



# THE HOLLOW LOG

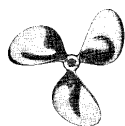
## The Classic Australian Wooden Power Boat Association Inc.

Volume 18, Issue 2

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## Historic Winton

The Classic Australian Wooden Power Boat Association was again invited to show boats at Historic Winton. A bit of a communication mix up which caused us to start organising things somewhat later than we would normally do, meant we did struggle a bit for display boats. The weekend weather forecast certainly looked more promising than last year's, when it was quite cool, windy and wet.

On show this year were *Miss Lyndy*, *Pagan*, *Ronda*, *Stormy* and *The Jet*. Complementing our display and in keeping with the Historic Winton theme, owner of *The Jet*, Frank Wicks also brought along his mid 50's Renault 4CV and attached *The Jet* to the towbar, making a great display which attracted a lot of attention.

We set up again at the back of the skid pan after first being offered the front area for the Saturday only before having to move to the back on the Sunday. We chose to set up at the back and be done with it. People still manage to find us up the back and it saved a double set up.

Typically, Saturday was reasonably quiet, with a trickle of people coming past. The racing was good and our position gave us a great view of the race track.

Sunday dawned relatively mild with a bit of cloud, although the cloud thickened and a breeze came up through the morning. The day's weather

looked promising and it remained mild and dry.

As mid morning approached, the skid pan began to fill with vintage and classic cars, caravans, trucks, buses and tractors, with the classic boats already there. As they day ticked on, the skid pan filled to full, with hundreds of vehicles on display, attracting many more hundreds of spectators to it, which was great for us.

We had a really good day with our boats always having a good number of the public looking over them. As mentioned, *The Jet* attracted considerable interest and as always, so did *Pagan*. These two boats are quite unique and do hold some fascination for the technically minded public.

Another successful Historic Winton for the Classic Australian Wooden Power Boat Association.





## Boat movements

The 16' Jack Eddy hull *Viteau* has been under restoration for a number of years now and is looking like it will see some daylight soon.

There is still plenty of work to be completed, but the hull is about done and the reconditioning of its original 313 Chrysler is also progressing well.



So, not only is another winged clinker close to getting out on the water, but it's also an Eddy. Two things close to my heart.

*Viteau* is located in Victoria.

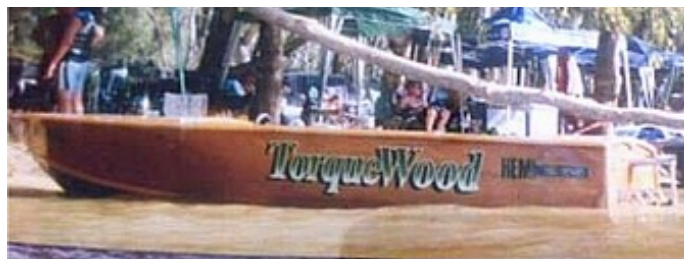


Andy and Mitch Griffiths have added another one to the stable.

*Torquewood* is a 17' runabout built along the Seacraft/Rivercraft lines. Power is from a 265 Chrysler hemi six cylinder. The hull appears to be in good condition and should only need some cosmetic refurbishment.

I'm guessing it won't be too long before we see *Torquewood* on the water.

*Torquewood* will move from Victoria to NSW.



Lewis skiff *4BEES 2* has been sold by owner Jeff Lockhart. With the hull in reasonable condition, the new owner has begun some restoration work on the 186 powered skiff, meaning we should see the boat back on the water soon after an absence of several years.

*4 Bees II* will remain in NSW.



Dave Drewer has recently added a new one to his collection. Not much is known about *Cristine*, a 17' plywood runabout which appears to have originated in Victoria in the early 1960's.

The hull is quite unusual with its tall fins featuring prominently and its nicely patterned front deck, not to mention those spectacular mudguards on the trailer. *Cristine* looks like it might have run a V8.

*Cristine* is located in South Australia.





## Another one saved

This 17' clinker hull recently came up for sale at a clearance sale in country Victoria.



I have known of the boat since back in 2005 when the owner was trying to sell it. It was said to be in good condition, but urgently required a total repaint. The pictures I had been sent seemed to reflect that. The owner was really keen to sell as the boat was being stored under tarps, but outside. Unfortunately, he wanted \$15,000 for it, which, back then, he just was never going to get and wouldn't be convinced of it.

It came up for sale again in 2009 with a price of \$12,000 on it. After that, I lost track of it.

The hull was claimed to be a Stephens, but I have always believed Stephens never built a timber hull. The auctioneer stated later that the hull was thought to have been one of two built by Stephens to use as a mould to flop their first glass hulls off. Whatever its origins were, it was certainly a well built hull.



When the boat appeared in the advertisement for the clearance sale, I thought I recognised it. Looking at my records showed it to be the same boat, only in much poorer condition.

