

The Classic Australian Wooden Power Boat Association

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Editor's Note:

Hope you enjoyed this edition. It was fortunate that the Goolwa festival was on, otherwise I would have been scratching for content. As you are aware, I'm always looking for contributions for the newsletter. Please send in a story about your boat, someone else's boat, anything at all that you think has a place in these pages. Even if you're not sure, send it anyway.

Greg Carr

Around the Traps

South Australia:

"RITE-OFF", a circa 1930's single step hydroplane has come out of hiding and is now in good hands with Paul Siddall. Paul intends on starting the restoration of this rare boat in the very near future. (See page 3)

The 12 foot skiff, "Cougar", has departed Victoria and now resides in South Australia. More on this 12 footer soon. Any guesses on who now owns it?

Geoff Brown's 1957 Harris is progressing nicely, really only needing a deck to finish things off. More on this boat in the next issue.

Paul Jones' mid 1950's Binks is also nearing completion.

Adrian Ousman is progressing with the restoration of his Lewis "Cherdith".

Victoria:

The restoration of "Yenom", Greg Carr's 16' 6" Lewis skiff, has finally started. (See p3)

New South Wales:

Dave Pagano has recently acquired a circa 1930's carvel hull from Queensland. More on this boat and the trip to collect it in the next issue.

Dave has also come across another old stepped hydro, but it is in a very poor state.

Tasmania:

Alan Mansfield has recently acquired a 17' Lewis runabout from Victoria. See page 7 for an interesting story behind the acquisition of this boat.

Club Fees

Club fees are still an issue at the moment. The Club Application Form included with this newsletter has a membership fee of \$20 printed on it, which includes newsletter subscription.

Please check with your state representative for the correct amount - if any at all at this stage.

Coming Events

June 9 - 10, 2001

Raymond Terrace Queen's Birthday Regatta

The RTPBC has invited wooden powerboat owners to display their boat during this weekend. It will include putting the boats in the water for demonstration, but not for racing.

For details, contact Dave Pagano on 02 4578 4444

March 2 - 3, 2002

PLEASE NOTE THE DATE CHANGE

The Sydney Classic and Wooden Boat Festival, Australian National Maritime Museum, Darling Harbour, Sydney

① Please check for confirmation of dates and venues

Club Contact Details

The South Australian Wooden Speedboat Club

For further information, contact Paul Siddall by phone on: 08 8520 3651 or 0419 826 377 or by e-mail at: siddall@adelaide.on.net

The Victorian Wooden Speedboat Club

For further information, contact Greg Carr by phone on: 03 9370 2987 or 0408 937 029 or by e-mail at: NH35_Stormy@bigpond.com

The New South Wales Wooden Speedboat Club

For further information, contact Dave Pagano by phone on: 02 4578 4444 (after hours) or by e-mail at: davehotboats@hotmail.com

The Queensland Wooden Speedboat Club

For further information, contact Chris Lawrence by phone on: 07 5594 2517 or via e-mail at: chrisles@onthenet.com.au

The Tasmanian Wooden Speedboat Club

For further information, contact Martin Blaschke by e-mail at: melandmarty@bigpond.com

The Classic Australian Wooden Power Boat Association

For general information and separate newsletter subscriptions, contact Greg Carr by phone on: 03 9370 2987 or 0408 937 029 or by e-mail at: NH35_Stormy@bigpond.com or write to the address at the top left of this page.



THE HOLLOW LOG

Volume 1, Issue 3

June 2001

The Classic Australian Wooden Power Boat Association

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Wooden Boats

What a great couple of months it has been for wooden speedboats.

March saw about fourteen boats turn up at the South Australian Wooden Boat Festival at Goolwa. It was an excellent turnout and I think everyone thoroughly enjoyed it - I know I did.

Then there was the Nostalgia Cup race held at Taree in NSW. With around 7 skiffs/runabouts and 9 hydros, there was another excellent turnout. This event is going from strength to strength and offers owners of old race boats an opportunity to compete at their boat's level.

