



THE HOLLOW LOG

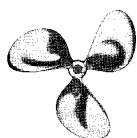
The Classic Australian Wooden Power Boat Association Inc.

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Group photo after the AGM

Narrandera 2014

To celebrate our (official) 10 year anniversary at Narrandera, members and families from all over Australia made the annual pilgrimage to the NSW Riverina town in November. With them came no less than 26 classic timber speed boats.

Rough weather knocked us about a bit to start off with, but not for long. With the temperature in the mid 30's when most arrived on Friday, everything looked good for the weekend. Several boats hit the water that afternoon and got some good runs in.

A quick check of the carpark and foreshore area showed further improvements to the site. Gone is the dreaded pit toilet, loved so much by all the ladies, and in its place a brand new toilet block. And it was clean! Also, a couple of roofed picnic tables had been installed on the foreshore and the foreshore bank had been improved, offering more space to pull boats up on. Less crowding meant the boats could swing a bit more than usual before hitting each other.

While the night remained very balmy, unfortunately the wind came up, and up, and up. I woke a couple of times listening to it howling around the building, making me wonder how all those in tents were fairing. While nobody's lodgings blew away, there were certainly some tired and weary people

walking around the following morning after a lousy night's sleep.

Saturday dawned warm, but with an overcast sky and the weather radar showing rain on the way. The hydros got in early and made the most of the flat water and scarcity of other boat wakes. A few runabouts then hit the water just before the weather front hit Narrandera.

The wind swung, the rain came down and the temperature plummeted from 25 to 15. With the rain settling in, most boats came back out of the water. I stuck with it down at the ramp for a while and got most of the boat registration work done before heading back to the unit for some warm clothes and a warmer coffee.

The rain eventually cleared and the temperature recovered somewhat, but the wind remained. Most boats headed down to the water in the afternoon and while the wind stirred the lake a little, such is the beauty of Lake Talbot that while the wind is blowing strongly at the caravan park and surrounding areas, the lake always remains useable. There was plenty of on water activity throughout the afternoon.

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Lake Mulwala Rod Run

We were invited to participate in the Northern Suburbs Street Rods run at Yarrawonga again this year. The event was held in November, on the weekend following Narrandera and with over 600 vehicles participating, the event is going from strength to strength.

We were there for the Saturday only and in typical Yarrawonga style, the event was blessed with a superb day with blue skies and a temperature in the mid 30's. Some shade was provided thanks to some forward thinking by Michael Nealer, who brought along a couple of marquees. They also provided somewhere to mount the CAWPBA banner, letting everyone know who we were.



We had several boats on show, including *Aquaholic*, *Bullitt*, *Eskimo*, *Pagan*, *Pluto*, *Resurrected*, *So Long II* and *Stormy*. Also on display were an Oz Light and tunnel hull helping promote the Eppalock Gold Cup race meeting that was coming up as well as some boats from the Seacraft Syndicate Boat Owners Club.

As often happens at these events, someone recognises a boat and we get a history lesson. As *Resurrected* was pulled in, Phil Norrish recognised it as *B. Pee* and could offer owner Nick plenty of information and follow up leads on how the boat looked, original owners, jockey, etc. It seems *Resurrected* was quite a quick club boat in the early 70's, running an injected 283 Chev at the time. Nick later caught up with original owner Ken Harris for a bit more history.

Different this year was that we were allowed to run the boats on the lake if we wished. While the water was a little choppy, it was settled enough for a few of the boats to go out, namely, *Bullitt*, *Eskimo*, *Pagan* and *Resurrected*. It was nice listening to these boats doing their runs past the foreshore with their older V8's sounding a lot more mellow than a couple of later model boats with their high revving engines that passed by earlier. Of course, *Pagan's* four cylinder Vanguard is



absolutely unique and out there on its own.

There were good crowd numbers again this year, with a constant stream of an interested and admiring public wandering past the boats throughout the day.



Many thanks to John Sullivan for organising and coordinating the day for us.

And also, many thanks to those who brought their boats along for display. It's a short turnaround after Narrandera and there is expense involved, but, as always, old boats, good company, good weather and an interested public always makes the day.



Cranksters at Nagambie

The Cranksters Rod and Custom Club of Victoria held a Show and Shine in Nagambie back in September.

There were about 300 cars there and importantly, one boat.

Ross Foster took down his 1929 Ford with his recently completed clinker skiff, *Ratbag*, in tow.

