



Membership Update: 31 members

DATE CLAIMER:

- **2025 Christmas Lunch** will be held at Tinaroo Sailing Club on Saturday 6th December.

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The Big Move

Roger reports on the completion of Phase 1.

I have just received notification from Ports North that they have awarded Practical Completion to Wilpah, the contractors, which means that we can now occupy the new site. The first club meeting there will be on Sat, 30th August.

Having their site supervisor using the club house as an office space has meant we have had a good relationship and communications with the Wilpah. This enabled us to both save money and get the items we wanted retained, put to one side. In addition, they have still to lift and move the pavers over for us. They have promised this will happen this week as it is not part of the Wilpah contract with Ports North.

Now the work for us begins to make the clubhouse accessible, the shed and containers useable and generally reestablish ourselves.



With the decking and steps removed, the clubhouse looked somewhat forlorn, waiting to be trucked across the road.



The old site cleared – end of an era!

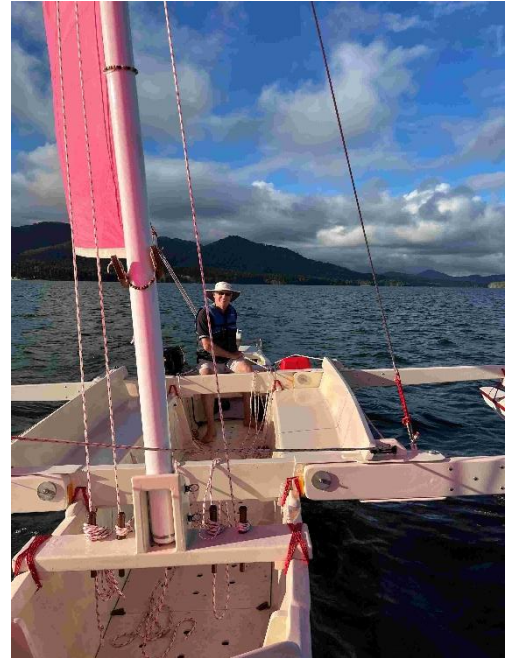


Lots of work ahead to make the relocated clubhouse shipshape and operational.



***Bitaki Taari* Launched!**

Bitaki Taari was launched quietly on Lake Tinaroo a couple of days before the Raid crowds gathered. She floated off the trailer without a hitch, looked fabulous on the water for the first time and performed beautifully under sail.



On the first afternoon of the Raid, a “virtual” launch took place, which gave Roger the opportunity to thank everyone individually and collectively for their invaluable assistance over several years to resurrect, redesign and rebuild *Bitaki Taari* into the very fine and functional craft she has become.



Roger reflects on the *Bitaki Taari* journey

It has been about 5 years since I decided to buy Bitaki Taari. I wanted to save her because she had nice lines and an interesting story. Bob Goodall, previous WBAC President and the owner, wanted to give her to the club, but that would have encumbered the club with a liability, so I paid what was thought a reasonable price and gave half to the club and half to Bob.

The main criteria for the rebuild was to arrange things so that I could get her off the trailer, rigged and into the water in an hour! John Williams suggested to swing the amas back, Marc Richards did the drawings and calculations, and proved it was possible. Then it was to work!

Little did I know what I was letting myself in for. Superficially she looked grubby but OK, and so we thought, until we put her upside down on the trailer and Chris went along the hull with his screwdriver. “Do you want the bad news or the really bad news”, he rang me!! With so much of the hull needing work, we decided to replace the hull from the chines down, including the keel and frames. This was only possible with Chris’s expertise as it is not simple exercise.



The keel line was retained and the keel replaced to keep the same underwater profile. Frames were reduced by 1 and the new ones properly jointed from good quality timber.

After spending too much money on UK standard marine hardwood ply, I bought a load of Australian standard marine for even more money. This we used to replace the hull, which was then given a fibreglass sheath. After lots of

sanding and painting later, thanks to Sheila, Tom, Keven and Brian we turned her right side up.

Sections of the gunwale had to be replaced and scarfed into position before we could begin work on the cross beams supporting the amas. These were secured to the gunwale with stainless steel bolts and fitted with stainless steel “hinges” to enable the amas to swing back and the beam/amas joint had to be able to pivot.



Thankfully, Keven was on hand to do a mountain of welding for the hinges and pivot brackets and Phill to shape the bearing material in the hinges.



I wanted a different rig, gaff rather than gunter, so the whole rigging was replaced. The mast was constructed “bird-beak” fashion and the gaff and boom are simply lengths of bamboo, (thanks to Dermot), sanded and varnished. The jib had been eaten by White Tail Rats, so a new one ordered, and the mainsail cut back to take a gaff. Good advice from Glen meant this has worked well.

