



# THE HOLLOW LOG

## The Classic Australian Wooden Power Boat Association Inc.

Volume 19, Issue 3

July 2019

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*Whatever happened to MOUSE?*

### This newsletter

Wow. Another tough gig putting together this issue of the newsletter. I realise that it's winter and things do slow down in the boating world for our style of boats, but it would appear we have our high maintenance boats so well sorted out that nothing needs doing on them over the winter lay-up.

Having said that, I know it's not quite correct with me in that I have a boat with a busted plank that is probably not going to get fixed anytime soon, but maybe that's the issue, it just seems that there's nothing happening because we don't say anything about it. But wait, I just did, and it wasn't all that hard.

The way things are going, the Hollow Log will be reduced in size to only five or six pages next issue.

But, I suppose, we've had a pretty good run, with the newsletter having run for nearly 20 years now. Maybe it is time we bit the bullet and embraced the new technologies that are now available and use the likes of Facebook or whatever else to let each other know what is going on in the world of wooden power boating. Everyone contributes. Your thoughts on this would be appreciated.

Anyway, moving on.

In this issue is a very entertaining account of a boat building project sent in by a *non member*. It really is a good read, with part one produced now and the second part coming in the next newsletter. Once the second part is published, I will transfer it to the website. Many thanks Simon.

## Building my dream boat

Simon Jonas

As a Commander in the Royal Navy, it is only right and proper that over the last 50 years or so, James Bond, 007 has been involved in some marvellous powerboating scenes. As a younger man, the sheer 'Bondishness' of the boats he commanded, captured my imagination. I felt I would like to be a part of the glamour and luxury of this mystical boating world. Of course, these boats exist and surely if I had one, I too could have this amazing lifestyle, right? Note: Please, conduct a quick google on a "Riva Aquarama Special" or something similar for pricing and you will notice this is the folly of the very wealthy.



I am a man of humble means, owning a boat like this can be incredibly expensive to purchase and sustain. At the time of starting this project, I was a young man, in my mid to late 20's, recently married with 2 young children and a mortgage. I didn't have a lot of spare time to work on any project. The floods weren't coming; my name is not Noah nor am I a bearded woodsman. I have not built nor owned a boat (not even licenced), I didn't appreciate the skill needed to work with timber and don't count myself as capable of such a build.

These are all perfectly decent and rational reasons to not build a boat to many, however to me, this was the perfect storm to start me off on building the boat of my dreams. After much searching for plans, I found the Glen L Monaco (utility) and bought the plans (in actual blueprint format) for a very small fee, this was the catalyst to kick off the build.



*Using tie down straps to shape the timber to the complex curve of the boat*

Building an uncommon boat - not a coke can (in aluminium) or lunchbox (in fibreglass), I was immediately met with resistance from both friends and suppliers. "Why don't you build something smaller or easier" and "that is American, it will be expen-



sive" are very common phrases I have been dealt over the years, but I persisted. I found a Mahogany supplier close to home and an epoxy supplier a short drive from home after meeting them both at a woodworking trade show. For a relatively small investment, I now had the materials to make a start.

"Daddy is building a dinosaur" my kids remarked as it started to take shape.



*This point is 900-1000 hours of build time. I had fibre glassed and painted the bottom.*

But as the years progressed, it became a storage location as work slowed down. "What a mess" my wife exclaimed as spillages, damage to the garage floor and the sawdust began to pile up. My children started to grow and play weekend sports, my Saturdays gave way to junior soccer and netball.

The mess, as I built, hid the underlying beauty of the timber I was using. Until one day when I applied my first coat to the freshly sanded hull. My secret was out and neighbours started to notice.

The engine was a great find. I was on eBay for many months, looking for an engine that I would be suitable for my boat. I



*Flipped back over - halfway through the build*

had all but given up when I happened to luck upon a seller on the Central Coast of NSW that had been unlucky selling his engine. Seeing a diamond in the rough, I went up to have a look. To my amazement, there it was in all its glory, the oil filter was still painted in place from the factory, but why hadn't it sold already? Turns out it was "too new" with all the computers and sensors, it put all of the old timers off straight away. He didn't have a battery or fuel so couldn't start it – there went the other 99% of his potential buyers. Noting I was always up for a challenge, I did some basic checks – pulled the spark plugs – looked at the bore, checked the oil and barred it over a bit. Seemed good to me and at that price, if it was no good, I could strip it for parts and re-list them on eBay, probably breaking even.



