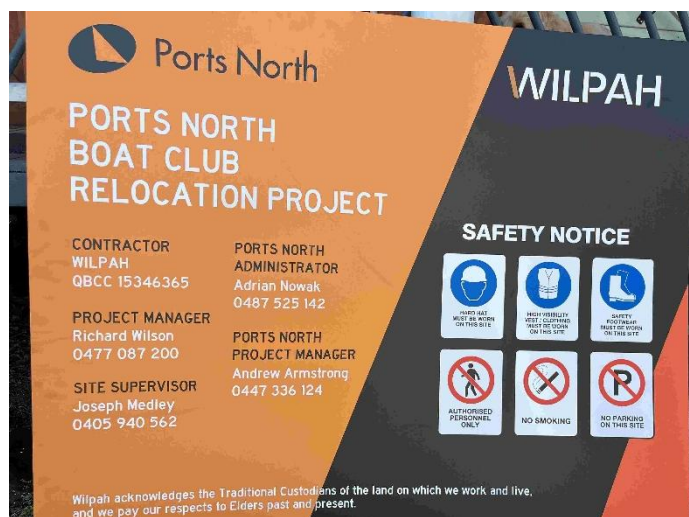
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The Big Move

We now have an agreed last date of **Saturday 19th July** for WBAC in the existing site. A busy bee is planned for this day with all help appreciated. A lot of work has already happened to prepare for the move - thanks to Brendon and others moving "stuff" down from the shelves and securing it. The demolition and movement of containers is planned to begin on the 22nd. Having the contractor's site supervisor in the clubhouse is proving beneficial with several details able to be cleared up easily and the contract scope and plans examined. The new site is now marked out and the perimeter fence erected. Great to see some progress here.

Roger 27 June 2025



SCOOP UPDATE

From Chris, 13 June 2025

Latest photos of Scoop show keel and stem fitted in place and about to be glued & screwed Final. This will allow us to extend the hull framework past the outboard transom to its correct length.



MEKONG UPDATE

Also from Chris he continues to juggle two boat builds simultaneously

Latest Mekong photos show her hull construction complete, gunwale cappings finished, first epoxy seal coat applied, and folding bronze rowlocks fitted into position.



Bitaki Taari Update

Roger reports.....

As soon as the stainless steel arrived, Keven was hard at work welding all the bits together and into place to support the cross beam pivots. These are now painted and ready to receive the amas.



The connections to the amas are by cord and it took a while to work out the “cat’s cradle” needed to get the bits fastened securely and relatively neatly together.



Final tightening will have to wait until the amas can be fitted onto the hull and the supports for them are finished. These supports fit onto the trailer and support the amas during transport. Another job for Keven to weld these together and allow them to be adjusted to the correct position.

Glen and Sheila have refurbished the spring-loaded rollers (donated by Tom), to help with getting the boat onto the trailer, and these are ready to fit onto the trailer.

Parts that were originally tied down to the hull, and are now bolted, are having the cord refitted, partly for security purposes, partly for visual effect.

With a decision made to use soft shackles wherever possible, Roger has been busy learning new knots and splices, so that the rigging is just about ready to trial.

Mast and gaff are now ready to try out.



***Cumquat* launched!**

Allan reports a successful launch and maiden voyage (to the pub).....

Ah yes folks, my little flat-bottomed tender *Cumquat*, tender to my trailer sailer *Clockwork Orange*, was finally launched on a blustery day at Kurrimine Beach. I attempted to take it to the last gathering at Tinaroo, but I couldn't slide it on to the roof racks on my own so I abandoned the idea.

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The test pilot for the day was Jack Robertson, a good friend who is much more agile than I am. I really didn't know what to expect. We started the trusty Mercury 3.3 outboard after attaching it to the transom, then let Jack go into the deep blue to battle a bit of a chop and about 15 knots of wind.

Jack headed out to sea in a reasonably confident manner and then he gave a distant yell, "I'm going to the Pub" see you there. Myself and the spectators, which included Jack's wife Katie, baby Lui and my better half Marg, all headed off to the pub as there was really nothing more to do.