It was a perfect day for the show, being warm and sunny.

Ratbag certainly created some interest. As we all know, most of our boats are essentially water borne hot rods, something the crowds at these events are beginning to realise.

Many thanks Ross for flying our flag.



New Editor

This issue of the Hollow Log is to be my last after Dave Drewer put his hand up to take on the role of Editor and the production of the Hollow Log.

Turns out, this is actually my second attempt at my last issue. I had the newsletter pretty much done and dusted half way through November and I was rapt. No more rushing before the (flexible) deadline, Narrandera report completed before I had forgotten most of it, other articles in. I actually thought it was a great issue to bow out on. Then, disaster. The file disappeared. Completely vanished. Normally when I accidentally delete something, I have a fair idea of what I did or how I did it and can recover it. Not this time. This file, all 10mb of it was just gone. I reckon it is definitely time to hand it all over.

As discussed elsewhere, the newsletter will now be distributed electronically. Apart from the obvious and significant savings in costs, it will reduce considerably the workload in producing it, ie, no more address labels, stamps, folding and placing in envelopes, etc. Dispatching the newsletter will now involve just a few button clicks to send it on its way and you will receive it in full colour with an option of printing it or saving it as a file.

While it's had its challenges, it has been a pleasure to have brought you the newsletter for the last 14 or so years. Many issues were a real struggle, but by and large, the newsletter has always managed to have its eight pages filled, albeit often saved by the inclusion of lots of pictures.

I would ask you all to support Dave with the newsletter by providing material for him. As I've said many times before, something that you might not think as particularly interesting will appeal to others. If you are not sure, send it in anyway and let the editor decide.

Greg Carr - signing off.

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Chris Findlay of Findlay Engineering declares "After the amazing restoration and refurbishment by the **Wooden Boat Shop** on my Lewis runabout *Wyh-On*, I had no hesitation in commissioning them again to repair a large puncture hole on my Seacraft *Quick Sticks*"

Chris added "I was impressed by their professionalism, attention to detail and ability to restore *Quick Sticks* back to immaculate condition".



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Narrandera 2014 cont'd

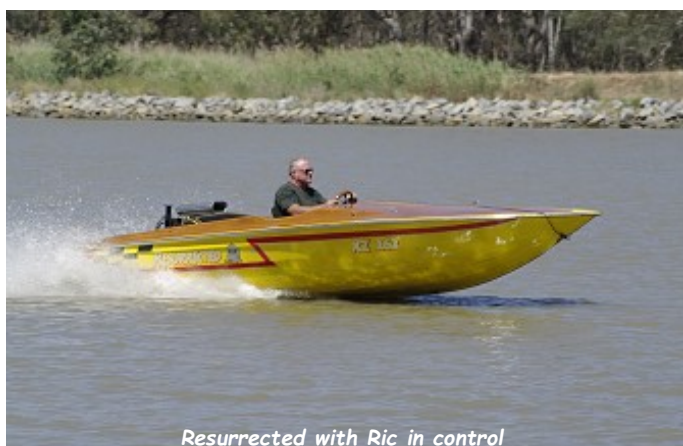
In celebration of our 10th year, the committee decided to offer a subsidised and catered for BBQ on Saturday night, something keenly taken up by most. The local Lions Club put on a great spread for a very reasonable price and although we were a bit exposed to the persistent wind, dinner went down a treat. It was successful enough for many to suggest we should do it again next time. After dinner, most retired to the amenities room, out of the wind, to spend the remainder of the evening in really good company. A highlight of the night was when a birthday cake made by Wendy Griffiths was brought into the room. It was a wonderful gesture, with the cake decorated with the club logo and title. Thanks so much Wendy (and Andy).



Col Bailey's new ride, *Dodo*

Boats at Narrandera this year included: *Al-Falfa*, *Atomic*, *Bullitt*, *Dodo*, *Electric Girl*, *Eskimo*, *Huff 'n Puff*, *Jayme II*, *Jupiter*, *Lady Bird*, *Leanne*, *Mystress*, *Old Flame*, *Pagan*, *Ricshaw*, *Rude*, *Screamin' Eagle III*, *Rascala*, *Resurrected*, *So Long II*, *Stormy*, *The Jet*, *The Spook*, *Torque's Cheap*, *Turbo-Fire*, and *Zarak*, with many boats making their Narrandera debut this year.

