



THE HOLLOW LOG

The Classic Australian Wooden Power Boat Association Inc.

Volume 19, Issue 4

October 2019

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Circulation this issue: 40



Nova - progressing slowly, but a little bit of bling to pretty things up

A busy winter for some

It was interesting to see what a few of us have been up to over the colder months in regards to our boats.

Those who follow us on our Bulletin Board as well as other social media will have seen Ray Russell tightening up some coming fastenings on *Ronda* as well as seeing to rust issues on its trailer.

Craig Allardyce has been doing some work on his Seacraft's engine as well as learning the idiosyncrasies of clinker hulls on his recently acquired skiff, all the while sorting out some Holden grey issues. A fair bit of paint is being splashed about as well.

Ross Foster has been wetting out his smaller skiff in an attempt to get the planks to tighten. It's always been a bit of a process with this one (as with all clinkers). I hear its Holden six its now wearing a couple of Webers as well. Then, the wetting out procedure started

on his larger skiff, *Invader*. In between, he's been busy changing the water pump impeller on *Screwit* with the boat having been out of the water for couple or so years.

Apart from the engines out of *Steinway* and *Scrubcat*, Darren Goldberg is working on something 'small'. 'Holy Toledo', it looks like we'll have to wait and see on this one.

While Nathan Reed has been pretty busy on his 18' Glen-L, he has been getting side tracked by a very original Simpkin skiff that he picked up along the way.

Ken Lemin has been working on his M1 Seacraft and trailer. Triple Webers have been fitted up to the Holden 6 with some paint going on to the deck and hull.

Graham Stevens has been doing some repair work on *Pace Set'r*, with the boat sitting on

Building my dream boat - Part 2

Simon Jonas

Thank you again central coast, I was able to find a trailer builder that was up to the challenge, he was renowned on the internet for borrowing ideas of more expensive trailer boats and building very similar products, however, I would say he built it better. The trailer builder sent me a rough drawing of what he thought, I gave him some measurements and he created a stunning galvanised and powder coated trailer of very high quality.



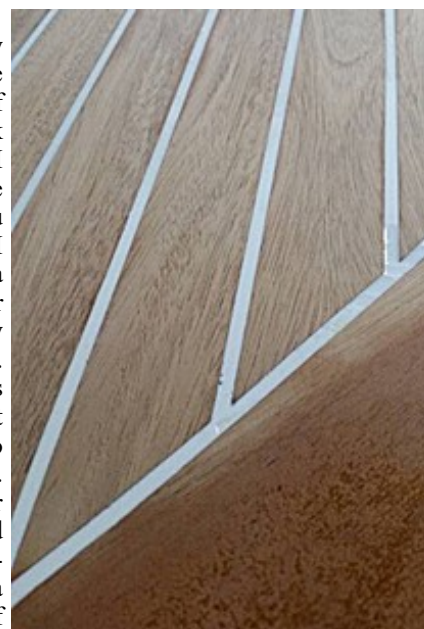
The day was set, the engine removed (to reduce weight) and the hull made the first contact with its new trailer, I was now mobile. My wife was so happy, she was set to have her garage returned, she could finally park her car inside and avoid that run inside when the rain/cold sets in. To her dismay, she was not so lucky. In my dealings with the trailer builder, I specified a draw bar joint, allowing me to remove the majority of the drawbar. The trailer still fitted into the garage, only just, but enough to keep my dream boat safe from the weather.



I had the tow ball weight taken professionally as part of a safety inspection survey (for insurance – more on that later) it came in at about 65Kg – the trailer fitted the boat almost perfectly.

I was on the home stretch, it couldn't be too much more, surely. Notice the angle of the photo, my creative photo angle hides the fact the decking hadn't been installed (and about 500 other little jobs). This is 1300 hours in, I still had plenty more to go. I kept chipping away, slowly I kept the momentum going.