The trailer was adapted to enable the amas to swing back and onto V shaped cradles. An overlock system means that securing the amas to the trailer is quick and easy.

What seemed like several miles of cord was used to retain the original look, but all the major deck fittings, such as the mast support, jib stay/ fairleads cross piece, and cross beam attachments were secured by stainless steel bolts before the cord woven over them.



The amas, however, could not be bolted onto the cross beam without significant change, so they are retained solely by the rather elaborate arrangement of the cord. I call it a “cat’s cradle”. This works well and allows the amas to move a little as they go through the water. Apparently, this is something that they are meant to do.

Thanks to YouTube I learnt how to splice dyneema and double braided polyester, and so managed to do all the rigging “in-house”, with suggestions and help from the team.

The internal fit-out and layout we decided to leave until after the launch and after some sailing, to find out the good things, the bad things and get some ideas for the final arrangement.

We managed to get *Bitaki* ready for the Raid, but I wanted a “soft launch”, with just a couple of people to help and limited distractions. This Dermot, Phill and I did a couple of days before the raid. It took about an hour from arrival to rigged and in the water, so we met my target time. With everyone there a couple of days later, we had a “virtual launch”, thanking all the people who had helped at various times and without whom the reconstruction would not have been possible. *Bitaki* proved popular with many of the Raid attendees, and most were given a sail in her.

For me the first sail exceeded my expectations, and while there are some things to sort out, the fundamentals are right, and she feels a solid and stable craft. I am very happy with her.

Roger, 26 Aug 2025

THE 2025 GREAT TINAROO RAID

The 2025 Great Tinaroo Raid, held from Friday 22 to Sunday 24 August in perfect weather, was a wonderfully relaxed event that attracted an impressive and varied fleet of boats. Most WBAC members from Cairns and the Tablelands attended, boosted by more distant members from Innisfail, Townsville and Tasmania.



The first Raid event was a fleet outing across the lake to Platypus Point late on the Friday afternoon. For some this included paddling or rowing around the nearby bays, and for others a chance to catch up and enjoy the view back across the lake towards the sailing club.



SATURDAY - RACE DAY!



Under the watchful eyes of the crack rescue team



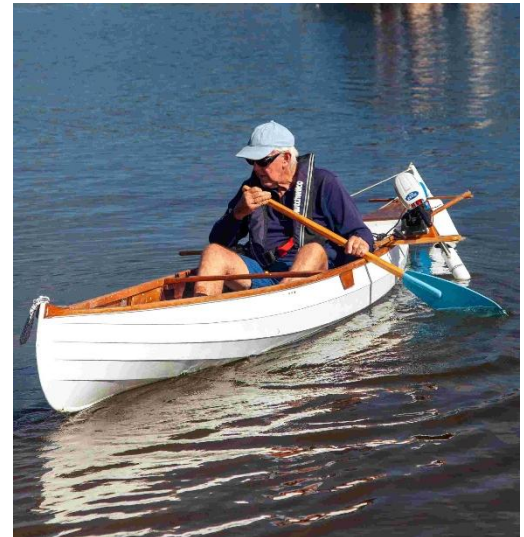
Prizes made and donated by John Breen

Electric Propulsion Race

1st: Glen Chisholm

2nd Peter Rountree

(Roger and Sheila disqualified themselves on the grounds that they had won last year, and were using a borrowed electric motor. Dermot failed to start due to a minor electrical malfunction that he was unable to fix in the heat of the moment, possibly due to Caffeine Deficit Disorder).



PADDLING RACE

1st: Roger Fryer and Peter Rountree in *Heon*

2nd Keven Muller in Glen's canoe

John Breen (voluntarily avoided the finish line)

