



## **RATLINES – JUNE 2023**

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

## **WBAC's JUNE EDITION**

### **Club and Association Status:**

**The Ports North Master Plan:  
Insurance & Incorporation:**

Local MP Michael Healy visited – see more \*  
Up to date..

### **Boatbuilding Projects:**

**Brendon's Hartley:** All but complete. Pics when available.

### **Roger's Kiribati Tri:**

BT's false keel is virtually complete. All timber has been laminated and glued into position. Two layers of Queensland Maple screwed & glued, followed by an extra layer of Kwila screwed & sika'd on as a docking shoe. A rubbing strip of 'D' section aluminium will be added as well.



**The 16' Skiff:**

Will now be mounted on the street side of the new container as an advertisement for the club. Photos when finished.

**JW's Scruffy:**

Much time and effort have gone into installing, trimming and sanding the framing joints coving. Timber trim has been completed on the top of the transom, and now she's been rolled over to finish off her outer hull.





### **Chris's pram dinghy:**

The strip planking has finally begun. Slowly at first but gathering speed. Another 10 small 'G' clamps have been purchased as the larger versions are proving too heavy and unwieldy. She probably will not be ready for the Raid.



...and if you think the photo is confusing, you should see it in real life!!

### **Ongoing Maintenance and Improvements at the Clubhouse:**

Some realignment still to be done on clubhouse doors & windows – as time permits, and the concrete driveway is completed and in use!

The new container is now fixed in position. Machinery has been moved in, and a floor plan set up for their installation. The timber rack has been 55% installed, with completion being when a local hardware store restocks their metal bracket stocks.

Fortuitously, the Cairns Council Go Club recently sent out an invitation for member clubs (we are) to apply for a share of milled timber from a sick Kauri Pine that had to be felled in the Edge Hill Botanical Gardens. An application was quickly submitted and on the 30<sup>th</sup> May we collected one pack of milled Kauri Pine, which has now occupied the majority of the timber rack, and more.



Now we have to dream up a use for it. The Viking Longship idea has already been scuppered.

## Vist from local MP

We had a visit from local MP Michael Healy who was passing by, saw the light on and decided to drop in. He advised us that the Cairns Maritime Precinct was going ahead in stages with significant funding authorized. However, the stages funded were nowhere near our end of Tingira Street and that many years would pass before any focus would fall on our piece of paradise. Pleasing news for sure.

## Club Happenings:

### The 2023 Great Tinaroo Raid:

Don't forget, the Raid will no longer be held in July but is confirmed at the Tinaroo Sailing Club on the **18<sup>th</sup>, 19<sup>th</sup> and 20<sup>th</sup> August!!** Details and theme will be announced presently.

### The Lake Tinaroo Gatherings Continue:

## Foiling Fools

With one object in mind, Roger and Phill took their Seagull Race trophy winning boat, (now called *Foiled*), back to Tinaroo on a Thursday in May. Having cut it in half (for ease of transport), they had fitted it with hydrofoils in yet another attempt to get a foiling boat to go fast.

Mark had been coerced to bring *Om Toch* as a rescue boat, and Keven was told he was coming as the pilot. (He was given no option!). The rest of the usual crew made excuses and stayed away.

The morning had not started well for Roger. About to set off, he realised he had a flat tyre and had to change the wheel. (The full story is too long for Ratlines!) Late again, by the time he got to Tinaroo, the coffee was on and everyone was waiting for the boat. Mark had already launched *Om Toch* and brought her around. So, after coffee and biscuits, 20 minutes was spent putting the two halves of *Foiled* back together, fitting the Seagull engine and connecting steering etc.

Richard had already appeared, and Peter, Gayle and John Breen then arrived to watch proceedings and to sail their own boat.

Put in the water, the crew were surprised that *Foiled* did not leak at the join, but concern about its stability meant that the outrigger floats were then fitted before the first speed trial.