By this stage, my skills with epoxy were improving, this stuff isn't that bad to work with. This was until I started to fill in the decking gaps. You see, in my haste, I thought it would be a good idea to colour the epoxy and simply pour it into the gap. Anyone who knows epoxy will tell you, it can be a real hassle to remove air bubbles. Well, try removing air bubbles on a curved surface, gravity working against you, in a solid colour pour of epoxy. Turns out, I made a mess, but I was committed. I kept pouring as it oozed out from under my tape, spilled on the floor, got in my hair (don't ask – there was cursing). Over a couple of months and a lot of sanding, I had removed the bulk of my mess and filled in the bubbles, one by one (hundreds), with a toothpick dipped in a small resin batch.



Painstaking, yes, worth it, I will let you be the judge. (p.s the engine cover does line up)

Registration was my next battle. Beaming, I walked into the local RMS, where I met Susie. She had been at working for the RMS for more than 25 years and had never seen anyone (other than a boat dealer) ask for a new rego, let alone on a home-made boat. She started typing, after 15 minutes or so of stress-



ful glances and awkward conversation, she needed to call her supervisor over. "Hello sir, where did you buy this boat?" the supervisor asked "no... I built it...from scratch". The stress level increased for everyone over the next 5-10 minutes and they conversed over what they were going to do. I showed them photos of my work, including the hull identification numbers I had sourced/installed the week before in desperation to get over this hurdle, I was starting to panic. "No problem, sir – all done, here is your new rego number." I almost fell apart there on the spot. I thought for sure I would be knocked back to the drawing board. I now had registration – the boat was legal to get in the water.

I took myself and wife off to the local boat shop to sit our licence, we were now legal to drive.

But what about insurance? How do you put a price on this for insurance purposes? I started ringing around like I had done so many time before (sourcing parts, looking for help etc.) but it was a stone cold – NO! "But why," I asked? Insurance companies it seemed, didn't like the fact that there was no model or serial number, that would be easily available for any off the shelf boat. This would allow them to compare pricing and give a price based on computer modelling/algorithms. I think my situation made their computers meltdown. "The boat is not professionally built..." one insurance provider stated, to which I took exception. I will gladly provide you photos, you can come and have a look if you wish, even an untrained eye wouldn't question the professionalism applied to this boat. Needless to say, I kept looking, but the phone book was starting to dry up.

I was at a loss, what do I do? I had one last number, one last gamble.

I rang Nautilus Marine insurance and like so many calls before, I didn't fit the mould. "let me transfer you to my supervisor" the lady said. Here we go, I thought, another rejection. "hello sir, can I help you" I thought why not, give her the storey, see what happens. "We can help you with that, we just need a survey from an approved provider". Turns out I had one already, just for my own sanity, I had already had the boat surveyed. "sure, we can offer you insurance..." the lady said, I was so happy. "Sorry I had been such a pain" I exclaimed, thinking I had been so painful to deal with.

"Not at all..." she said. I paid the fee and now I was insured, there was nothing holding me back now.

"Yay - let's put it in the water" my now much older children said and a date was booked in.

I hadn't towed a boat much before, let alone backed it down a boat ramp. I decided I would pick the closest ramp to home (to avoid possible incidents along the way), this was the Nepean river. With a Queen Alexandra Birdwing (large butterfly) in my stomach, I took a run at it. Expecting the other boat owners to give me a hazing for my amateur reversing skills, it was quite the opposite, with other owners assisting me to reverse it in and being more than accommodating.

"You don't see them like that anymore" on older gentleman commented. "Where did you buy that" said another. When I told them I built it from scratch, they nodded along, but I don't think they believed me. Just like at 07:00 in the morning, I put the key in and turned, putting all 8 cylinders into action – it didn't skip a beat and roared to life. We were in, it was working and with a small exhaust water leak tightened, we were waterproof.

I will admit, I don't know the top speed yet, I had the throttle at ¾ open and it was amazingly stable, skipping across the water like it was happy to be home, in its natural environment. I didn't have the courage to open it right up, I will one day, but for now, it is quick and responsive enough.