Jack reported that the dinghy was very stable and dry for a flat-bottomed boat, and it tracked quite well in a following sea. This is a bit surprising as it is seven feet three inches long and four feet wide. I haven't tried rowing it yet, but I expect it will be something like rowing a giant pie plate.



That's it for me for the moment

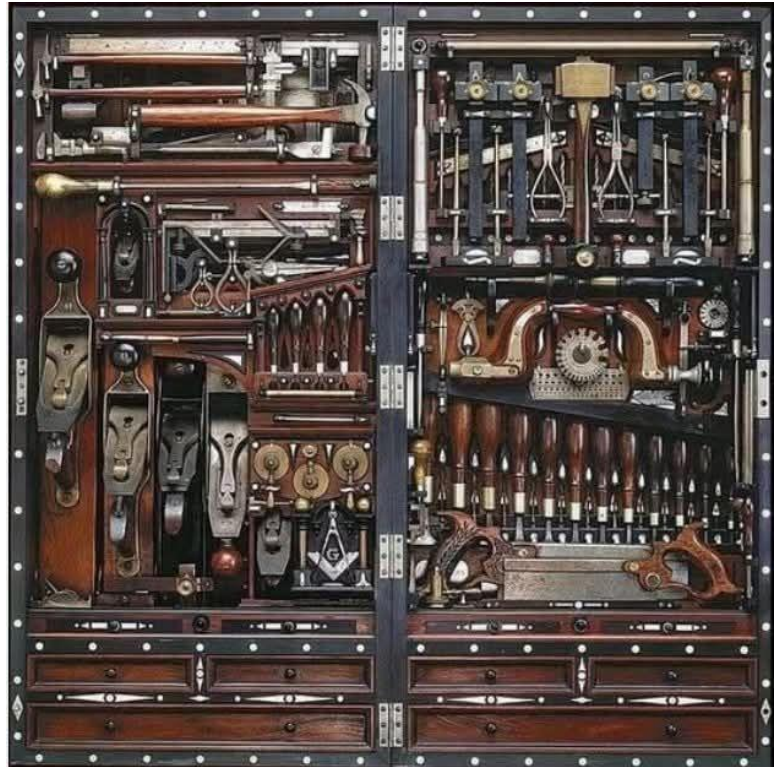
Now That's A Tool Box!

Chris came across this story about one remarkable tool box.....

The Henry O. Studley tool chest is a remarkable piece of craftsmanship and engineering that has captivated the attention of tool enthusiasts and woodworkers for decades. It is considered one of the most intricate and beautifully designed tool chests ever created.

Henry Studley, a piano and organ maker from Quincy, Massachusetts, crafted this extraordinary tool chest in the late 19th century. The chest is a masterpiece of organisation and efficiency, designed to hold a vast array of tools in a compact and visually stunning manner.

The tool chest measures approximately 39 inches tall, 18 inches wide, and 9 inches deep when closed.



It is made primarily of mahogany, with intricate inlays of ebony, ivory, mother-of-pearl, and various other exotic woods. The exterior of the chest is adorned with ornate carvings and decorative elements, showcasing Studley's attention to detail and artistic flair.

What makes the Studley tool chest truly remarkable is its interior. When opened, the chest reveals a meticulously arranged collection of over 250 tools, all neatly organised and secured in custom-made holders and compartments.



The interior of the chest is a symphony of precision and efficiency. Every tool has its designated place, and each tool holder is carefully designed to maximise space and accessibility. Studley ingeniously incorporated hinges, pivots, and sliding mechanisms to allow the tools to be easily accessed and displayed when the chest is opened.

Studley also created an amazing workbench, complete with a vice and tool storage compartments. The craftsmanship and attention to detail are truly awe-inspiring. It is a testament to the skill and dedication of Studley as a craftsman and artist. The chest has become an iconic symbol of excellence in woodworking and a source of inspiration for generations of craftsmen.

