



THE HOLLOW LOG

The Classic Australian Wooden Power Boat Association Inc.

Volume 15, Issue 2

April 2015

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Miss Lorena hits the water for the first time ever!

Aquafest and other Aqua action

Welcome to my first Hollow Log as editor, I believe I can speak for all when I say a huge “thank you” to Greg for all the time and effort he has put into producing the Hollow Log up to now. And even though Greg is not the official editor, he has contributed some stories and photos for this edition, which I greatly appreciate.

With the Goolwa Aquafest just around the corner, a few members will be putting in long days to be ready. A couple of local regulars are certainly amongst them with both *Fury & The Sting* requiring some attention.

Glen noticed some broken ribs in *Fury* when he attended the Bluebird 50th anniversary event in Barmera last November and decided to leave her on the trailer after one run.

The Sting did a few laps during the recent SA Wooden Boat festival without apparent issue. Unfortunately when Dig pulled her out of the water it was noticed that a piece of the Ali plate on the underside of hull above the Prop was missing and the wood underneath had suffered some damage.

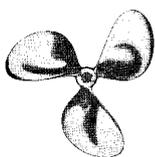
Both are on the mend and I’m confident they’ll be

ready for Aquafest.

CAWPBA members have attended a few different events in recent times, Yarrowonga & Glenmaggie in Victoria, and a couple in SA.

Several attended the Bluebird 50th anniversary event in Barmera S.A. last November. *Dodo & Lincoln* were on static display and *Tia Maria, Fury & Jayme II* all only did a few laps for varying reasons. *The Sting* was left to fly the club flag on the beautiful flat lake water. Myself and 2 of my kids were lucky enough to watch her roar across the lake as we flew above on our first ever helicopter flight, a spectacular sight! This was the first event to celebrate Donald Campbell’s attempt on the World Water Speed Record and there is talk of doing again sometime in future. Lake Bonney at Barmera is a great location but a few more boats would make the next event better.

I hope you enjoy the photos, stories and information within. Please continue to send through anything Wooden Powerboat related so others can enjoy in an upcoming Hollow Log. For those heading to Goolwa for the Aquafest, I’ll see you there.



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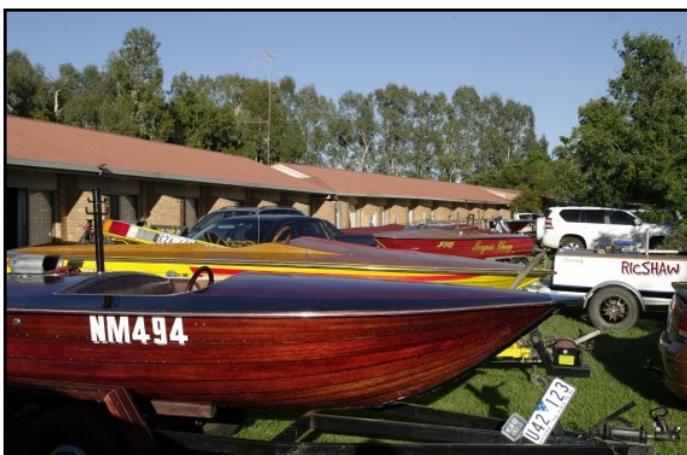
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Yarrowonga/Bundalong Wet Together

Greg Carr

Our annual Yarrowonga CAWPBA get together was scheduled for the weekend prior to the Australia Day long weekend. A little later, through telephone, email, Facebook posts etc, it was learned that the Classic Ski Boat group were planning a big get together for their group at Bundalong, or a little further on from Bundy, as it turned out. The Classic Ski Boat group are a social boat owners group with a passion for pre 1990 classic and unique ski boats manufactured from all materials. There was talk about the two groups meeting up, so the CAWPBA event was pushed back to the long weekend.

About the same time, members Darren and Andy were staying at the Yarrowonga Lakeside Motor Inn, not far from the normal venue used at Yarrowonga. Because of expected numbers for the get together, some discussion took place with the motel manager about the possibility of a large group staying at the hotel over the long weekend. To cut a long story short, we received enough bookings from our group to be given (nearly) exclusive use of the motel and its facilities - our own private "club" for the weekend. This turned out to be a sensational arrangement. The motel overlooked the lake, had its own private ramp and we could back our boats up to our rooms. The kids (big and small) even had a swimming pool to themselves.



A few arrived Thursday, several arrived on Friday, with the remainder arriving on Saturday. Not a huge amount of boating happened on Saturday, with most content to leave the boat on the trailer and instead sit around with a beer and catch up with others. A few boats did make a run to the ski club several kilometres away, just to check if the beer was cold, I think.