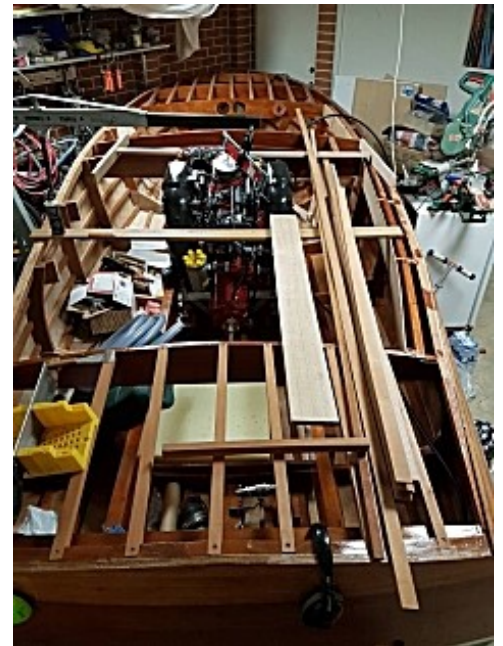
*As the boat was right side up, it was time to fit the engine, gear box, and exhaust.*

"What do you mean you didn't start it?" my wife exclaimed as I proudly delivered it to my garage. I sheepishly proceeded to receive a tough time for the next couple of weeks as I sourced the parts and wiring diagrams necessary to show her I wasn't as silly as I looked. One bright Sunday morning soon after (about 07:00 am, as I remember), I wheeled the engine into position outside my garage (so as not to flood my garage). Again, apologies to my neighbours, but it quickly roared to life (5.7L V8 approx. 300Hp). With no exhaust, my eyeballs shook, the windows shook and the neighbourhood dogs went crazy, windows flicked open to see where the noise was coming from. My wife flew out the door "What is that noise..." only to see my satisfied and smiling face peering back at her.

I had horsepower, only a thousand more parts to buy/assemble.



The hull started to come together. "Yeah, but will it float" or "what if it sinks" became the new phrase I heard with familiar regularity. I was always confident in the design, my skills were 50/50, however, the materials were something else. Fijian Mahogany is light, flexible and really nice to work with. Marine ply is strong and when glued into place, it became a beautiful component of the boat structure.



As the weight started to increase (with the engine and other components) it was time to get some proper support under the hull, time for a trailer (also: the dolly wheels broke). Living in Western Sydney I thought I would be spoiled for choice here, however when you utter the words "I have built my own boat,



I don't really know what kind of trailer I need", they will send a shudder down the spine of trailer manufacturers everywhere. A couple that were up to the challenge, felt it appropriate to price accordingly. As I will reiterate, I am a man of humble means and throwing money at the situation was not something I could afford to do.

*To be continued in the next issue of the Hollow Log.*

## Member's Tow

*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.*

### Frank Wicks' Renault 4CV

Frank's 1956 Renault 4CV was commonly called a Renault 750 in Australia. The 4CV model was produced from 1947-1961

The vehicle was powered by a four cylinder 750cc wet sleeve engine through a three speed gearbox.



Frank bought his car in January 1984 with 43,500 miles on the speedo and it now has 23,100 after going back to zero (which means it has travelled 79,600 miles).

Frank has made many improvements including a four speed gearbox from a Dauphine Gordini and bigger brake drums, also from a Dauphine Gordini. He has now built a new engine using a Dauphine Gordini block and head with 904cc pistons and sleeves. All Dauphine parts fit straight into a 4CV as the Dauphine was built along with the 4CV from 1956 with a different body and 850cc motor.



