



THE HOLLOW LOG

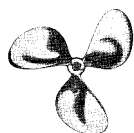
The Classic Australian Wooden Power Boat Association Inc.

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We're here to help

We recently received an email from someone chasing up a boat he had heard about some years ago when a friend had seen it for sale out the front of a house in Sydney in the 1970's.

At first glance I thought it was a bit of an ask, being so long ago. A couple of clues were that it was a clinker, had a couple of big fins on the back and the key one, a Jag engine with triple carbs.

While it sort of rang a bell with me, I forwarded the email to Dave Pagano, asking whether he remembered anything about it.

Dave called me back, saying he did remember a boat like that many years ago. After talking with Dave about it, things started to spark in my (terrible) memory.

I did a search of the data base and sure enough, up popped Corsair IV, an early 60's Lewis with a Jag engine sporting triple carbs. Talking again to Dave, the name Corsair didn't sound right to him. Further checking showed it was actually named Michael "R" when put up for sale.

The boat had been purchased by a Jaguar enthusiast in Melbourne who really only wanted it for the carburetors. It turns out the carburetors weren't the right ones, so he decided to restore the boat. The boat is still in Melbourne with that person and is in immaculate condition. Unfortunately, though, the wings have been removed.

The person who sent the email was a Sydney based Jaguar enthusiast who was trying to track down the boat's engine, which came out of an XK 120 Jag.

So, mystery solved! What an amazing resource we are.



Michael "R" for sale in Sydney

Balranald

This year's get together at Balranald over the (Victorian) Labour Day long weekend was under a cloud for some time before the day finally came around.

Yanga Lake's water level was down, making it no good for boating. There was some talk of water being released to bring the level up, but it just never really happened.



Balranald resident and club member Andy Griffiths made some enquiries about the use of another lake on private property and gained permission for us to use it for the weekend.

I wondered about the size of this lake, being on private property, and how big it would be. It turns out that those concerns were completely unfounded. This lake was huge, not much smaller than the main body of water that makes up Yanga Lake.

It was a bit of a drive from the caravan park, but the roads were good. The last kilometre or so were dirt, but that's not particularly unusual for access to many lakes.



What was extremely good was we had the lake to ourselves. No other boats. No wake boats to smash our boats up. No jet skis to buzz around in the one spot and drive you nuts. Just this huge expanse of very boat friendly water.

We had seven boats there for the weekend, including *B. Pee*, *Butter Box*, *Ric Shaw*, *Ronda*, *So Long II*, *Stormy* and *Torque-Wood*.

Without having a concrete ramp, some old boat launching and



retrieval skills had to be put into practice. With a firm packed sandy bottom, the entry into the water was long and shallow, meaning few boats could be launched with the trailer still on the car. Even Ray's Land Cruiser was well and truly in, with water coming in through the back doors. Rope launches and retrievals were the order for the weekend.



It was a laid back weekend, with the boats getting out on the lake late Saturday morning. The weather was very warm, with a generally light wind occasionally gusting up. The breeze was off shore, so half the lake was unaffected, giving us great water at all times.



After a really hot and dry spell out of the water, several of the boats were taking on a bit of water, with bilge pumps getting a good work out. Even a couple of the ply boats were taking on a bit. *Stormy* was leaking way more than usual as well. A closer check of the hull when back at the caravan park revealed a large crack along the rivet line in one of the planks that no amount of wetting out was ever going to fix. *Stormy's* weekend (season) was over.



A couple of boats had a bit of tuning done. *TorqueWood* was a bit fluffy at the top end and out of the hole, but a bit of carby rebuilding on Sunday morning saw the boat performing much better later in the day with the 265 Hemi sounding sweet.

B.Pee was a bit cranky when starting, again a carby problem. A bit of tinkering with the carby on the trailer on Sunday morning seemed to sort it out as well.

Ronda sported a new generator, expertly fitted by Balranald Auto Electrics, meaning it could now run and operate the bilge pump at the same time without flattening the battery. Ray was most pleased!

It had been some time since *Ric Shaw* had been in the water, but after a bit of work the day before, the boat ran strongly all weekend. It was great to catch up with owner Ric Schoenauer again as well. Ric came down from Darwin for the weekend and looked well at home in his old boat.