One boat that did go in was *Bazinga!*, Peter and Megan Sneddon's recently completed runabout. It was the first real run for *Bazinga!* and Peter was keen to make sure all was good before Sunday's trip to Bundalong. Al Price and I figured a chase boat was required and as neither of us had a boat in the water, we decided, in the absence of its owner, to steal *Torque's Cheap*, something that wasn't as easy as we thought, as it turned out. Peter and family jumped into *Bazinga!* and motored off. Alan and I jumped in to *Torques's Cheap*, only to hear nothing with the turn of the key. After a little time spent finding the battery, a couple of twists on the battery terminals saw the electrics come alive and us on our way.

We eventually caught up with Peter and family on their way back, passing us with thumbs up. We did a U-turn and followed them. On doing so, we commented about something smelling hot. A minute or so later, *Bazinga!* stopped, with lots of smoke and heat haze. We hooked a rope up and towed her back to the ramp and put it on the trailer. The old Y block wouldn't start, so it was left overnight to cool down.

Saturday night was warm; perfect BBQ weather. Seating was easy with many tables and chairs on the grounds. It was terrific catching up with friends. A late night was had by many, with several not seeing bed until after 2 am.

An investigation into *Bazinga!* on Sunday morning quickly identified the cause of the overheat. The engine was fired up and the boat was given another run, with no problems. All was ready for our run to Bundalong.

At around 10 am we started to get serious about putting the boats in the water and heading off. Those without boats filled empty seats on others. We launched the boats, with 10 woodies and a couple of glass blow ins (just lucky they were both Eddy hulls) and we set off through the deadwood forest in the middle of the lake. For those unfamiliar with Lake Mulwala, there are still many trees in the lake, with plenty of big timber just under the water. There are lanes marked with buoys to allow safe navigation through to the river and Bundalong as well as other destinations, but you still have to have your wits about you and know where you are going.

We nearly got it right on the way out, with a detour of only about a kilometre, before getting into the river. The weather was fair with a light wind, making travel reasonably pleasant. It didn't matter too much though, it was only going to be about a 30 minute trip, or so we'd been told.

The initial run in the river was great, with flat water and little traffic. Unfortunately, as we motored further down, we started to encounter the dreaded wake boats and the huge waves and troughs they create. It certainly slowed us down, having to negotiate crossing wakes as well as working our way through intersecting wakes. I had Doug and Sue Bamberly as front seat passengers in *Stormy*, making it a little heavy in the bow. In one instance, we rode over one wake wave OK, went down into the following trough and unfortunately, straight through the next wave. We all watched in horror as the water came up over the deck and then on over the windscreen before dumping in our laps. We sat and watched it happen knowing there wasn't a damn thing we could do about it. I think the crew wanted to sack the captain after that. Ken and Karen Lemin in *Swiftwood* also copped a lap full of water on the small return trip.

On we went. On and on and on. People were looking at fuel gauges, and we weren't even there yet. Just how far down are these people? An hour or so after leaving, we came across a lagoon set off from the river. A look inside revealed a dozen or so classic glass boats – fibre-glassics.



Yarrowonga/Bundalong Wet Together

Greg Carr

We turned off the river and worked our way into the lagoon, all finding a place to nose up to the bank. In the lagoon were 10 classic glass boats and a timber Seacraft. We were joined shortly by another woodie from our group. So, all up, 12 woodies and 12 glass. It was a fabulous sight to see.

Much greeting then occurred, with us catching up with friends, meeting new people and others known only through a Facebook page or a website, etc. It was a special moment, for sure.

To top things off, we were then treated to a BBQ lunch. How good was that?!

A couple of boats refuelled during the stop – a smart move as it was a long journey at speeds that were not the most efficient for many of the boats.

After plenty of chat and photos, it was time to head back to Yarrowonga. Our flotilla was interspersed with boats from the Classic Ski Boats group for a couple of kilometres before they returned. It was a grand sight, indeed.

So Long II had an issue on departure. Rumour has it the owner was gasbagging so much he forgot to turn the bilge pump on. The boat promptly took on enough water to cover a section of the water pump belt, causing it to slip. All of a sudden, there was a hot grey motor. Once the bilge pump was given time to catch up, all was good again. Gotta love these old clinkers.

Somewhere on the way back, we lost our guide. We became rudderless, just as we hit Bundalong with all its major shipping traffic



throwing huge wakes. Talk about Port Philip Bay! We floundered along at idle until someone who sort of knew the way took the lead. A few more kilometres of battling wakes and we found our way back to the lake. Just to make things even more enjoyable, we took a wrong turn then missed the other turn, meaning an extra kilometre or two to travel.