Dodo was one of these. There was an article on *Dodo* in a previous issue of the newsletter, but the boat needs to be seen. *Dodo* is really unique, being a 16 footer, ply construction that looks for all the world like a carvel, rear mounted flat head Ford V8, double row of three abreast seating in the combined cockpit, a full hood that folds away and stows neatly behind the rear seats, drain bungs operated from the cockpit, stowage area for mooring ropes and other gear under a hatch in the front deck, a built in toolbox in the same area, a suite of instruments that would do a commercial airliner proud, and the list goes on. The boat had little use during its early years and then sat in a shed for about 50 years. Even sitting idle in a shed sometimes takes its toll on a wooden boat, but *Dodo* has now been refurbished by new owner Col Bailey and looks superb with its gleaming paintwork and chrome. The boat is a delight to ride in with surprisingly good performance. There



Resurrected with Ric in control

was only one thing missing according to (my wife) Jacqui and that was somewhere to rest your champagne glass while cruising along - something I would probably have to agree with.



Winton hull *So Long II*

Matt Williams' Botterill was sporting some new signage this year with a big Aussie flag on the deck and its original name, *Eskimo*, emblazoned on the hull.

Old Flame made the journey from Hobart this year. Many will have seen the 12 foot skiff at Goolwa, but it was its first trip to Narrandera. Owner Stuart Beattie can really get this 1600cc Ford powered skiff motoring, which he demonstrated over the weekend.

Everingham skiff *Rude* made the trip across from Adelaide with new owner Dave Drewer. This skiff is just immaculate and while it looked the part, it refused to cooperate all weekend with starting issues. It turns out that the starter was shot, a frustratingly easy fix for Dave once back home in Adelaide.

Nick Pethica's new mount, *Resurrected*, came to Narrandera behind Alan Price's car. Nick couldn't make it this year, so Alan used Narrandera as an opportunity to give the newly rebuilt 350 Chev a shake down. The motor sounded very healthy indeed.



A couple of potential wooden boat owners there Doug

Another newie to Narrandera was John Sullivan's Winton hull, *So Long II*. This Holden grey powered ex racer is very original and gets along very nicely. I drove the boat on Monday and was surprised at just how quick it was. It was also nice to see a Col Winton hull on the water, too.

Bob Forbes brought along his hydro, *The Spook*. This 17 foot 350 Chev powered craft was built by Bob over a few years and was, in typical hydro style, quite spectacular on the water, particularly when prop walking. There was an interesting comment from Bob along the

lines of “Hell, that 60 litres of fuel didn’t last long” after everything went quiet at the top end of the lake after a pretty good run.

Also nice to see was *Torque’s Cheap* back on the lake after a couple of years absence. The boat rode in on its new and very smart tandem trailer, recently completed by owner Ian Barber.

Jupiter was given another good run by Chris Chivers, who had travelled up from Hobart. This little hydro is really quick and seems well suited to Lake Talbot (and Chivs). It proved a little cantankerous for a while, but did show its versatility by being “skied” back to the ramp by owner Stuart after conking out down the other end of the lake.



Chivs putting Jupiter through its paces

I thought Darren Crawford’s Storm skiff *Al-Falfa* had been modified with the installation of a jet unit for some supplemental thrust. Turns out it was only the bilge pump discharge coming out over the transom. Just what size is that bilge pump Darren?

From memory, gladly there wasn’t a lot of carnage this year.

Dave Pagano had *Atomic* really stoking over the weekend when he lost the drive to the prop on its final run for the event. As Dave said, probably something simple, but time to put it back on the trailer and enjoy the remainder of the day after what was “a really good weekend for a hydro”.



Eh?

Peter Moir’s Storm skiff, *Zarak*, was back again this year and going really well until retiring with milky oil due to a blown head gasket.

Old Flame was retired slightly hurt with some spark plug issues, again, a simple fix.

Ray Russell’s skiff *Pagan* received a good workout over the weekend, ending 12 months of frustration for Ray with getting the boat’s Van-



Bob Forbes’ hydro, *The Spook*

guard engine running properly. It took drastic measures, such as a partial engine rebuild that was finalised only a week or so prior to Narrandera. Got to hand it to you Ray, your persistence paid off.

For those of us lucky enough to be able to spend an additional day at Narrandera, Monday (typically) was warm with sunny skies and light winds and the lake to ourselves until late afternoon.



Another great Narrandera weekend has passed and by the number of forward bookings at the caravan park, many of us are looking forward to the next.

