



RATLINES – NEW YEARS' 2024

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

Club and Association Status:

The Ports North Master Plan – Upcoming Move:

We have been advised that we will be moving in the coming year due to the redevelopment of the Cairns Waterfront Precinct. In that redevelopment, the boat ramp off Cook Street will be removed and the Tingira Street ramp is to be expanded. This is not unexpected as we have long realised that the main threat to our occupation of our current site is the requirement for a much larger parking area for the boat ramp users, and that requirement is happening this year.

However much inconvenience this will cause it's not all bad news, as we'll only be relocating less than 100 metres away from where we are and the move will be funded by the government!

The new site is not on Tingira Street but on the other side of the access road to the fisheries, parks & wildlife, etc facilities and our boundary will abut their fence. We look like having at least the same amount of compound space that we currently have, as will the Cairns Dragon Boat Club with who we will share as co-tenants. The Cairns Maritime Museum will no longer be in residence.

Obviously there are many, many plans, decisions and tasks to be undertaken before this happens, and to this end our first planning session was held during the January committee meeting. Rest assured we'll keep all our members informed via *Ratlines* on every step to be taken.

Insurance & Incorporation:

Sorted. Again, by Brendon & Dermot.

Boatbuilding Projects:

Roger's Kiribati Tri:

The main hull is being painted internally, pontoons have been refurbished, and the search is on for suitable timber to build a birdsbeak construction mast (possibly Kauri..). Internal fitout planning is under way and associated works already commenced. Movement at last!!



The 16'Skiff:

Is in position and ready for decoration. We may have to revisit the signwriting option dependent upon the move.

JW's Scruffy:

Internal painting is virtually complete, along with the finishing clearcoats on the mast, etc. New bespoke stainless fitting for the top of the stem has been made. Of course, T.C. Jasper and his after effects held up proceedings for a number of weeks, and the road closures have made access to the club somewhat difficult to a number of our regular workers, and then there's Covid...



The usual view in Workbay 1

..and with the internal painting almost done..



Chris's pram dinghy rebuild:

Remains in mothballs.

Ongoing Maintenance and Improvements at the Clubhouse:

As per the AGM held 2nd December, a number of hand tools (files, wood rasps, etc) have been purchased for club use.

With the receipt of the news of our upcoming move, that meant workbay 3's cover and paving would no longer be feasible, so the request for a grant for same has been withdrawn.

An inspection of the clubhouse supporting structure will be scheduled soon to ensure it's integrity for the upcoming move.

Club Happenings:

The AGM was held at the same venue as last year, and was a very pleasant, humorous evening, enjoyed by all attending. Tom received the annual 'Most Appreciated' award for his outstanding contribution in time and effort to all club activities.



The Lake Tinaroo Gatherings

Are Thursdays really better than Mondays?

For a long time, the mob going to Tinaroo have been convinced that Mondays were jinxed, and that Thursdays were a much luckier day to go the lake. Our last lake outing for 2023 may have altered that impression.

For a start, an unnamed regular attendee residing at Atherton requested that we should have an early start. (Apparently it had been a little warm the previous couple of days!!!). Easy when you have a 10-minute drive, less so from the remoter regions, e.g. Cairns. Intent on being early meant getting up pre-dawn, and setting out as the sun was still thinking about putting the night to rest. Therefore, Roger was surprised to find he was the first to arrive. This has NEVER happened before, and prompted a rather caustic text to the individual in question.

While waiting, Roger unloaded his canoe and had coffee. The laggards arrived shortly after. Tom rolled in next, and being a little under the weather, Roger gave him a hand to set up *Iona*. Sheila wisely decided to stay at home.

Richard turned up with *Ninjanji* and then Dermot arrived with *Jule*. Mark and Peter came with Mark's runabout and the ever-reliable Glen brought his sailing canoe.

So far so good. Dermot and Richard launched *Jule* in spectacular fashion. Dermot's launching technique does not lack confidence. With the boat loose on the trailer and Richard hanging onto the bow line, high speed reversing, followed by a sudden stop, sees *Jule* jettisoned into the water. Today, things were a little different. The front of the trailer rose into the air, and came back down to earth with a splash, while Richard attempted to slow a rampant *Jule* from escaping to the opposite shore! It seems Dermot had driven from home without the trailer chained to the car or the socket properly secured to the ball. And this on a Thursday!! Unheard of. A scissor jack raised the trailer drawbar and the jockey wheel was set, so the car could be reattached and the trailer retrieved from the water. A Maritime Commission of Inquiry into the incident is currently underway.