Non-member – disqualified



ROWING RACE

1st Peter Rountree in *Pelican*

2nd Keven Muller in *Foresight*

3rd Luis Valladares in *Cumquat*



SEAGULL RACE

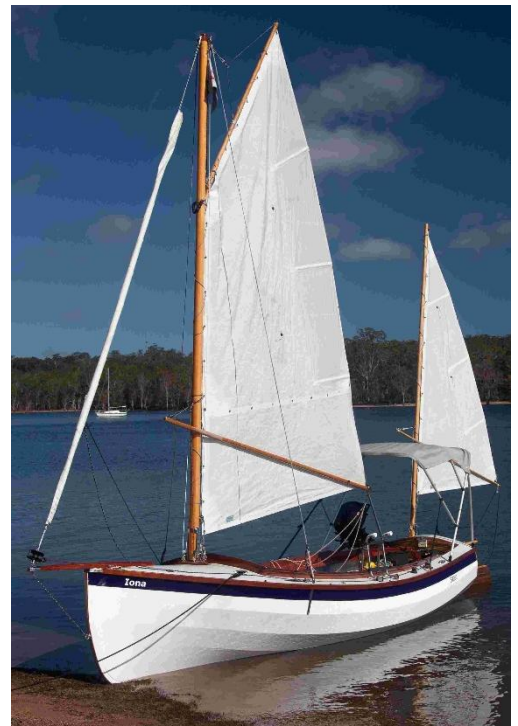
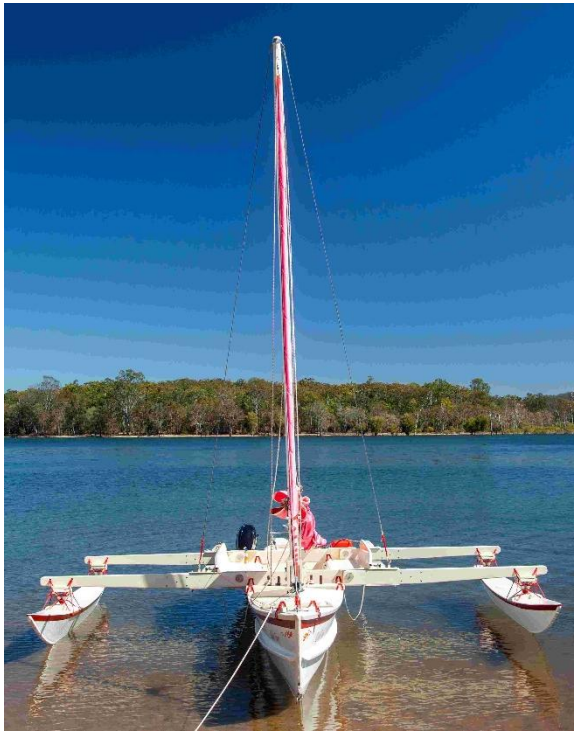
1st Sheila Sparks in *Tippy*

2nd Peter Rountree in *Pelican*

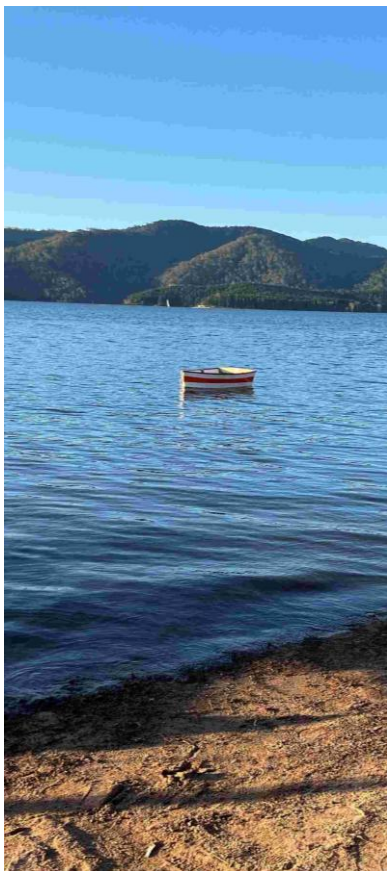
3rd Phill Smith in *Yabby*



BOAT GALLERY



OOPS!!



Bill's Boat

While the WBAC clubhouse has been unavailable, some of the usual suspects have been meeting on Tuesday mornings to give Bill a hand with his super sleek rowing skiff. The photos below show before, during and after the rib steaming and installation. All went quite smoothly with no breakage of any of the ribs during bending, and Bill had already cut and fitted the 'feathers' (the wedge-shaped infills adjacent to the keelson) previously. They were fixed temporarily in place prior to the ribs, and all will be glued in place after they have cooled and dried out.



MEKONG

Chris reports on *Mekong* “Rising From The Sawdust & Shavings”

The original Beech thwarts (seats to the Philistines) have now been sanded, 2-pack sealed, and have now been installed permanently onto their Teak mountings with matching cover strips. That marked the last construction milestone, ergo: she is complete.

But not completed. Now she rests on her port side so the internal painting can be done and that's well on the way. Also, the hull outer is being filled and faired. Anyone who has done this will recognise the Sanding (torture) Board on the sawhorse and it will bring back unpleasant memories of the sanding two-step used to fair in a hull. I've heard it's a great practice routine if you're learning belly-dancing..... and yes, I do it to music.



PROJECT SCOOP

Scoop has been temporarily relocated to Richard's shed on the Tablelands, where he has sealed and painted the bulkheads in preparation for fitting the plywood hull sheets. Work on *Scoop* is set to resume as soon as practicable in Cairns, initially at Bill's place until the new clubhouse site becomes operational.



Ladies and Gents, this concludes *Ratlines* for August 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**

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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.

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WBAC's Cash For Containers number is:

C10026463