UP A CREEK WITH PADDLES

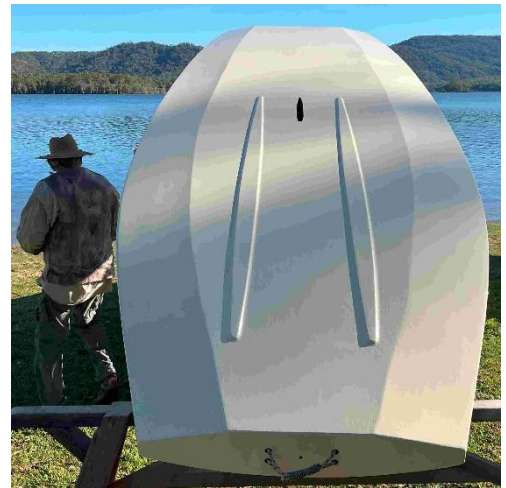
Lake Tinaroo Thursday 5th June

The gathering of cars topped with kayaks and canoes was an indication that this would be a lake outing with a difference.



The arrival of a flat-bottomed car-topper meant that this was also LAUNCH DAY for Mark's sleek new sailboat, adapted from the Oz Goose designed by Michael Storer.

The launch was a low-key affair - no speeches, no champagne, and no name!



She floated..... and leaked a little via the centreboard slot. Easily fixed (temporarily) with duct tape!



She was super slippery and stable on the water, powered by a small outboard.

On the next lake outing Mark plans to have the rigging completed and put her through her paces under sail.



In addition to the usual suspects (Roger, Richard, Glen, Tom, Keven, John & Dermot), Allan Blair and his wife Marg brought their speed boat *Phoenix* up from Innisfail, which provided an extra option for canoe and kayak towing duty.



Once the boats were rigged and launched, the flotilla made its way across the lake to Platypus Point in perfect conditions, with enough breeze to keep the sailors happy and calm enough for towing the canoes and kayaks with ease.

Well, some of the canoes. Roger had ignored



Glen's advice and was towing his canoe from the top of the bow. In the choppy water, the canoe skewed sideways, tipped one gunwale under the surface and filled with water. Inherent and built in buoyancy prevailed and a much chastened Roger towed the half sunk canoe across to Platypus Point to be emptied!

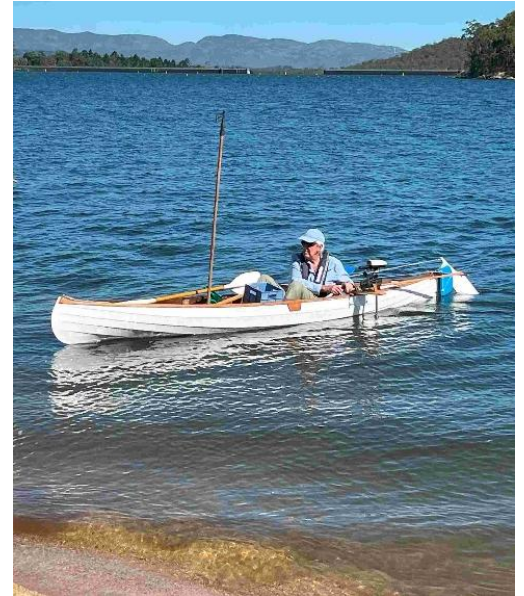


Meanwhile, Glen made a solo lake transit in his electric-powered canoe

Peter and Gail avoided the lake crossing by travelling to Platypus Pt by car and launching their electric powered tender just as the transiteers nudged their boats gently onto the shore.



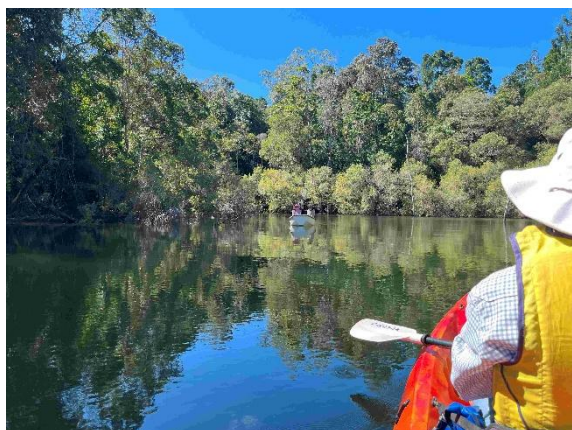
The assembled crews wasted no time in celebrating the lake crossing with the traditional consumption of coffee and cake!