I had built my dream boat, well before retirement. Surely now I could be James Bond, international man of mystery. With my beautiful wife by my side and children with smiles from ear to ear, I think we did achieve what I set out to do 7 years (nearly 2,000 hours of work) ago. It's not easy, I don't think I will make any money (if I chose to sell), but how often do you get to undertake a project that delivers such a beautiful result?



Member's Tow Vehicles

As mentioned in a 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.

Paul Siddall's Chev Bel Air

Paul's Chev has been a long term project, with him spending the past eight years building the car, which was imported from the US.



Just needs a tow bar on the back

The 1955 two door pillarless sports a 600 HP Chev motor coupled to a T700 four speed auto transmission. The car rides on 15 x 6 and 15 x 12 Convo Pro wheels.

The car has been painted in red and black, the same colours as SKIFFO, his new 18' skiff, and its trailer, so that they match when towing together.



The car is just immaculate and will be a traffic stopper anywhere it goes and particularly so with the boat hanging on the back.

Having said that, trips out may be somewhat rare as Paul reckons he is going to have to buy up one of the larger oil companies so as he can afford to run it. Alas, horsepower does not come cheap.

Greg Carr's Plymouth Belvedere

My 1959 Plymouth four door pillarless is an Australian delivered vehicle and remains mostly unrestored. The car has spent all its life in NSW, mainly around the Sydney area, but then for the last few years on the NSW central coast. I purchased the car late last year and brought it to Victoria.



The story goes that this car was owned by the 50's/60's rock legend, Johnny O'Keefe. The car was supposedly presented to O'Keefe by EMI (his recording company at the time), after he wrote off his own Plymouth in an accident that nearly killed him and his passengers. Substantiating this story, though, is proving somewhat difficult.

The car runs a 318 Chrysler V8 hooked up to a TorqueFlite three speed push button auto. Power steering and power brakes make things a little more comfortable, although replacing the drums on the front with discs is on the not too distant horizon.

Finding a towbar for this car was virtually impossible, so a bar was engineered and fitted. It is quite discreet, with the tongue easily removed if wanted.



I'm not too sure about the colour clash with the boat though. The deep red of the boat and bright orange of the car are not a good mix.

The car has only been out once with the boat on the back and while it was only 35 km round trip, I was quite happy with the way it towed. As for towing the boat to Narrandera, well that's a whole new adventure to think about.

Fuel consumption? About 18 to the gallon on 98 octane.



Ray Russell's Vanguard Spacemaster (update)

There was an article on Ray Russell's 1954 Vanguard Spacemaster in the Hollow Log Vol 19, Issue 2. After searching unsuccessfully long and hard and far and wide for a towbar to suit, Ray bit the bullet and had a bar fabricated and fitted to the vehicle. Apart from a short local test, Ray is yet to attempt any long distance adventures.



More photos from the Phil Channing collection



Left: HURRICANE, somewhere in Gippsland, Vic



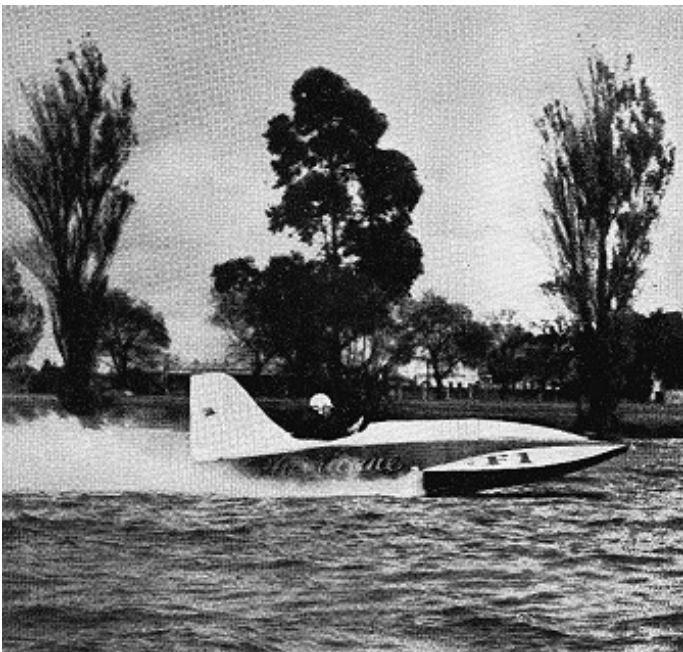
Venus, location unknown Right:

Nostalgia: NEW SPEED RECORD FOR AUSTRALIA

This article was extracted from Australian Power Boat and Yachting Monthly, March 1960 issue.

