



## **WBAC's FEBRUARY EDITION**

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

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

Status quo unchanged..  
Up to date..

### **Boatbuilding Projects:**

**Brendon's Hartley:** Continues her restoration at home. New engine has been fitted.



Steering & instrument installations almost complete.

**Roger's Kiribati Tri:** Outboard frame removed; some more rot found & being treated; exterior sanding complete (we think); alignment of Keel & chine bevels complete; first two sheets cut for fwd section of hull; buoyancy compartment panels epoxied. The series of photos below show her on the day she was rolled over; when her lower hull was stripped out; and as she stands now with frames reinstated. Soon, re-sheeting her derriere will commence.



**The 16'Skiff:** Dormant. Awaiting ideas.

**JW's Scruffy:** Dormant, awaiting delivery to the clubhouse.

**The Dragon Boat:** Restarted 4<sup>th</sup> Feb, rolled over and the remaining gunwale removal commenced. Their members were very busy chiselling off the old timber, and they brought cake!





And Now, The Very First Episode of ... *Dermot's Grand Experiment:*

## THE ELECTRIFICATION OF *JULE*

Dermot is currently converting his 5.5 metre Hartley Fisherman, *Jule*, to electric outboard propulsion. The current 30 hp Suzuki is being replaced by a 5 kilowatt, 48 volt electric motor, which has been retrofitted to a Yamaha FT9.9 four stroke outboard - that has had its powerhead removed. The retrofit was carried out by E-Class Marine, a small start-up company in Kiama, NSW.



Off with the old



On with the new



E-Class Outboard installed on *Jule*



Under the cover of the E-Class Outboard

Power to the electric outboard comes from a 48 volt lithium-ion battery that weighs 38 kg, which comes with a life-coaching slogan at no extra charge.

To top up the battery while underway, Dermot intends to fit zip-on flexible solar panels on *Jule's* large bimini.

To increase the likelihood of returning to shore if this propulsion system fails, *Jule* will also carry a 2.2 kilowatt electric trolling motor with back-up battery, and a sturdy pair of long-handled paddles!



*Could this be the way of the future for Lake Tinaroo....?*

**The Clinker Canoe:** Exterior cleaned and sanded back to bare ply; coated with epoxy clear; then two coats of epoxy primer. The first of two coats of poly U400 has also been applied, and now she's been placed back into storage for the time being.



Always a happy crew!

**Soon we'll have updates on:**

- JT's recent boat build up on the tablelands, which will include a lesson on how not to trust fibreglass salesmen (long story).
- Arends' John Welsford Pelegrin that's approaching completion.
- And a series of photos of my 55 year old pram dinghy's restoration and upgrade.

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

**Keven** has completed the not so temporary clubhouse support props – a difficult job well done..

**Dermot** has successfully applied for a grant from the Australian Men's Shed Association for the purchase of another 20' shipping container for WBAC! This one will be installed parallel to Container 3 and in left/front of the clubhouse. It will have standard container doors at one end, and a roller door at the other end. The intention is for it to house a self-contained timber milling facility, with a timber rack along one interior side wall. Delivery date is unclear at this time. Well done Dermot! ...again!



## **Club Happenings:**

**Sandy**, our WBAC unofficial dog has been out of action the last few weeks. She had to have a lump removed from her shoulder which resulted in many stitches to close the wound.

Being a dog she wasn't too happy with the stitches so decided to pull them out. It's handy having a back leg. She was seen (much to her horror) sporting a very old singlet belonging to her "master" (.. is he really the master), and had a sock on her hind paw. Pleased to say she is recovering following a quieter period convalescing at home, she hopes to be back on deck in the coming week. Look out! Don't leave any biscuits around.



**Late last year, on Lake Tinaroo:**

### **Jule Towing Co. Inc.**

Happy it was a Thursday and not a Monday, the optimistic group drifted in one by one to the Tinaroo Sailing Club. Tom and Sheila were minus Iona (home for repairs), but keen to try out Toms Shiny Seagull outboard on Tippy. Much scratching of heads as they tried to remember how to put Tippy together!!

Dermot wanted to see if Jule's engine was improved, Roger arrived with Om Toch in tow and Glen with his square sail canoe. Keven and Mark rounded out the numbers and provided the expertise to rig Om Toch and help Dermot launch Jule with his new, home made boat launcher and retrieval device. (Patents are pending and probably will be for some time!!).

Jule's engine was given a quick diagnostic test and the "experts" agreed that the coil and leads ( a sealed unit on this) were suspect as the numbers on the meter did not match the specs. A job for Dermot to source a replacement coil.

With a dying wind, warm weather and lackadaisical crew, it was a slow start, but with all boats rigged and afloat, the motley crew gathering for coffee and mince pies. Glen wandered up for refreshments but first aid had to be ministered first. Unbeknownst to him, he had removed a large piece of skin from his leg (those over 65 will know how this happens to us!), and he needed a repair patch and a transfusion of coffee and cake.

Tom and Sheila managed to start the Seagull and set off, GPS in hand, to do some time trials. To their credit the engine sounded good, the speed was a family secret and will remain so until the red wine is opened.

To say there was a wind would be an exaggeration, but Glen managed to get underway, blue tarp pulling the canoe along nicely. Om Toch was another matter. After Roger and Mark had spent a lot of time not going anywhere quickly, the outboard was started. At last some breeze as they “sped” across the lake.

“How much fuel have we got?” asked Mark, intuitively.

“No idea” replied Roger.

“Perhaps we should save some to get back” was Mark’s sensible reply.

A good idea, so Roger cut the motor and they attempted to turn the boat around. Heading back very slowly under sail, the engine was restarted but after 100 metres died. Out of fuel. Mark got the paddle out (The oars had been left behind as they are pain in the butt ( literally) when sailing).

Relaxed in the stern, Roger watched Mark wield the paddle. Mark reminding Roger now and again to pay attention and steer in a straight line as he didn’t want to paddle all over the lake. Roger’s attention was now on the approach of a white cabin cruiser and hoping it was Dermot and Keven in Jule coming to the rescue. Hallelujah, it was. However, still with engine and throttle issues, they sailed past and had to circle around before Keven could catch the tow line. Once again, Roger was towed back to the shore. Jule proving to be a good tow boat.

Lunch was taken and while Glen got in another sail in a very gentle wind, Om Toch was derigged and retrieved onto the trailer for Mark to take to Wondecla for the summer. Another member Peter Rountree with Gayle, “sailed” past (showing how it is done) and then walked over for a chat. Dermot’s patented launcher had proved it’s worth on the launch, but retrieving Jule took a little longer and a full crew.

We had fun, but Glen was the only one doing any sailing.

Roger Fryer  
24 Dec 2022

Glen sailing with his patented Bluetarp Main.

....and his high-speed return.....



## Our Facebook Page:

Is still somewhat difficult to deal with, and getting posts on regularly is 'problematic'. Still, it's working and we're getting info & photos on there as much as possible. We have regular feedback and comments on each post, and upwards of 740 followers, including local politicians and associations, and Wooden Boat Associations in other states.

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

..is updated regularly, and now has a larger number of members' boat projects on there. Some are completed, and some are active. More will be added as info becomes available, so pop in and have a quick squiz.

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Ladies and Gents, this concludes Ratlines for February, 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 on:

[WBACairns@gmail.com](mailto:WBACairns@gmail.com)

Chris O'Keefe  
Resident Strip planking non-expert.

**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), Marc Richards, and Keven Muller.

**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

And finally, a couple more photos of the Dragon Boat crew getting stuck into woodwork.