While all this was happening, *Iona* was ready to launch, and Mark and Tom set off into a stiffening breeze. Ideal for *Iona*. Not so for *Ninjanji*, which is a tender craft and in a breeze needs two on board for stability. Richard and Peter had rigged her and set out with a confidence that was immediately challenged by the loss of the unattached rudder, deftly retrieved by Richard without falling overboard.

Glen had quietly rigged his canoe and was enjoying the breeze, so Dermot and Roger cast off in *Jule* to test out battery duration and solar panel operation. Glancing across the lake, suddenly there was no sail on *Ninjanji*. Sensing trouble, Roger and Dermot had a quiet chuckle and went to be of assistance and offer advice. Coming closer, they noticed that Peter and Richard had the oars out and were rowing to shore. Apparently, someone had forgotten to tie the mast down, and a gust of wind had lifted the sail and mast out of the boat!! Refusing help, they were left to it. On the row back, Peter had given Richard some good advice re setting up *Ninjanji*, and, as always, help offered by all to resolve the boat's tenderness.



Setting off again, *Jule* was purring nicely, when Dermot noticed that there was no longer a blue tarp (the sail) above Glen's canoe. With just a broken halyard, Glen was able to paddle, but the wind was driving him in the wrong direction, so *Jule* gave him a tow back to the shore. With typical WBAC gratitude, he then complained about the smelly exhaust and noise from *Jule* while being towed!!
(*Jule* is electric-powered!)



This was enough drama for a while, so coffee time was called. Almond croissants raised the standard of fare above the usual. Mark and Tom were still just a couple of white sails in the distance. We ignored them, though we did leave them a croissant.

After coffee, the wind had dropped a bit, so Glen fixed his halyard and had a great sail.



Tom and Mark reappeared, so we left them to the coffee pot.

Peter joined Dermot and Roger in trying to fix *Jules'* electrical issues, mainly why the solar system was not charging properly. The problem was later identified but shall remain unpublished as Dermot is in enough trouble already.



For a



change, instead of lunch with the duck lice, the crew adjourned to the Tolga Hotel at Richard's suggestion. A great idea. There Dermot retrieved his reputation by consuming the tallest burger ever seen. The Eiffel tower would have been put to shame! After all the excitement, the weather was an anticlimax. Not hot, but overcast, cool and drizzly off and on. Good boating weather, though Roger whinged about the lack of side protection in *Jule*, when he got a little damp!! A fun morning and a great lunch to end it.

Roger Fryer
9 Dec. 2023



Reflections on Monday's Misadventures

Professional outfits, like airlines, shipping companies, defence forces and hospitals, have long recognised the need to implement rigorous safety protocols and procedures to protect their operations from the many limitations and failings of our species. We unsupervised amateur (and mostly ancient) mariners, on the other hand, prepare, transport, launch and operate our vessels guided by our accumulated wisdom and habits (good and otherwise). We do make an effort to look out for each other, offer helpful advice (whether welcome or not) and provide a rescue/towing service when required. However, my recent failure to properly attach the trailer to my car, which could have resulted in something much more serious or tragic than the spectacular combined launch of boat and trailer, was a chastening experience. My response was to create a checklist of items and actions required for each stage of a (hopefully) successful and safe excursion on *Jule*. You can check out my checklist at:

<https://www.dropbox.com/scl/fi/w2uzkdf0kb6sc9uxke1dn/JULE-CHECKLIST.pdf?rlkey=4lqs80gb5bangyv8pfiv5og5&dl=0>

Now I just have to remember to check the checklist!

Dermot Smyth
22 Jan 2024

Opportunity to complete Mushulu 12ft (3.66m) Dinghy

A partly finished Mark Bowdidge designed Mushulu 12 is available for purchase by contacting Trevor Moy on 0438223235 or via email trevor@mnde.com.au. The Mushulu 12 has a planing hull, with three thwart, is fully glassed inside and out and built from 6mm marine ply. It sits on a very good trailer. Further specifications and design information are available at: <https://www.duckworksmagazine.com/09/designs/mushulu12/index.htm>



-----oOo-----

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

Recent posts are being well received, with much engagement. We have had a number of cyber pests trying to attach scams but they're being dealt with.

Our WBAC website: <https://www.woodenboatscairns.com.au>

Continually being updated and refined by Sheila.

-----oOo-----

Ladies and Gents, this concludes Ratlines for January 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
Secretary- Dermot Smyth (and Librarian);
Treasurer- Brendon O'Rourke;
Committee- Tom Sparks, Sheila Sparks (website supervisor),
Richard Heazlewood (Membership Secretary) and Keven Muller.

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

Phone: 0417 266 555 (Roger)

WBAC's Cash For Containers number is: C10026463

HAVE YOURSELVES A VERY, VERY ENJOYABLE AUSTRALIA DAY!!