Skimming across the waters of Hume Reservoir, Hurricane II set new figures of 118.761 mph.

HURRICANES were very much in the news recently at Tallangatta, on the shore of the Hume Reservoir. Hurricane I wrecked buildings in Tallangatta township and caused widespread damage. Hurricane II retrieved for Australia the Australasian water speed record, which had been held for some years by New Zealand, setting a new all-time high mark of 118.671 mph.



Twenty-four hours before Max Kirwan, of Fairfield (Vic) and Len Owen were scheduled to attack the water speed record, six-foot waves were whipped up on the Hume Reservoir by a hurricane which took off the roof of the Tallangatta Hotel and damaged homes in the township.

Next morning (January 2) at 6 am, the reservoir surface was still unsettled. An exasperating wait of four hours followed until at 10.30 am, the waters were declared smooth enough for the record attempt.

The course proper, which measured one kilometre, had been measured out by the Tallangatta Boat Club. It was laid out under a special Government theodolite survey. On the morning of the attempt, it was checked by the Government surveyor and also by a licenced local surveyor.

Timing arrangements embraced the loop method, three watches being used at each end of the course, making a total of six watched covering the run.

Alec Stevens, Australian Power Boat Association delegate, officiated as representative of the association. Referee was

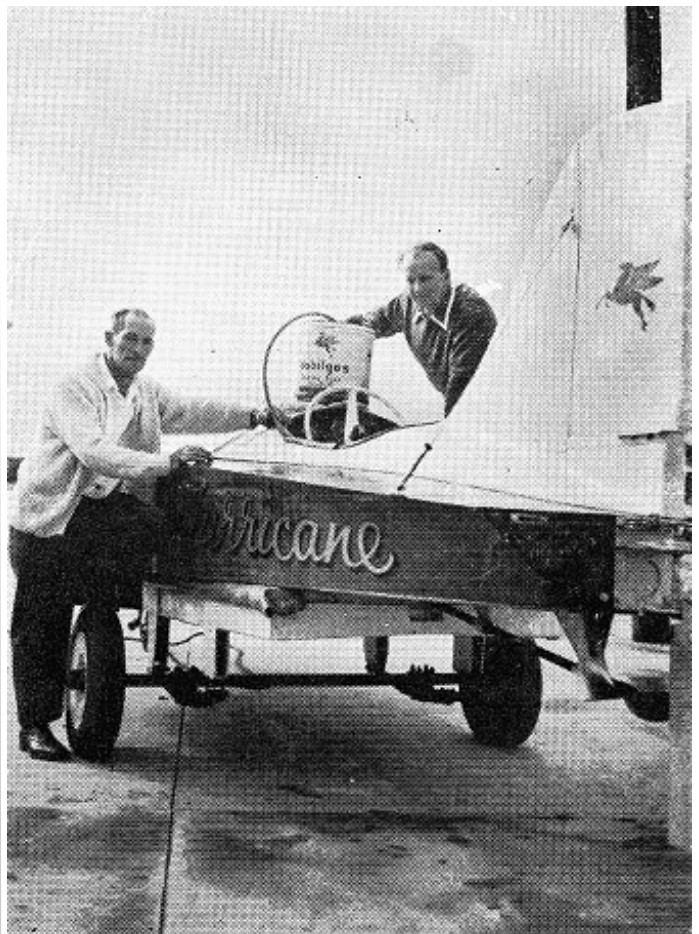
Jack Gordon, Commodore of the Victorian Speed Boat Club. Other officials were drawn from the Tallangatta Boat Club.