I went to the clearance sale, which wasn't far from home, not being too sure what would happen to the boat if it was sold. My concern was someone would be buying the boat for the trailer, stripping the hull for the 308 and velvet drive in it and whatever else they wanted, then burning it.

Seeing the boat was a real disappointment. Its condition was poor, with extensive rot in the transom and in all planks for some inches where

they were fastened to the transom. The cavitation plate drooped down from the hull. The carburettor was missing from the engine and looking down into the open manifold showed rust from where water had been pooling. All the same, the boat was complete with good quality fittings and instruments and a good restorer in the right hands.

It turned out there were in fact a couple of people interested. One I think wanted a really cheap restorer (doesn't everyone), the other wanted the hardware off the hull for a project he was doing. I was up front and said I would bid on the hull to keep it together as a restorer if it seemed the boat, as a complete unit, was going to be lost.



The actual auction of the boat seemed a little odd in that just as the bidding was getting going, the boat was sold. Even though the last thing I needed was another boat, I didn't even get a chance to put a bid in. The three of us who had an interest in it, plus my wife Jacqui, were spread around the crowd, but none of us saw the successful bidder, nor did we see him come up and provide his details to the auctioneer.

Quite strange, indeed. The boat sold for \$2,500.



After some investigative work was done by one of the chaps there, he managed to get the new owner to contact him. He spoke of our concern the boat was going to be stripped and dumped. The new owner assured him that he bought the boat to restore, so it was a good outcome in the end. Unfortunately, he didn't leave any contact details.



## Balranald get together



Our get together at Balranald in early March was a typical laid back relaxing CAWPBA weekend. Excellent company, excellent venue, excellent weather, the list goes on.

Six boats arrived for the weekend: *Al-Falfa*, *Aquaholic*, *Butter Box*, *Ric Shaw*, *Stormy* and *Torque's Cheap*.



Most arrived on Friday, to take full advantage of what was for most, a long weekend. The weather was promising, being warm and sunny—typical for Balranald for that time of the year.

*Torque's Cheap* spent some time in Balranald's resident member Andy's workshop early Friday getting some carbie issues sorted out after having its original 302 Chev replaced with a 350. The boat hadn't



been on the water since the new engine had been fitted, but a quick run on the lake in the afternoon proved everything was good.

Saturday dawned bright and sunny, with a calm breeze. We all eventually straggled down the lake with our boats.

When I arrived, Alan was in the throws of putting *Butter Box* in the water. A closer look showed the boat at a strange angle. It seemed the water level was down a bit on how we remembered it last year, meaning the trailers were dropping off the edge of the ramp.



Unfortunately, at one point off the edge of the ramp, there was a hole and that's what one of *Butter Box's* trailer wheels had dropped into. Alas, the Commodore couldn't get enough traction to pull it out again, but with some four wheel drive assistance, out it popped.



## Balranald cont'd

An underwater survey showed that the boats had to be launched such that the trailer wheels straddled the hole. Easy fix. Next problem . . .

When the boats came off the trailer, the water had plenty of depth, but after several metres, it became shallow again, meaning the boats had to be dragged over the muddy bottom to deeper water. It was a bit of a chore, but many hands made light work. Having said that, I woosed out, figuring *Stormy* would be a real problem getting over it because it sits so low in the water. As it turned out, the channel that was cut through the mud bar by dragging the other boats across made it deep enough when it was launched the following day.

It was a relaxed day with the lake pretty much to ourselves. *Torque's Cheap* got a good work out with its new engine sounding sweet. It was good to see the Leesom & Walker hull back on the water after an extended break having its engine issues sorted out.



*Aquaholic* got a pretty good work out as well. This Simpkin hull has an interesting history as it was raced with twin Fiat 4 cylinder engines in the late 60's. It is pushed around more conventionally by a 186 Holden nowadays.

After we'd dragged ourselves away from the water, we all readied up for a BBQ dinner. We managed to commandeer an undercover area (not that we needed shelter on the balmy night) with tables and chairs and BBQ's close by—everything we needed. In true CAWPBA style, we had a really great night. Lots of laughs and good (and sometimes not so good!) conversation, all just soooo entertaining. We later moved ourselves up in front of the cabins where most of us were staying and continued on until fairly late.



The day looked promising as we headed back out to the lake on Sunday. Boats were launched, with knee boarding and even water skiing taking place for some of the older folk as well as the young ones.

The boats got a pretty good work out again, even *Stormy* which was launched and dragged over the muddy bottom.

A water pump issue slowed *Aquaholic* down for a couple of hours, but a new impeller fitted to the pump on the shores of Yanga Lake saw it back up and running in no time.

As the sun settled and the wind started to come up, we decided to head back to the caravan park. There was plenty of discussion on the comings and goings of the world over some more beverages.