Frank uses his Renault as his general second car and has made many trips within Australia, mainly to Renault or other car events. Places he has driven to include Adelaide, Melbourne, Canberra and as far north as Gympie in Queensland, along with many NSW towns for the Bi-Annual Renault Muster.

Frank has also attended many CAWPBA and other events with the Renault towing his Renault powered 1959 hard chined race boat, *The JET*. The two make a great combination.



*On show with the CAWPBA at Historic Winton, 2018*

*A couple of new additions that hopefully will have something hanging on the back of them in the next issue of the Hollow Log.*



## Membership Renewal

It's that time of the year again—membership renewal.

Fees are the same at \$70.00 and are payable by bank transfer to:

Bendigo Bank

Acc Name: Classic Australian Wooden Power Boat Association

BSB 633-108

Acc No: 132989179

Otherwise, a cheque or Money Order made payable to the CAWPBA and mailed to:

The Secretary  
CAWPBA  
PO Box 59, Elphinstone, Vic, 3448

Because of problems with members forgetting to renew and the lack of a system for reminder notices, a reminder email will be sent out in late August.. Thanks if you have already paid.

## Resto recognized

I mentioned in the last newsletter about Richie Campbell being awarded “Best Old Skool Evo” by the Everingham Owners Club for his recently restored Everingham runabout. A long term restoration, Richie is now out enjoying the fruits of his labour.

To get some perspective, take a look at the Hollow Log, Volume 5 Issue 4 (download from our website).



## MUDLARK Update

John Fietz’ restoration of his runabout has been progressing steadily to the point now where it just needs to have the upholstery done and a trailer made.

John his heading away for a few months shortly, so launch time next summer looks to be the go.

John mentioned that he will be looking for a new project soon.



## More photos from the Phil Channing collection



Left: *AGGRESSOR* and *STAMPEDE*, Lake Eppalock

*HISTORY*, Lake Eppalock Right:



## Meanwhile, in Bendigo

I dropped in on Nankervis Performance Boats in Bendigo a couple of weeks back to get some work done on some bits to do with *Nova's* long drawn out restoration. When I picked them up, Leo invited me into the workshop to have a look at a boat they were working on for a customer.

Sitting there amongst all the late model high tech boating machinery was a circa 1960's 16' cold moulded timber hull in, apart from the missing deck, excellent and what seemed to be original condition.



My immediate thought was that it looked very much like a Mouldcraft hull, but comparing it later to other known Mouldcraft hulls, the hull shape, particularly at the transom, was quite different. Construction methods also differed somewhat.

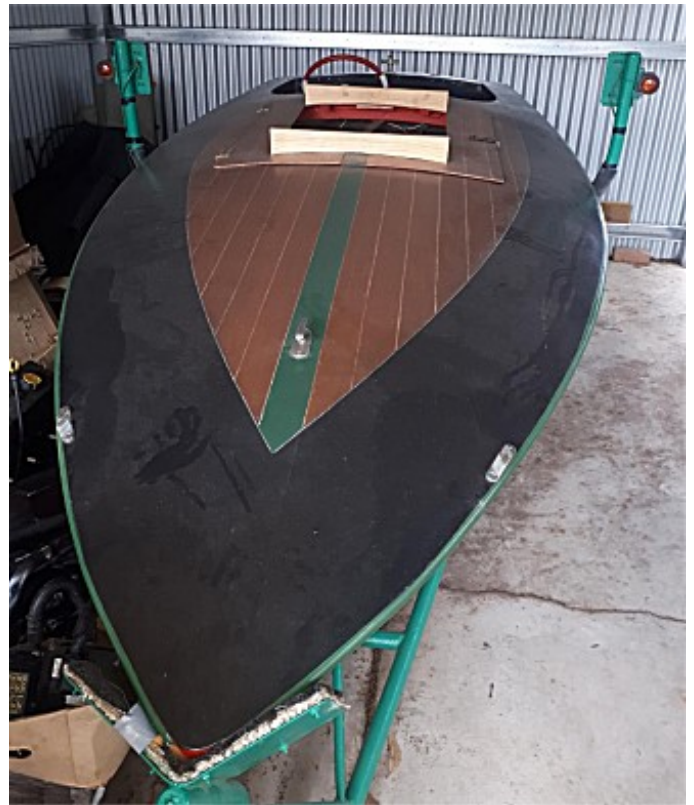
The boat apparently ran a 308 Holden, but is currently having a reco'd Ford Y block fitted.