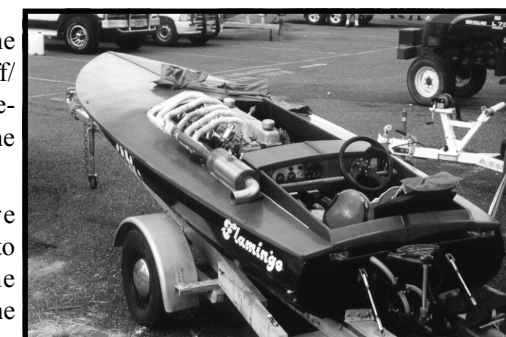
I couldn't make Taree this year, but full details and results for the hydro races are on the web at the NSW Hydroplane Club website where Nathan Mills has posted all the details. There

is a link on the site. The skiff/runabout results are on the CAWPB site.

People are continuing to contact me regarding the club. While there is definitely not a flood of enquiries (was there ever?), they continue to trickle in.

With the numbers we now have in each state, I think next summer is going to be when we really get things going. The warmer states might even get it happening before then.

The survey has been removed from the website and replaced with an application form to join a club. Details of the applicant will be



"Flamingo" at Taree, 2000

passed on to the respective state representative. I have also included a printed application form in this issue for you to hand to anyone you think might be interested in joining.

This issue of the newsletter will be the last "free" issue. The cost and time taken to print the newsletter is beginning to bite, so the next issue will be printed commercially. There is more on this matter elsewhere in the newsletter.

Chemotherapy for Rot, Part II by Dave Carnell

..... continued

I had two 2" thick slabs of a 14" diameter hickory tree that had just been cut. I treated one with antifreeze and left one untreated. I was looking at wood stabilization, not rot prevention. After about six months stored inside my shop the untreated control was not only cracked apart, but it was sporting a

great fungal growth, while the treated slab was clean. The local history museum wanted to exhibit two "turpentine trees", longleaf pines that had many years ago been gashed to harvest the sap that made everything from turpentine to pine tar. The trees delivered to us after cutting were infested with various beetles and had some fungal growth. I treated

them with antifreeze outside under a plastic tarpaulin every few days for three weeks. They were then free of insects and fungus and have remained so after being moved inside and installed in an exhibit over four years ago.

I took three pieces from a rotting dock float that were covered with a heavy growth

Chemotherapy for Rotcontinued

of fungus, lichens, etc. I treated one with antifreeze painted on with a brush, the second with a water solution containing 23% borates (as B2O3), and left the third untreated as a control. They were left exposed outdoors and were rained on the first night. By the next morning the growth on the antifreeze-treated piece was definitely browning and the borate-treated piece showed slight browning. After two months exposure to the weather the growth was dead on the antifreeze- and borate-treated pieces and flourishing on the control.

I have a simple flat-bottomed skiff built of plywood and white pine, which has little resistance to rot. After ten years some rot developed in one of the frames. It may have begun in the exposed end grain. It consumed the side frame, part of the bottom frame, and part of a seat brace fastened to the side frame. The plywood gusset joining the side frame to the bottom frame was not attacked. I excised the rotted wood, saturated all with ethylene glycol antifreeze to kill all the rot organisms, and there has been no further deterioration in four more years afloat with wet bilges. I have not replaced any pieces, as I am building another boat that can replace it; that is more fun, anyway.

I have a 60+ year old case of the fungus infection known as "athlete's foot". Many years ago it infected the toenails extensively. The whole thing was pretty grotesque. My dermatologist and drug-gist both assured me there is no known cure. About six years ago I started using antifreeze applied under the nails with a medicine dropper about every five days. The professionals are technically right. I have not completely cured it, but the nails have grown out pink and thinned almost to the ends and I never have any trouble with blistering, peeling, or itching between the toes as I had had for six decades. No drug company is going to have any interest in this because the information has been in the public domain for so long that there is no opportunity for any proprietary advantage. The various wood-rotting organisms cannot be anywhere near as tough.