Consensus was that dinner was to be at the RSL and a quick phone call had us being chauffeured to and from the venue in their courtesy bus. Just too easy!

Monday saw most heading home in prep for work on Tuesday. Others who stayed on a little longer were treated to a tour by hosts Andy, Wendy and Mitch of the historic Yanga Station Shearing Shed.

This enormous shearing shed, built in the late 1800's, was once the largest and most modern shearing shed in the district, with 30 shearing stands (15 each side) and able to house 3,000 sheep. During shearing time, around 100 people would stay at the station, being housed and fed. It even had its own jetty on the adjacent Murrumbidgee River to load the wool on to the paddle steamers.

With the shed being used up until 2005, the buildings are still mostly intact and one can easily imagine what the activity and noise levels would have been like 'back in the day'.

It was a great way to end a great weekend.

## Wood on Water

You may have seen a page put up recently on the club's website regarding a book titled **Wood on Water**, published by Graham Lloyd. If not, take a peek at <http://www.cawpba.com/CAWPBA/forsale82.htm>

Further to the above, Graham is currently producing another book, **Wood on Water Volume II**, and is currently looking for boats to be featured in it.

If you are interested in having your classic wooden power boat included in this book, you will need to provide Graham with some high quality photographs and a description of your boat as well as any other information that could be used.

For more details on these requirements, either contact Graham on [grhm@optusnet.com.au](mailto:grhm@optusnet.com.au) or myself on [editor@cawpba.com](mailto:editor@cawpba.com).

Because of their high quality and low production numbers, these books are expensive to buy, but the fact is, there is nothing else out there like them that is covering the Australian scene.

If you are interested, you will need to get a move on as Graham is aiming to have all the photos and details in by the end of June.

*Please note that Graham Lloyd is not associated with the CAWPBA and that the CAWPBA is not profiting from the publication or any future sales of this book. This article is included purely to advise owners of these classic craft of an opportunity to have their boats included in such a publication.*



## Goolwa Aquafest



Many of us made the pilgrimage to Goolwa in South Australia again this year. This excellent event is certainly one of the highlights of the SA power boat events calendar.

Travelling across from central Victoria on Friday, the weather was looking good, although there were some warnings coming from the Bureau about some rough weather and a cool change expected through later in the day.

We could see the weather building up, then, not long after passing through Tailem Bend, a front came through. Very strong winds and dust that limited vision considerably. Actually, it was like a fog, slowing traffic for some time until it blew through. Then came the rain. It was early times, but I worried that the weekend was going to be blown out like the Sunday last year. Wind and rain accompanied us for the rest of the way to Goolwa, where it had settled in. Must have been something to do with it being Friday the 13th.

Saturday's weather was considerably improved although a little cooler and as the club's car park filled slowly filled with boats, one could sense it was going to be a good weekend. A change in this year's arrangements was that the carpark, which is normally public space on the Saturday, would be closed off to the general public and used for boats and their support vehicles. It seemed to have worked well and while quite full, it wasn't as overcrowded and chaotic as it can be. There was also a tractor on hand to assist with boat launching.

As this is a newsletter dedicated to wooden power boats, I will only mention the woodies that were there this year:

*After Midnight, Betty, Cristine, Fury, Hi-Fi, hydroplane HL219S, Justwood, Lady Bird, Nightmare, Rascala, Ronda, T-Bird, The Jet, The Sting, Tia Maria, Wiski-Blue, Woodworx and ED208S*, a little clinker skiff that must have been all of 8 feet long. Club boats were *After Midnight, Cristine, Lady Bird, Nightmare, Rascala, Ronda and The Jet*.

Saturday, being the traditional muck around, test and tune and social day, was a pretty good day on the water for boats and drivers. It was a good day for the public as well, having a boat show in the carpark as well as plenty of action on the water. Boats ranged from four cylinder

screamers to blown V8's.

After an entertaining day, the Saturday evening dinner at the club rooms was, as it always is, a great social event and another opportunity to watch some wonderful nostalgic footage of boats racing. Interestingly, some of it is old footage of old boats racing and some of it newer footage of old boats racing, or should I say, old boats giving a spirited demonstration.

Sunday was a little cooler again with some breeze, but not enough to spoil the day. The car park was packed with boats and support vehicles and onlookers. A day's full of spirited demonstrations took place, keeping the large number of spectators well entertained.

Most of the boats were return visitors to Goolwa, but a couple were making their debuts, namely *Ronda* and *Justwood*. *Justwood*, a 17' Syndicate hull, made the trip from Victoria. Powered by a Ford V8, the boat was very quick but not completely at home in the rough race conditions. *Ronda*, member Ray Russell's newly found Lewis runabout (see the last issue of the Hollow Log) was given a pretty



## Goolwa cont'd

good try out and performed admirably amongst some much larger engined boats.