I had been watching my fuel gauge since we entered the lake and it was showing below empty then. It ran that way right through the lake until the engine coughed into silence about 100 yards from the motel ramp. Oh, the indignity of a tow back! Damn - would have made it except for all the detours. Thanks for dragging me home Nick. As a row boat, *Stormy* is a barge.

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Yarrowonga/Bundalong Wet Together

Greg Carr

After a long and rough trip back, wet and weary boaters with numb bums, compressed spines and a story to tell were very quick to put their boats back on the trailer and have a beer.

It really was a great day. We had an adventure, and it was great adventure. We met up with some like minded people, boaters with a real appreciation of classic speed boats, who shared their passion with us.

Sunday night consisted of a BBQ or pizza and again we solved the problems of the world.

CAWPBA boats at Yarrowonga were *Aquaholic*, *Bazinga!*, *Bullitt*, *Eskimo*, *Resurrected*, *Ric Shaw*, *So Long II*, *Steinway*, *Stormy*, *Swift-wood* and *Torques's Cheap*. Of course, there was also the president's classic plastic boat, *Torque*, but the less said the better.



Congratulations to Matt Wahzee, Neil Cullis and Ron Meehan for making this event happen for the Classic Ski Boat Group and many thanks for inviting the CAWPBA to be a part of it.

SA Wooden Boat Festival

Speedboat entries were down on previous years but those that did attend had some fun on closed water near the Goolwa Aquatic Club and entertained the small gathering.

Mick McCardle had *Tia Maria* flying. Unfortunately the main crowd at the Goolwa wharf could only view from a distance as there was no "Roar Past" as in previous years.

Speedboats present were *The Sting*, *Tia Maria*, *Dragon*, *Lady Bird*, *Maryanne* and *Jayme II*. There was also an Everingham and Traeger hull on static display.



Mick in *Tia Maria* & Mark in *Lady Bird* after some fun laps



THE MIGHTY LEWIS BROTHERS

poem by Patricia Guile

Growing up young Ritchie and Frank Lewis had a dream,
To study hard and learn the craft that formed them to a team,
They honed their skills and specialised each in their personal
way,
The results of their endeavours still can be seen today.
Now there's a name that stands forever as the best boat you can
buy,
For fifty years they built them, "my boat's a Lewis", they
would cry,
A guarantee of craftsmanship, the hull a "one-off" gem,
From the '40's to the 90's the boys both nurtured each of them.

They were only boys themselves when dad encouraged them to
take
Their knowledge, they were shipwrights, for their living, try to
make
A name as speedboat builders, for he knew they had the kind
Of guts to start from scratch, 'cause they were Lewis stock
you'll find.
It took a lot of courage from those first few shaky tries,
An idea here, an experiment there, the first boat fairly flies.
The orders started coming in from Australians far and wide,
The trophies and the accolades flooded in as they tried and
tried.

In '46 their first apprentice was bought into the team,
And from that day all worked together and they built a dream,
The most beautiful and fastest boats were built and through the
years
They worked long hours to perfect their trade and shed blood,
sweat and tears.

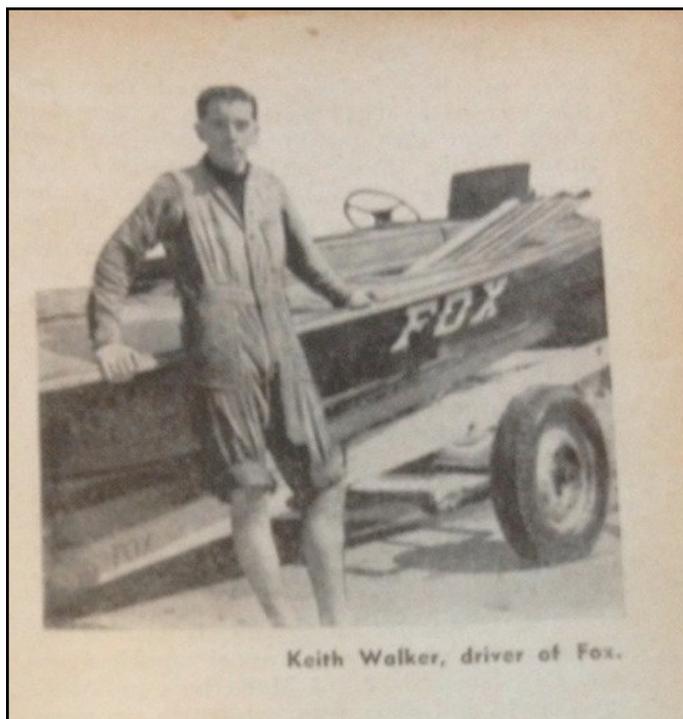
My dad, in his own boat "Miss Pat" was first to win acclaim,
At just 47 miles per hour, had the speed record to his name.
After that the Lewis Brothers' name as tradesman grew and
grew,
There was "Wot Name", "Jag" and "Torch" and "Fossy", just
to name a few.