Caffeine and blood sugar restored to optimal levels, Tom, Keven and Bill sailed off in *Iona* to deliver Bill back to the Sailing Club, while Allan & Marg took *Phoenix* over to Pirate Cove to optimistically set their crayfish pots.



Everyone else took to their canoes, kayaks, tenders and duct-taped equipped car-topper to tackle the main mission for the day – exploring the nearby meandering inlet and creek.





When the inlet turned into a rocky creek, the brave went forth on foot, while the cautious waited in the shadows....



Once the explorations of this beautiful inlet were completed, everyone paddled and purred back to Platypus Point for lunch and were soon joined by the crew of *Iona*, while the crayfish hunters passed by empty-handed, waved goodbye and headed home.



Lunch provided an opportunity to resolve global and nautical issues, reflect on another gorgeous lake outing, and the share the joy of discovering a delightful new Tinaroo destination.



After which, all that remained was to enjoy the passage back to the Sailing Club – the breeze providing gentle sailing conditions for *Iona* and *Ninanji*.



SECRET MARINERS' BUSINESS

or

Confessions of a club secretary

Dermot reports on a second (unintentionally exclusive) June lake outing.....

On the grounds that too much boating is never enough, the gathering of usual suspects around the clubhouse coffee table on Saturday 21st June decided to crank up another Lake Tinaroo outing for the following Thursday. Roger asked me to let everyone know, so I wrote an invitation email to all members and sent it out – but alas only to the WBAC email address, not to the actual members! In my defence, my rogue emailing occurred late at night amidst a multigenerational home invasion of overseas relatives. Nevertheless, my apologies to everyone who missed out on another fine day on the lake.

So, it was an unusually small group of four (Roger, Glen, Richard and me) that gathered at the Sailing Club, and set off for Pirate Cove, with canoes and kayaks in tow – except for Glen who made another crossing in his electric powered canoe.



It was a somewhat breezy crossing – Richard succeeding to keep *Ninjanj* upright against the odds, the towed canoes and kayaks wilfully misbehaving in the chop, and *Joule* rolling in the cross swell. The only drama occurred on arrival when Richard made his signature full immersion disembarkation from *Ninanj*.

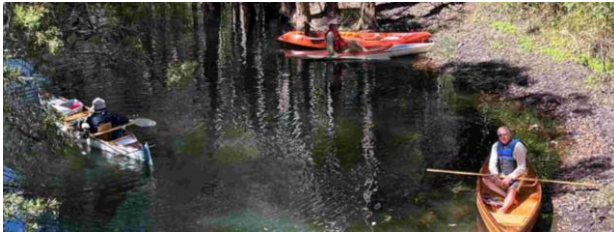
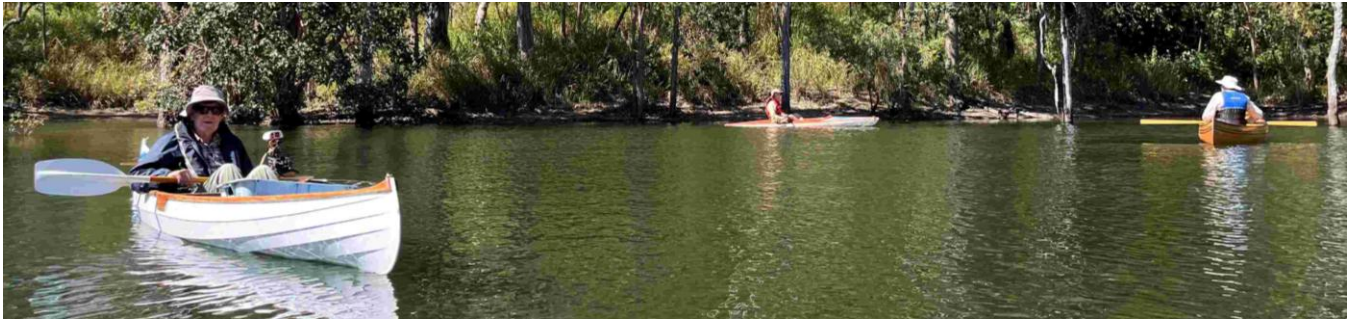


Pirate Cove, as always, provided a safe harbour for our little fleet, and the perfect backdrop for smoko.