One surprise over the weekend was when “*Betty*” came to town. When the boat entered the carpark, you really knew it had arrived—all 23’6” of it. *Betty* is a 1927 Hacker Dolphin, one of three imported together to SA and has been based in the Goolwa area all its life. While Mercruiser powered now, the original Scripps engine is still with the owner. The boat is fresh out of its 14 year restoration by owner Peter Ebden. The boat is just magnificent.



An unusual boat there on the weekend was a little skiff powered by a twin cylinder motorcycle engine. I didn’t get any details, but the boat was tiny and can’t have been much more than a couple of metres long. It looked as much the part as its bigger brothers, but one wondered how well it would perform.

The boat did go out, but unfortunately I missed it actually running. I did catch it, though, back at the ramp. With the driver still in it and no forward motion, the little skiff certainly had a pronounced nose up attitude, with the top of the transom being only an inch or so above the water.

A couple of boats were a bit grumpy on Sunday, with *The Jet* not wanting to rev out as well as *Rascala* playing up after being out of the water for a while with some hull work being done. With *Rascala* out, driver Michelle Stevens was offered a drive of *Nightmare* in one of the events, which she gladly accepted. It must have been good out there because Michelle was wearing a large grin on her face after returning from the run.



It was good to see the Lewis skiff *Fury* back in the water this year and it seemed to me that the runabout *Tia Maria* had a bit more speed this year. Been busy again Mick?

Another very well run event resulting in a really good weekend of entertainment in Goolwa.



## Merchandise

Caps are available now and black or white polos with the CAWPBA logo embroidered on the right breast are available on order. Check with us for pricing. We still need just need a few more to make an order

Keyring floaties with the club logo are available. These are \$5.00 plus P&H. Dimensions are 35mm diameter and 90mm in length. Really handy when you accidentally drop your boat’s ignition keys in the water.





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## President's Pronouncements:

*Hello all,*

*Sometimes it's fun to go back and have a look at some old issues of the hallowed Hollow Log, and sometimes it can make you wonder where the time went.*

*There was a little article in Volume 1, Issue 1 way back in Jan 2001 about the coming restoration of "Busy Bee".*

*While the term long term project was used I don't think 17 years was the time frame in mind.*

*The point is of course, all good things come to those who wait.*

*Alan*

## Around the Traps

### NSW:

- A nice Lukey clinker with vintage twin 90 hp Mercury outboards has been offered for sale to club members first before it goes public. Check the Member's area of the Bulletin Board.

### Vic:

- It's the Victorian Speed Boat Club's 70th anniversary this year and I understand that they are going to have a bit of a celebration to commemorate it. As part of those commemorations it will be displaying classic speed boats and race boats. Probably a bit later in the year, but keep it in mind. More details as soon as the become available.
- The restoration of 12' Simpkin skiff *Cougar* is continuing in the hands of John Sullivan after the hull restoration being completed by Ron Johnson. The boat had been fitted with a outboard powerhead and leg many years ago when converted to a fishing boat. Hoping to see this one back on the water later this year.
- Not content with one 12' skiff, John Sullivan also has the Col Winton skiff *Busy Bee* under restoration, with the hull also with Ron Johnson. This one is a major work as the hull was in such poor condition. John is also on the hunt for fittings and hardware to suit. The original Ford Anglia engine will also be rebuilt in this "long term" (refer President's Pronouncements) project.

## 2017/2018 Committee Members

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As always, your contributions to the newsletter are most welcome

## Coming Events

### September:

- Victorian Speed Boat Club 70th birthday celebrations. Weekend to be confirmed, but I'm guessing around the 8th. Keep this weekend open because I reckon they'll be looking for some vintage/historical boats and particularly boats with some association with the VSBC. More details as they becomes available.

### November:

- CAWPBA Annual National Regatta. 3rd & 4th. Lake Talbot, Narrandera, NSW. Contact Alan on 0403 838 193 or Greg on 0408 937 029 for details

Please let us know of any events relative to our passion that you think should be listed here.

*Please check for confirmation  
of dates and venues*

*Note that not all events listed above  
are supported by the CAWPBA*

### A love letter:

*Dearest One,*

*I will seek and find you.*

*I shall have my way with you and take you to bed.*

*I will make you ache, shake and sweat until you moan and groan.*

*I will make you beg for mercy, and beg me to stop.*

*I will exhaust you to the point that you will be relieved when I'm finished with you.*

*And, when I am finished, you will be weak for many days.*

*All my love,*

*The Flu*

## Club Contact Details

### Victorian/Tasmanian Chapter

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### Membership Update:

Vic	25	NSW	11
SA	6	Tas	2
WA	1	ACT	1
<b>Total</b>	<b>46</b>		

### Quote for Today

*"An eye for an eye makes  
the whole world blind"  
(Gandhi)*