But best of all their mighty "Fox", A33 was built by them,
And they found it blitzed the field to win time and time again.
Their name became a legend, they were known Australia wide,
As they continued daily with their craft, they built each boat
with pride.
Although they're no longer with us, their name will stay forev-
er young,
And their boats are still sought after, a new recognition's
sprung,
So if you're fortunate enough to own a Lewis brothers boat,
You can rest assured that you have bought the best darned craft
afloat.

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husband of Pat Guile (Nee Pat Lewis).

Thanks to Bob Walker who sent this poem to me, and gained
the kind permission of Graham Guile, husband of Pat Guile
(Nee Pat Lewis) for it to be reproduced in our newsletter.
Pat was the daughter of Clem and sister to Frank and Ritchie.
Bob's brother, Keith Walker used to drive *Fox* and was one of
a few people that were given a T-Shirt with the poem printed
on it.



Keith Walker, driver of Fox.

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Miss Lorena

Greg Carr

In the last issue of the Hollow Log there was an article written about an unfinished 1967 Simpkin clinker that had never been launched. There was also the promise of a follow up. Well, here it is.

Late last year owner Edward Humphries had taken the boat home to finish off after some initial work had been done by Ross Foster. With that work completed and the hull beautifully sign written in classic style and bearing its new name of *Miss Lorena*, launch day approached.

I received an email from Ed's partner, Jan, of the proposed launch date and venue. Knowing the uncertainties of an untried boat, I offered to bring along a chase boat, which was readily accepted.

Launch day arrived and I headed off with Ross, with *Stormy* in tow. We arrived at the designated boat ramp at Lake Cairn Curran to a car park populated with some vintage and classic cars, a classic boat surrounded by similar vintage water skis and paraphernalia, some period dressed people, and more. The scene was set.

After the greetings and introductions, we put *Stormy* in the water. The lake was down to about 49% with the ramp long and sloping gently, meaning a rope launch.



Then came the big moment. Ed jumped into his FB Holden panel van tow car and backed *Miss Lorena* down the ramp. Being the first launch, nobody knew how it would come off the trailer. After a pause for the champagne bottle to be opened and a generous amount of its contents splashed over its deck for the christening, the *Miss Lorena* was backed into the water. It was soon realised there was no way it was going to come off the trailer, even though much of the car was sitting in the water. Ed pulled forward again once the clutch started slipping due to becoming partly submerged. A rope was tied to the trailer and the trailer pushed back until the rope went taught. It still wouldn't float. There was enough of us there to manoeuvre the trailer

without the need for the car, so the rope was released from the car and the trailer pushed deeper. Finally, the boat floated off, but still would not slide back off the trailer.

After much pondering, Ross picked up that the distance between the guide poles was narrower than the beam of the boat, preventing the boat from moving backwards.

A bit of "manual manipulation" saw that distance extended and then *Miss Lorena*, to cheers from the crowd, floated clear of the trailer.

The first thing I noticed once the boat was clear of the trailer was how nicely it sat in the water. It just looked "right".



The new and unused 186 was started and warmed up. With plenty of nervous energy around, Ed and Jan climbed aboard (another learning experience), the clutch was engaged and the boat moved off under its own power, again to cheers and applause from us all. Starting off slowly and gradually increasing speed after successive laps in the calm water in front of us, the boat looked and sounded wonderful. Ed brought it back to shore, with both driver and passenger sporting big grins. A couple of minutes later, the boat headed off with four people on board. It still sat really nicely on the water. A few more laps and it was Ross and I on board for a run. The boat was a gem. Even in some rougher water further out, it handled itself really well.

Of course, there were a couple of issues, but really only minor and what couldn't be fixed on the day would be easily fixed back home. Typically, being a Simpkin hull, it did not take on any water.

Miss Lorena did several more runs during the afternoon, but unfortunately the wind was swinging into our calm bay and becoming fresher. With many white caps appearing, it was a good time to call it a day.

A bit about your New Editor

For those who don't know me and maybe some that do, I should probably start with a brief introduction and describe how I became a member of CAWPBA and mesmerised by Wooden Powerboats, to the point that my boat fleet has apparently hit its limit! But then I've recently driven a Hydro so....?