Suitably caffeinated, our quartet of paddlers set off to weave our way through standing dead trees to explore the nearby inlet, which turned out to reveal a lovely expanse of forested bays, leading to a winding shady creek that eventually squeezes under Danbulla Road, but with insufficient headroom for us to pass through.





Back at Pirate Cove for lunch, the wind picked up and we thought we might be in for a tricky return crossing – particularly Richard in his tippy sailing boat, and Glen in his low-freeboard canoe. Roger and I agreed to shadow the smaller boats just in case.....

As it turned out, it was *Joule*, the largest boat in the fleet, that got into trouble. Soon after leaving Pirate Cove, I decided to switch the power source for the electric outboard from Battery 1 to Battery 2, to ensure that both batteries were partly run down by the time I got back to the sailing club, because lithium batteries don't like to be stored fully charged.

I turned off the motor, switched off Battery 1, switched on Battery 2, turned the key, was reassured to see the starting light come on, shifted the throttle forward and thennothing! No sound, no propeller thrust, no forward motion. Thinking there might be a problem with Battery 2, I switched back to Battery 1... with the same result – nothing!

Meanwhile, the wind was blowing *Joule* backwards towards a stand of dead trees near the shore, so I activated Plan B: my back-up 48 volt trolling motor that clamps onto a wooden block on the port side transom step. The motor is stored inside the cabin, and it took about thirty seconds to retrieve it, switch the motor selection from Main to Auxiliary, connect the power lead, lean over the stern, and start to clamp the trolling motor onto the wooden block. At which point I made a disappointing discovery: the plywood name plate I had recently installed on the transom was just thick enough to prevent the motor clamp from slotting into place, so the motor could not be installed! By this time, *Joule* was nudging a dead tree on one side and a bushy shrub on the other, with the two kayaks disappearing behind the undergrowth in a tangle of tow lines.



Amidst the confusion, it occurred to me that I was being punished for not sending out that email, which was why there was nobody else on board to lend a hand! But no worries – time for Plan C: call Roger! Some time ago we agreed we would each carry a phone on our boats to respond to calls for assistance. Unfortunately, Roger had stored his phone in a waterproof jar, deep inside a waterproof (and possibly soundproof) locker, so he had no chance of hearing the ringing phone, especially with his outboard motor running.

Which left me with Plan D: tie *Joule* up to a dead tree and try to figure out why the main motor had failed. I never did figure it out: when I switched back to Main Motor (which was still connected to Battery1), the outboard purred into life as if nothing had happened. I quickly untied the bow line, pushed off from the dead tree, wrangled the kayaks from the vegetation and we were underway again. Great relief!

With the wind moderating soon after their departure from Pirate Cove, the others had no problem on the return trip, other than Glen reprising Richard's full immersion technique on arrival – a first for Glen. Notwithstanding the need to rethink my Plans A, B & C, it was another enjoyable and memorable lake outing!

RAID UPDATE

Planning for another laid back Great Tinaroo Raid is underway: **Friday 22nd to Sunday 24th August**

- Activities will include a lake outing on the Friday Afternoon, and race events on the Saturday.
- Races will include Electric, Rowing, Paddling and (of course) the customary Seagull Race.
- A peculiar propulsion race will also be included on request.

A detailed program with information on camping arrangements will be sent out soon.

See you there!

Ladies and Gents, this concludes *Ratlines* for June 2025 and, as always, if there's more you want to see or know about, please contact us 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 (WBAC Facebook page);

Secretary- Dermot Smyth (Librarian & *Ratlines*);

Treasurer- Brendon O'Rourke;

Committee- Tom Sparks, Sheila Sparks (website supervisor),
Keven Muller, and Richard Heazlewood.

Email address: WBACairns@gmail.com

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

Duck family snapped by
Glen during the second
lake outing in June.