So Long II ran like a top all weekend, with its Holden grey



sound ever so sweet, keeping a big smile on owner John's face.

Speaking of grey motors, I don't think I saw the bonnet up on *Butter Box* all weekend. Mind you, I couldn't believe the amount of water that ran out of the boat on the trip back to the caravan park. I thought Alan might have taken a ton of water on board because he was going to use it for wakeboarding. Who said ply boats don't leak?



Saturday night's BBQ at the caravan park was a great night that went late into the evening and resulted in a sore head or two in the morning. It's OK, we won't mention names.

With a latish start on Sunday, it was telling to see that only the plywood boats ventured out to the lake. The wind whipped up a bit, but was still off shore, meaning the lake was still very useable.

TorqueWood and *Ric Shaw* again both got a good workout with the younger generation very active, which was really great to see.

We all headed off back home on Monday morning, happy after another great weekend with friends.



While *Stormy's* hull had a cracked plank, it seemed that *Andy's* hull had a crack as well

Member's Tow Cars

As mentioned in the previous issue, I am going to run a series on tow cars owned by club members which are roughly the same age as their boats.

Ray Russell's Vanguard Spacemaster

About two years ago I came across a 1954 Phase 2 Vanguard Spacemaster that was being sold by a Club Standard and Triumph car club member. I already had a 1958 sedan but had been looking for something that had the right look and similar age to *Pagan*, my Vanguard powered skiff, which dates to about 1952.



After a trip to Mirboo in Gippsland, I made the purchase for \$4,000 and brought the car home on a tandem trailer, with quite a few inquisitive looks along the way.



Of all the Vanguards, the Phase 2 is the rarest. They were similar specs to the Phase 1 (beetle back) but without the classic look and a far inferior standard of finish, something that even enthusiasts fail to explain.

The car was in pretty good nick considering it's age and had some serious money spent reconditioning brakes, suspension and steering, all the things that wear on a 60 plus year old car.



Other than that, it's pretty unmolested with great interior patina and very few mods, if any.

Standard equipment for the day included a 2088cc four cylinder engine, leather interior, full instrumentation, electric wipers, full tool kit including grease gun, crank handle starter (for when it all turns to crap), electric fan heater (optional), full syncro gearbox with electric overdrive (80mph plus top speed) and stuff I can't remember as I put pen to paper. As of yet I have been unable to find a towbar, but I'm sure persistence will eventually pay off.

One thing a lot of people are unaware of was that the cars were imported in pieces and assembled in Port Melbourne at the AMI plant.



Doug Bamberry's Jensen Interceptor

The name Jensen came from the Jensen brothers, Richard and Alan. Jensen cars were designed by Carrozzeria Touring in Italy. Early bodies were made by Vignale in Italy before being shipped to Jensen's West Bromwich plant in the UK. The cost of the car when new was UK £3,800.

Doug, who owns the 1961 Lewis *Electric Girl*, purchased his car, a Mark 1 built in 1969, from northern NSW in late 2012.



It was in a bad state, having been barely driven since the 80's and unregistered since the early 90's. Restoration started in early 2013 and completed in February 2018.



The engine is a big block Chrysler 383 ci (6.3 ltr). The big V8 punches out 335 horsepower and a hefty 425 ft/lbs of torque.

The number of Mk 1's built in 1969 was 376, with a total of 1024 built. Only 360, including those that have been scrapped, are known to exist.

All that power is fed into a Chrysler 727 TorqueFlite three speed transmission. A limited slip diff is also fitted.

Four wheel disc brakes are used to stop this 1600 kg vehicle.

Top speed is around the 140 mph and fuel consumption comes in at around 13 mpg.

Jensen went into receivership in 1975.

More photos from the Phil Channing collection



Left: 1966 customer ski boat. Bert Everingham



Right: Everingham boat shed, Sackville, NSW

Tassie Boat Show

For all of us who attended the Tassie Boat Show, officially the 'My State, Australian Wooden Boat Festival', in February, Hobart turned on a beautiful weekend. The sun was shining as brightly as the smiles on the people and the finish on the boats. There were a host of activities in which to participate and many boats to view, films to watch, art to peruse, restaurants to frequent and friends to share everything with.