Glycol by itself has one big advantage over solutions of borates in either water or glycol. Glycol penetrates rapidly

through all paint, varnish, and oil finishes (except epoxy and polyurethanes) without lifting or damaging those finishes in any way. You can treat all of the wood of your boat without removing any finish. The dyes in glycol antifreeze are so weak that they do not discolor even white woods. Once bare wood has been treated with glycol or the borate solutions and become dry to the touch it can be finished or glued. If a borate solution leaves white residues on the surface, it will have to be washed off with water and the surface allowed to dry.

This is my preferred process to treat rot. Once you find soft wood or other evidence of rot, soak it with antifreeze even if you cannot do anything else at the moment. Paint it on or spray it on with a coarse spray. Avoid fine mistlike spraying because it increases the likelihood that you will breathe in unhealthy amounts of glycol. Put it on surfaces well away from the really damaged wood, too. Use glycol lavishly on the suspect wood, which will readily absorb 10-20% of its weight of antifreeze.

Next dig out wood that is rotted enough to be weak. Add more glycol to wet the exposed wood thoroughly. Then add the 25% borate solution of the recipe below so long as it will soak in in no more than 2-3 hours. Then fill in the void with epoxy putty and/or a piece of sound treated wood as required. The reasons I use borates at all are: 1) it is a belt-and-suspenders approach to a virulent attack, and 2) over a long period glycol will evaporate from the wood; especially, in areas exposed directly to the sun and the high temperatures that result.

If there is any question about water extracting the glycol or the borates, you can retreat periodically with glycol on any surface, painted or bare, and with borate solutions on bare wood.

Glycol's toxicity to humans is low enough that it has to be deliberately ingested (about a half cup for a 150 lb. human); many millions of gallons are used annually with few precautions and without incident. It should not be left where children or pets can get at it, as smaller doses would harm them, and they may be attracted by its reported sweet taste that I have confirmed by accident. The lethal dose of borates is

smaller than of glycol, but the bitter taste makes accidental consumption less likely.

Borate Wood Preservatives

Home-Brewed

Home-Brew Water Solution of Borates: Based on U.S. Navy spec. of 60% borax-- 40% boric acid (this ratio gives the maximum solubility of borates in water); 65% water, 20 %borax, 15% boric acid; 15.8% borates; To make this solution mix the required quantities and heat until dissolved. The boric acid, in particular, dissolves slowly. This solution is stable (no crystals) overnight in a refrigerator (40°F.), so can be used at temperatures at least as low as 40°F.

Home-Brew Glycol Solution of Borates: 50% glycol antifreeze, 28% borax, 22% boric acid. To make a stable solution you mix the ingredients and heat till boiling gently. Boil off water until a candy thermometer shows 260°F. (This removes most of the water of crystallization in the borax.) This solution is stable at 40°F and has a borate content of 26%.

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CAWPB BULLETIN BOARD

After considerable effort and some frustration on the part of Rob Cranfield, the site now boasts a Bulletin Board.

The board runs separately from the site, so will probably include some advertising, but it at least now gives us the opportunity to communicate, ask questions, seek advice, etc.

Many thanks Rob for your effort, particularly on top of everything else you had on at the time.

It's off to a very slow start, so please use it to ask for help, questions, anything!

Quote for Today:
"He has half the deed done who
has made a beginning"

For Sale

Baseball style caps and Polo shirts with the Australian Classic Power Boat Association Logo are now available. The logo appears on page one of the newsletter. While it is in black and white here, the small boat in the centre as well as the text are white and the two circles are red.

The colour of the caps and shirts is black. Caps are 100% cotton and shirts are poly/cotton. The logo on the shirt is embroidered.

To order, send along a note stating the number of each required (including shirt

sizes M, L, XL) and a cheque made out to Greg Carr for the correct amount. My address is on Page 8.