After the work at the Nankervis workshop, it will head back to the owner to be fitted out and have a new deck fitted.



Also with Leo is the 12' skiff, *Kookie*.

After a plank replacement along with plenty of other mechanical and timber restoration work, the paintwork was also freshened up, with the original livery maintained. The trailer has also been refurbished.



The original Holden grey engine was pretty ordinary on strip down, with one cylinder having had water sitting in it for some time. Another grey engine has been sourced and is currently being reconditioned.

This little boat will be a real eye catcher once back on the water, which I don't think will be too far in the distance. Incidentally, it was last in the water in 1985.

I also reckon it will be a performer, like it was in its heyday, although the lack of a Repco head, which it ran during its racing days, might slow things down a wee bit.

For more on *Kookie*, refer the Hollow Log, Vol 15, Issue 1.



## For Sale



*Spotted at a recent clearing sale in rural South Australia. Not sure if it sold or not.*

*Looks like it needed a bit of TLC.*

*These boats just keep turning up.*

## 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 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:

*By now I guess most would have read or heard about the APBA "Vintage /Veteran" class, and I don't want to engage in a drawn out discussion about the lack of consultation with a group who do have as large an interest as any other. (Not here anyway).*

*The reality is that there is now yet another recognition of the history of how we got where we are. Hopefully it's going to help raise the interest level of not only the racing craft but also classic vessels in general.*

*For those who do take up the opportunity to "display" their beloved treasures, I hope the experience is worth the effort that has been put in by those to get it off the ground/water.*

*If you know of any events coming up that you think members might like to participate in put it out there. If you think that an event might like our involvement as a group, please tell them to contact us.*

*Alan.*

## Around the Traps

### General:

- It's membership renewal time again. See page 4 for renewal details

### Victoria:

- Many have probably heard about member Nathan Reed recently finding a 12' Simpkin skiff. The boat, named *HAIRY*, was raced in the early 70's using a Corolla engine. The boat is in quite good condition it seems, with Nathan even being able to use the original deck. Pictures and resto story are on our Bulleting Board.

### NSW:

- There is talk of the Inland Classic Boat Show & Go being held again this year in November, but I believe water levels in Lake Albert may be a problem. Might pay to keep an eye on their FB page if you plan on attending.

### SA:

- The plywood runabout, ITDUZUS, has been sold by owner Dave Drewer. The boat will remain SA, with the new owner keen to get on with the restoration of this classic and very original runabout. Refer the Hollow Log, Volume 18, Issue 4 for details.

2018/2019

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As always, your contributions to the newsletter are most welcome

## Coming Events

### 2019

#### November:

- CAWPBA catch up. 2nd & 3rd. Lake Talbot, Narrandera, NSW. 0403 838 193 or 0408 937 029 for details.
- CAWPBA AGM. 2nd. Venue and time TBA.
- Yarrawonga Rod Run. 9th. The invitation is out for us to display some boats again this year. 0403 838 193 or 0408 937 029 for details.
- Geelong Revival. 23rd & 24th. Depending on interest, the club is looking to display some boats again at this great event. Contact Alan or Greg if you would like to put your boat on show.
- Classic Ski Boats Season Opener. 23 - 24. Lake Eppalock. Date and venue to be confirmed. Our boats are always made welcome. Refer the Classic Ski Boats Facebook page.

### 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*

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

### Quote for Today

*"There are no shortcuts to anywhere worth going to"*

## Club Contact Details

### 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

### South Australian/NT Chapter

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

### New South Wales/ACT Chapter

For further information, contact Dave Pagano by phone on: 0413 766 501 or by e-mail: davehotboats@hotmail.com

### 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
<b>Total</b>	<b>41</b>		