Roll on Narrandera 2015: October 31st and November 1st.



Eskimo and Zarak were there

KOOKIE

Several weeks ago I received a call from a gent who had purchased an old wooden skiff some months earlier and wanted someone to have a look at it. He was wondering whether it was first of all, restorable, and secondly, worth restoring. It turns out that the boat was in the Bendigo area, just up the road from me, so we organised a date and time for me to drop by.

A couple of weeks later (slight Narrandera interruption there) I met up with Ian and went around the back to view the boat. What was there in front of me was *KOOKIE*, a 12' early 1960's skiff sitting on its original tube trailer.

KOOKIE, like its trailer, was also in very original condition. She was quite tired and in need of some work, but very restorable.



Power is a Holden grey which has been bored and stroked, fitted with a ¾ race cam, Yella Terra stage 3 head, twin carbies and dry sumped. I believe it was a very quick boat in its day.

The hull is quite unique, with its transom strongly raked away towards the bottom and an extremely heavy duty cav plate. It has at one time carried an exhaust through the transom on the opposite side to the current exhaust outlet. The planking is unusual with the uppermost plank on either side being short and not travelling fully to either the transom or stem.

KOOKIE was supposedly built in the Bendigo area for a Melbourne based millionaire abattoir owner. Its purpose was to race in the Lake Eppalock Championship and was regularly seen on Lake Eppalock. It was also campaigned extensively all over Victoria and South Australia during the 60's, being affectionately known as "the bobbing cork".

The boat was eventually sold to a George Hall and raced with the Bendigo Speed Boat Club in the 1970's.



In 1976 it was sold to Andrew Stewart in Horsham, Vic. The boat was last in the water with him in 1985 and it appears was last registered in 1994.

The boat then passed to another owner, I believe also in Horsham. I remember receiving a phone call from him a couple of years ago. He spoke about how he came across the boat when collecting old Holden parts from the owner, presumably Andrew Stewart. He purchased the boat with the intention of completing some limited restoration work and then using it, but it never happened. He was looking to sell it, but had (in my opinion) an unrealistic idea of what it was worth.



The boat was eventually put up for sale in late 2013 and purchased by its current owner.

I passed on to Ian some names of people able to restore the boat for him. I believe the boat is to be fully restored and the engine rebuilt.

Interestingly, it is Ian's daughter who is pushing hard to get the boat back on the water because she is really keen to drive it. She already owns a couple of classic plastics, including a Haydon Hydrodyne sporting a vintage 85 HP Mercury on the back. It seems a classic wooden skiff will round off her collection nicely.



I'm looking forward to seeing this one back on the water. I'm guessing it will be spectacular with that motor and small hull combination. It is a great looking boat and I reckon it will have some good race history with it, once someone takes the time to dig it up.

I'll do my best to keep track of this one and keep you updated.

CAWPBA AGM

Our annual AGM was held in Narrandera on Sunday November 2nd and was followed immediately by a General Meeting.

The minutes from both meetings will soon be available as a PDF download from the website, but I would like to highlight here a couple of the main points from the meetings here.

The Committee has changed, with Alan Price being elected President, Darren Goldberg moving into the Vice President role and Greg Carr now taking on both the Secretary and Treasurer roles. With Paul Siddall and Bob Carter stepping down, Ross Foster and Ray Russell have stepped in and taken on Committee Member positions. Dave Pagano remains in his position as a Committee Member.

I would like to take this opportunity to thank both Paul and Bob for their contributions and efforts during their terms on the committee, both having been there from day one. I would also like to congratulate Alan on his election to President as well as welcome both Ross and Ray to the committee.

Our finances were discussed in length at the AGM and ways were explored to try and cut costs and increase revenue. It was acknowledged that our biggest fixed cost is insurance, something we are pretty much stuck with. Nobody likes paying insurance, but without it we are left wide open if something goes wrong. I consider us fortunate to have the likes of Fergusons Insurance Brokers and Nautilus Marine looking after us. Our next major expense is the newsletter.

The newsletter costs us approximately \$700 per year to produce and mail out. One easy way around this expense is to produce and dispatch

it electronically, meaning the newsletter would be produced as a PDF document in A4 size and then emailed out to all members. There will, as is the case now, still be a copy available for download from the website. While recognising a problem with this for those without email, it was decided that we would go down this path anyway. It is believed that even for those without personal email or web access, there would be some other means or other for them to access the newsletter through, for example, their partner, work, kids, etc. For those with simply no way of accessing the newsletter electronically, some other arrangement will be worked out.