Strangely the Seagull started relatively easily, and test pilot Keven gently steered *Foiled* out to get a feel for the craft. With increasing confidence, he opened the throttle and the front reared out of the water, riding high on the foil, but the back stayed obstinately low, dragging its bum in the water.

Hmmmm?!! Lots of discussion on land and lots of advice, so Keven was waved in, and the angle of the motor was adjusted (well, a chock was removed) and

he was sent out again, this time with the GPS to get some idea of speed. The front came up again, and the tail was not so deep in the water, so a big improvement. More advice and suggestions from all and sundry while Keven had fun doing circuits trying to get the boat to fly.





With no changes able to be made easily on site, the boat was brought in, sectioned, and put on the trailer. Encouragingly, the speed was about the same as when it was last used before foils were fitted, so once the foils are working properly and the back end is out of the water, hopefully the speed should increase.

Peter took his dinghy out for a second sail, and then all took an early lunch and solved the world's problems. Mark was thanked for providing the rescue boat, which was not needed for once, and all packed up and headed for home.

Roger and Phill have plenty of ideas from the group for improvements (thank you to all), some quite minor, so *Foiled* will be back for a second speed trial soon.

Overall, it was a successful day, the boat went as well as could be expected for a first time, and adjustments can be easily made. More fun to be had by the foiling fools!

Roger Fryer  
25 May 2023

### **A weekend at the Bribie Classic Boat Regatta**

Tom had decided that he wanted to show off *Iona* at Bribie Classic Boat Regatta, but Sheila had had enough of boat shows and he wasn't allowed to go on his own. So I was invited to accompany him. (1<sup>st</sup> reserve really).

The Regatta, this year held on the weekend of 20<sup>th</sup> - 21<sup>st</sup> May has been going for 24 years and attracts a large contingent of boats from south east Queensland and northern New South Wales.

From Cairns this is a 2½ day drive each way, so some planning was needed, and accommodation booked. This was Tom's job. We decided that my Landcruiser was the towing vehicle so I delegated the booking, trailer and boat prep to Tom and he delegated the car prep to me!!



Leaving on the Wednesday morning, first stop was Proserpine, second night in Childers, getting to Bribie on the Friday lunchtime. The supply of TimTams ran out before Townsville, but pies, sandwiches and coffee kept us going through the days. Beer and pub meals at night. Living a life of luxury.

With no problems getting to the Bribie Island Hotel, we uncovered the boat to find a light film of road dust dulling the paint gloss. Off to get some polish. Watching Tom polish the boat gave me, beer in hand, a great deal of satisfaction. I helped with advice, and gave it a light rub over with a rag, nothing too strenuous!

Tom happy with the gloss, we repaired to the pub for dinner and the official briefing. Met up with some cheerful people and a couple who had sailed up from the Gold Coast. They were in a boat built in 1926 and he was 90. A close-run thing as to the oldest. Remarkable.

Up early on Saturday and boat in the water just after sun-up. The Bellara boat ramp is busy so have to be early. No wind, so we motored across to Spinnaker Sound for a second briefing (and coffee). We were starting to realise that this was not a tightly scheduled event. Pretty casual actually. Here we learned that *Cuddles* was piloted by someone who knew the sound and the Pumicestone passage. Right, we'll watch out for her, we agreed.

Still no wind, so with the Iron Sail (the Tohatsu outboard) going well, we followed *Cuddles*. We were followed by a couple of Putt Putts, and that was all. 15 minutes later we had passed Toorbul (our lunch stop), and *Cuddles* was still going ahead so we followed. One Putt Putt dropped out at Toorbul, but one stayed with us. Up Pumicestone passage we followed *Cuddles* past Donnybrook (Phill Smith's old stamping ground) and up to Mission Point. By this time it was just *Cuddles* and *Iona*, and time to head for lunch. The rest of the fleet (88 of them) had decided that Toorbul was far enough.