I live in Adelaide with my wife Kathryn & 3 children. I'm a child of the mid 1960's, born into a family with many mechanical trade associations; so it's probably not too surprising that I enjoy 1960's & 1970's cars and boats. As a kid I can remember the Holden Grey powered 14ft Bondwood that my Grandpa built being used for fishing and skiing over many years by everyone in our large extended family. And then as young guys, it was used by my brothers and I until it sunk on the River, which is another story!

My first Wooden Powerboat was purchased from Colin Bailey, and soon after I met Paul Siddall and was introduced to the CAWPBA, then in 2004 attended my first event at Mt Gambier. The friendly group and the magnificent array of craft restored and owned by CAWPBA members further encouraged me to find more excuses to explain the *need* for more.

The fleet now consists of 2 Everinghams and 2 long, long term Lewis projects. *Jayme II's* rejuvenation was a family project with everybody helping out along the way, and I must thank Kathryn for her support with my "disease". As the kids have grown up with *Jayme II* around, I can safely say she is the favourite with the family. *Lowanna*, a Frank Lewis Ski boat, owned by my father, Gary, is currently upside down in my shed but I'm hoping to see her right side up and floating in 2015.



The Sting doing a quick run across Lake Bonney during the Bluebird 50th Anniversary celebrations last November



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President's Pronouncements:

Hello all

Well, here we are, almost into the cold boat building season (hint). It's great to see some more craft starting the journey, I'm sure we will all be watching with great interest until we get to see them on the water at a wet together.

An opportunity to display our boats and actually get some water time was made available from the Glenmaggie District Boat Club as part of their 60th anniversary and opening of a new club house. Our thanks go to the members for a most enjoyable event.

While there has been a fair bit of talk for some time about the editing and the method of delivery of the "log" this copy will be the first for the new editor. I would like to thank Dave for putting his hand up, and Greg for his many years hard work.

Alan.

Around the Traps

General:

- Ron Johnson has finished his work on a brand new big Skiff which has now made its way home., but where is home??

Victoria

- Assassin Too* has come back from Ron Johnson with a new deck in it's original Skiff layout.

NSW

- Dave Pagano and Bob Walker continue work on the Lewis Skiff, *Rhonda Babe II*.
- Aggressor* had probably it's youngest co-pilot ever when Dave took Bronte for a ride recently. The Merlin is still struggling to rev as it should and Dave has sent the carby off to be rebuilt, hoping that solves the issue.

SA

- Colin Bailey is edging closer to launching his "winged" Lewis. The engine is running and with a few finishing touches will be ready for launching.
- Graham Stevens has the deck off Touche' for repairs and is deciding whether it should be a Skiff as the hull & bearers suggest it was before.

2014/2015 Committee Members

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Coming Events

April 2015

- Lake Macquarie Classic Boatfest. Easter long weekend, 4th & 5th. Toronto NSW. 0409902043
Email: info@classicboatfest.com.au
- Goolwa Aquatic Club - Aquafest. 11th & 12th. Boats of all types ranging from vintage Skiffs, Hydros & Runabouts up to and including more recent BAD race boats. Spirited demos and more. Refer www.goolwaaquaticclub.com.au for further details.
- Seacraft Syndicate Boat Owners Club Echuca Regatta. 11th & 12th. Marool Caravan Park, Marool. Refer the SSBOC website for details.

July 2015

- Winterfest. Who's game, again? 4th & 5th. Heathcote/Lake Eppalock. Just a diary entry at this time. Further details later.
- Forster Keys Skiers and Boaties Reunion and Power Boat Display. 4th & 5th. Forster Keys, NSW. Contact Fred Williams 0421 075 075 or Peter Brown 0412 605 953

- Sydney International Boat Show. 30th July to 3rd of August. Possible display opportunity. To be confirmed.

October 2015

- CAWPBA Annual National Regatta. Oct 31st & Nov 1st. Lake Talbot, Narrandera, NSW. Contact Alan on 0403 838 193 or Greg on 0408 937 029 for details.

*Please check for confirmation
of dates and venues*

Quote for Today

*"I never think of the future. It
comes soon enough"*

Albert Einstein

Club Contact Details

New South Wales/ACT Chapter

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Queensland/WA Chapter

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South Australian/NT Chapter

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Victorian/Tasmanian Chapter

For further information, contact Greg Carr by phone on: 03 9370 2987 or 0408 937 029 or by e-mail: gca42796@bigpond.net.au

Membership Update:

Vic	40	NT	1
NSW	17	Tas	3
Qld	3	SA	12
WA	3	USA	1
ACT	1	Total	81