The records which Max Kirwan and Len Owen aimed to better were the Australasian water speed record of 113 mph, held by New Zealand's *Mystic Miss*; and the Australian record of 105.025 mph, which Miss Grace Walker, in *Diane*, wrested honours from Max Kirwan in May last year.

Len Owen took the controls for the record run, for which Hurricane II was fueled [sic] with Mobilgas Racing Fuel.

Hurricane II streaked across the surface of the Hume at 118.671 mph to set the new Australasian and Australian records. Their success eliminated seven years of painstaking effort for Max Kirwan and Len Owen, and the importation from America last year of a Ford Thunderbird V8 Special engine for Hurricane II.

Warm-up trials prior to the record attempt, had been undertaken at Yarrawonga on New Year's Day. Two propellers were bent in trials, but speeds attained were in the vicinity of the ultimate mark achieved in the record attempt on the Hume the next day.



Hurricane II is now undergoing rebuilding and refitting operations in preparation for an attempt on the world record for 280 ci (unblown motors) class.

A busy winter for some, cont'd Merchandise

its bottom again now while waiting for a test run once the weather warms up.

I know John Sullivan has been busy over winter, but not too sure on what in particular. I dare say there will be a small Simpkin skiff getting very close to completion and probably a Winton skiff starting to really take shape by now.

Paul Siddall has been busy getting some final details sorted out on his new 18' skiff for Narrandera. The supercharged SBC powered beauty should have made its maiden run by the time you read this.

I believe Andy Griffiths has been doing some carbie work on *TorqueWood's* big two sixty five to get rid of the surging it was experiencing.

And finally, yours truly has been tinkering with the fitting out of *Nova*, which has sat around now for way too long. I also decided that the busted plank in *Stormy* might last for Narrandera with a bit of glue in it to hold it together. We'll see. I've also stripped down and cleaned out the carburettors - the rear unit was filthy around the jets. I've also thrown a set of points and a new condenser in it - from memory, the first change in about 25 years.

All we need now is some warm weather.

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:

Looking forward to catching up with many of you again at our annual general meeting at Narrandera, as well as getting some feedback on the effects of the changes and additions to the APBA categories.

As the start of the season dawns yet again, even I find myself trying to get a boat ready. I have not looked at a boat since last year and am enjoying the smell of timber again.

There may be some changes to the running order and times this year and as soon as plans are finalized all forms and info will be posted on the bulletin board. Looking forward to seeing all the new nominations.

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:

- Our AGM is coming up on November 2nd in Narrandera, with all committee positions being made vacant. Please consider putting yourself and/or someone else up nomination for a committee position.

All forms can be downloaded from the Bulletin Board, as well as the Agenda for this year and last year's AGM minutes.

Victoria:

- Seeing as we are doing a bit of classic tow car reporting lately, it seems there might be a certain classic Mopar powered boat in Victoria about to get a classic Mopar tow vehicle. More info and pictures when available.

SA:

- *SKIFFO*, Paul Siddall's new 18'6" skiff, hit the water recently for its maiden run. The supercharged Chev powered hull was built in 2015 by Ron Johnson. I understand that everything worked to plan with the hull handling beautifully.

Paul will be bringing it to Narrandera this year, so why not make the trip and check it out.

2018/2019

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Nathan Reed 0448 119 749

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As always, your contributions to the newsletter are most welcome

Coming Events

2019

October:

- Goolwa Aquatic Club twilight meet. 19th. Jeff at jtee@esc.net.au for details

November:

- CAWPBA catch up. 2nd & 3rd. Lake Talbot, Narrandera, NSW. 0403 838 193 or 0408 937 029 for details.
- CAWPBA AGM. 2nd. Lake Talbot Tourist Park. 8:30 pm. Ref http://www.cawpba.com/CAWPBA/agm_committee.htm for details.
- 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. Will's Bend #2, Murray River, Echuca. 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*

Quote for Today

*"You can lead a man to parliament,
but you can't make him think"*

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

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For further information, contact Alan Price by phone on: 0403 838 193 or by e-mail at: 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	16	NSW	10
SA	4	Tas	2
Total	32		