Operating since 1994 the festival is the largest wooden boat festival in the Southern Hemisphere and, according to the organisers, *is a genuine celebration of our maritime heritage and our long history of building wooden boats in Tasmania.* This year the festival hosted over five hundred wooden boats, wind powered, motored and man powered from tall ships to *exquisitely crafted canoes and everything in between.* The range of over 500 boats on display kept us busy for the length of the festival. Although Alan and I have attended many times there is always something new to look at. This year a contingent from the USA attended the festival bringing with them two forty foot containers packed with boats and materials the largest of which was the 32' pilot gig Spirit.



Chris Chivers generously took several of us out on the river in 'Tom Boy'. This is an experience not to be missed, floating around in the lee of the tall ships is amazing, had they unfurled their sails it would have been breathtaking. The camaraderie of the boaties was an additional treat, talking to other boat enthusiasts adds to the attraction of the festival. Becoming slightly damp from the spray of the boats added to the enjoyment of the experience on the water. As always Chris proved to be a knowledgeable and generous host.

Stuart and Sara Beattie provided a welcome base from which

Melinda and Alan



to venture out each day. For those who have not yet made the trek to the festival, the Argyle Motel is in North Hobart within walking distance (for most) of Hobart CBD and the dock area with plenty of eateries on the way to stop for coffee and breakfast. There are also plenty of restaurants and pubs close by to cater to any taste for dinner.



Saturday night the visiting CAWPBA members shared a barbeque at Stuart and Sara's home, a wonderful way for everyone to get together and enjoy a social evening talking boats, festivals and catching up on the news of our busy lives. Again, the hospitality of Stuart and Sara added to the weekend and



Merchandise

Ray and Carol came away with a little extra ‘project’ to keep Ray busy in his retirement.

For anyone contemplating attending the 2021 festival, I would highly recommend attending. Stay a few extra days and see the sights around Hobart, it’s worth it.



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 just need a few more to make an order.

Keyring floaties with the club logo are also 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

The end of another great boating season is here, and it has been a very busy one with many invitations and opportunities to display boats on and off the water.

It was great to see some more craft come out of the woodwork (I won't use the term barn find) and the progress towards bringing them back to the real world will be of great interest on the Bulletin Board.

Happy building (or stripping, sanding, painting, polishing or even, hopefully, boating!). It's not too late to start getting ready for next season.

Stay safe on and off the water.

Alan.

Around the Traps

General:

- It's coming up to that time of the year - membership renewal, due on July 1st. I'm getting in early now, but there will be follow up in the next newsletter.
- I recently received some pictures of what can only be called a hydro graveyard. I've been sworn to secrecy, but hopefully more will be revealed in the next newsletter.

Victoria:

- You may remember *Comet*, a 1939 16' batten seam runabout that had sat unused in a Melbourne garage for over 70 years before being discovered five or six years ago. The owners report that the restoration is still proceeding with the seams now splined before it heads off for some professional attention. The choice of engine is still under consideration, with minimal hull depth restricting choice somewhat.
- I've heard there is a Lewis skiff with a flathead V8 coming up for sale. Watch the club's website for details.
- Ritchie Campbell recently won an award from the Everingham Owner's Club for the best 'Old Skool' evo for his boat resto. Refer Hollow Log Volume 5 Issue 4 for some history. Pics next issue.

2018/2019

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As always, your contributions to the newsletter are most welcome

Coming Events

2019

May:

- Historic Winton. 18th - 19th. Classic car and bike racing, but we will have a few classic boats on show as well.

November:

- CAWPBA catch up. 2nd and 3rd. Lake Talbot, Narrandera, NSW. Contact Alan on 0403 838 193 or Greg on 0408 937 029 for details.

2020

March:

- Hammond Craft 75th Anniversary. 28th-29th. Dargle Ski Gardens, NSW. Contact hammond-craft@hotmail.com for further 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*



Quote for Today

*"It's never too late to
have a happy childhood"*

Club Contact Details

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New South Wales/ACT Chapter

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Queensland/WA Chapter

For further information, contact Alan Price by phone on: 0403 838 193 or by e-mail: president@cawpba.com

Membership Update:

Vic	21	NSW	11
SA	5	Tas	2
ACT	1	WA	1
Total	41		