Coming into Toorbul, there was no beach left, with lots of boats at anchor and tied to the sea wall. A free lunch had attracted the whole fleet of 90 boats. Somehow, Tom found a spot and we anchored in shallow water on a falling tide – not ideal. Wading ashore, we checked out some of the other boats, had lunch and got back to *Iona* just in time to be able to walk her out to clear water and sail out. Many boats had gone aground and had to be pushed out into deeper water. Hard work!

Back to the Bellara boat ramp near the hotel, we put *Iona* on the trailer with no problems and towed her around to Pacific Harbour Marina for some public viewing and for us to look at the bigger boats tied up to the pontoons.



Tom went into raptures over the varnish finish on *Kingfisher* and Arthur and Helen gave us a look through the photo album of the history of *Valiant* and a tour of the boat. She was built in 1926 as a ketch and has a long and complex history. Still going strong, as is Arthur.

On the way back to the hotel, we had a chance meeting with my son and family on the Esplanade. He had texted me to say he was coming, but my phone was elsewhere, and the meeting was completely fortuitous. Nice to see him, and for them to make the effort.





The official dinner that night at the RSL was fun, and we were awarded a couple of mugs for the most travelled participants. We left shortly after dinner, so did not receive the information that *Iona* had won the award for the “Pride of the Fleet” until the next morning, when I ran into Helen and Arthur again.

Sunday morning we met Tom’s friend, Peter, and sailed across the sound to Spinnaker Beach shack for breakfast. Something very nice about sailing somewhere for breakfast, no idea why.



This was the morning of the Grand Parade, all 90 boats in a line going around a set of buoys and parking on or near Sylvan Beach, Bribie Island.

Having missed the start while having breakfast, we joined ½ way along and went around the buoys. (Twice. Tom felt like showing off!!) After nearly ramming the Dragon Boat girls, we managed to beach *Iona* and eventually anchored her in place. LOTS of boats and LOTS of people looking on. Quite a spectacle. With a 45 minute wait for coffee, we made our own and wandered along the beach to watch the fun. Tom and I had a minor domestic after he kicked over my coffee while I was trying to prevent *Iona* ramming another boat!! It was a congested area.

Tired of the fuss and bother, and with the wind getting up, we decided it was time to depart. Safely, but precariously, making it back to the boat ramp, we started to put *Iona* on the trailer, when Tom’s battery powered winch stopped. Flat battery!! The cable to connect it to the vehicle was still in the hotel, so I set off on foot to retrieve it. 15 minutes later, I come back to find *Iona*, trailer and car up off the boat ramp and being readied to go home. Apparently the local boys had rather forcibly expressed the opinion that *Iona* should be moved off the ramp, and pushed her onto the trailer. Job done!!!!



After a quick washdown, I dropped Tom and *Iona* at Peter’s for the night and went to stay with my son. A dinner of lamb roast and red wine much appreciated!!

Collecting Tom and *Iona* at lunchtime the next day we headed for home, repeating the overnight stops, but had to co-ordinate a meet-up with Mick in Childers to collect a Putt Putt motor (and mandarins and oranges) for Phill.

Another 30kg in the back, meant a little less weight on the front wheels and the steering even more vague than usual for a Landcruiser. Can be disconcerting at 110km/h!!

All was well, however, and we got back safely on Wednesday afternoon. No major incidents, no real domestics and still talking to each other. Remarkable really.

A long way for 2 days of regatta, but worth it for the award and networking, as well as seeing family and friends.

Roger Fryer  
25 May 2023



### **Our Facebook Page:**

We get quite regular feedback and comments on each post, and the lists of people that like & comment is pleasing, especially the ones from various like-minded organisations.

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

Continually being updated by Sheila..

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Ladies and Gents, this concludes Ratlines for June, 2023 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](mailto: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), and Keven Muller.

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

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**WBAC's Cash For Containers number is:** C10026463

Items of interest:

<https://www.facebook.com/OffCenterHarbor/posts/pfbid02BJD6sHnUpGN9o4CpyprqSf4t9joj9AvYHH3AXZbbgbhNXYQf6Ze9dkmBCeXqYBuCl>