For a number of years now we have discussed producing a club calendar. This year a prototype was finally produced and handed over to all those at the meetings to look at and offer feedback. To say the calendar was very well received would be an understatement. A price was decided upon and 100 were duly ordered. With a few dollars from each calendar going to the club, this is a great way to raise some money. All calendars have been sold.

As another way of raising some extra income, we are now charging for advertising in the newsletter. With the newsletter's distribution averaging around 90 and knowing that they are then passed on for others to read, as well as eventually making its way on to the website for anyone to read and download, it means the reader base ends up being in the hundreds. Hopefully, the advertisers will see some benefit from advertising in the Hollow log and we as members support them.

Otherwise, who knows? We might even start looking at having chook raffles at Narrandera.



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President's Pronouncements:

Hello all

Here we are again in the depths of winter, oops, that should be summer here in Vic but you can never tell sometimes.

In Victoria, an opportunity to display our boats in Yarrowonga at the Mulwala rod run was welcomed. It not only put the boats out for a lot of people to view but also some went the extra mile and had time on the water. Yarrowonga is becoming very popular with a wet together happening as well on Jan 26th

As you may have heard, there were a few changes to the committee and the tasks undertaken by some committee members at the last AGM. Though we are all obviously multi-talented there may be a little patience needed while we get our sea legs.

With the season of good cheer and good weather upon us let's all make sure we have a great summer break and stay safe on and off the water.

Alan

Around the Traps

General:

- Congratulations to members Ray Russell and Carol Reilly who tied the knot and were married last month.
- For those who may not have heard, Melbourne boat builder Keith Simpkin passed away in November. Thankfully, many of Keith's boats are still extant to remind us of this talented boat builder

Vic:

- The 1963 Lewis skiff *Miss Lyndy* has been purchased and brought to Victoria from SA by new owner, John Sullivan. John only needs a rear drive hydro now to have the complete set. The 16 footer runs an injected 327 Chev.
- Member Ed Humphries' unlaunched Simpkin runabout (Hollow Log, Vol 14, Iss 4) is progressing well and a launch date is imminent. By the time you read this, signwriting will have been completed and the "never started" 186 given a run.
- Hopefully Pete Sneddon's *Bazinga* will make its debut at Yarrowonga in January. Really looking forward to seeing this one on the water after following its restoration.

Tas:

- I hear a big hydro with a good amount of history has come into the hands of a club member. Maybe some pics after an imminent Tasmanian visit early next year.

2014/2015 Committee Members

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NEWSLETTER EDITOR

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Coming Events

January 2015

- Bonnell's Bay (NSW) Classic Boat get together. 18th. Classic boats of all descriptions. Contact Darren on 0416 182 224 Dave Pagano on 0413 766 501
- Yarrowonga (Vic) Australia Day Wet Together. 24th - 26th. Based at Woodlands Motor Inn, Murray Valley Hwy, Yarrowonga. Includes a cruise to Bundalong and rendezvous with the Classic Ski Boat group. For details contact Alan Price on 0403 838 193 or Darren Goldberg on 0418 171 042. Accommodation at the venue may still be available - contact Darren

February 2015

- The Australian Wooden Boat Festival. 6th - 9th. Hobart, Tas. Refer the website at <http://www.australianwoodenboatfestival.com.au>
- The SA Wooden Boat Festival. 21st & 22nd. Goolwa. Refer the website at: <http://www.woodenboatfestival.com.au>

April 2015

- Goolwa Aquatic Club Aquafest. 11th & 12th. Boats of all types ranging from vintage skiffs and runabouts up to and including more recent BAD race boats. Spirited racing demos and more. Refer

www.goolwaaquaticclub.com.au for further details.

- Seacraft Syndicate Boat Owners Club Echuca Regatta. 11th and 12th. Marool Caravan Park, Marool. Refer the SSBoc website for details.

July 2015

- Winterfest. Who's game, again. 4th and 5th. Heathcote/Lake Eppalock. Just a diary entry at this time. Further details later.

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

*" Our character is what we do
when we think no one is looking "*

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Victorian/Tasmanian Chapter

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Membership Update:

Vic	35	NT	1
NSW	18	Tas	3
Qld	2	SA	11
WA	3	USA	1
ACT	1	Total	75