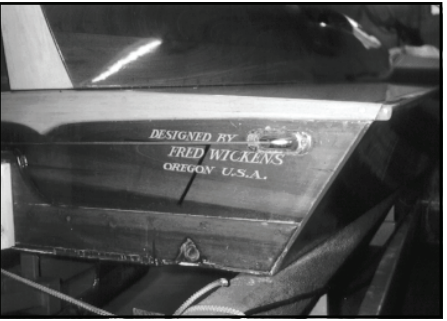
Prices:

Caps: \$15.00 for subscribers
\$18.00 for non-subscribers

Shirts: \$18.00 for subscribers
\$22.00 for non-subscribers

Prices are basically cost plus postage and packaging. The additional cost for non-subscribers is to help cover the cost of the newsletter.

Classic Quiz



Pictured above is the transom of what is believed to be the only hydroplane built by Lewis Boatbuilders.

Anybody know the boats name?

The Hollow Log

The time has come where the cost of producing the Hollow Log is beginning to bite a bit hard into my finances and I am going to have to charge for the newsletter.

Those of you that received the last edition as a photocopy would already know that my printer packed it in halfway through the process. I apologise for the poor quality of that issue.

I have decided to have the newsletter printed commercially. This should maintain good quality pictures (there is nothing worse than a photocopied photo) and

decent quality paper.

The cost of printing and postage will be \$10.00 for the four issues per annum. For those who subscribe before Issue 4, your subscription will take you through to the end of 2002.

So what do you get for your money? All club news will only come via the newsletter. As well, as much as possible, any new boats and boat information that come to light will be shown in the newsletter *before* it is shown on the web, so *you*, the subscribers, have the info before those that only view the website.

Fury

Alan Mansfield has for a number of years been trying to track down the whereabouts of a twin cockpit Lewis raceboat named "Fury". Alan remembered the boat being something of a racing icon in Tasmania back in the 60's, 70' and 80's.

Unable to locate the boat, Alan recently became the owner of a 17' Lewis runabout. The boat was purchased in Victoria and made its way to Tassie in March.

While chasing some history on his recent acquisition, Alan learnt that the boat was originally painted maroon and called Fury. After several phone calls the name Ross Filshie came up. Alan remembered the name from an old race



program he had as having entered the boat in the 1980 Devonport Regatta.

Unable to locate Filshie in Tasmania, Alan went through the Melbourne phone books and hit the jackpot with the first Filshie he tried - it was Ross.

Ross was able to give Alan a run down on the boat's history back to 1964. Still

remembering the boat inside out, Filshie was able to identify various modifications etc. to prove beyond doubt that the boat was in fact Fury. So, it turns out that the boat Alan had purchased was the boat he had been chasing all those years.

Fury won the Cock of the Mersey (considered the Unlimited Championship of Tasmania) when owned and driven by Mark Jessup of Launceston in 1965, 1968, 1969 & 1970. At the time, it was powered by a 327ci Chev Corvette with a dry sump, steel crank, fuellie heads and six Stromberg carbies.

A great story and a great outcome.

“drive by” concept and the spectator reaction to it. The idea of having the boats as static displays on land, where people can get close to them, even touch them, is great. But boats are not designed to sit on a trailer on dry land and Goolwa offered the opportunity for people to also see and hear them in the water.

Paul Siddall had the task of taking *Matt Murphy*, the editor of the US published “WoodenBoat” Magazine, who was visiting the festival, for a ride in his runabout *Starfire*. Paul demonstrated to Matt the characteristics of a typical Australian clinker runabout as compared to the big American carvel hulled boats. Watching Paul put *Starfire* through its paces and listening to the glorious sound of its 289 Ford, I think Paul did the job



Paul Siddall's 1960 Traeger

admirably. Other visitors from overseas included *Ike Kielgass* and *Barbara Carper* from the USA. Both Ike and Barbara own some pretty hot machinery back in the States. Barbara owns the Rolls-Royce Merlin powered hydroplane *Miss Thriftway* (1960 - 1961 - 1962 National Championship, 1961 - 1962 Gold Cup Winner, 1960 World Speed Record – 192 mph). Ike owns *Mercury*, a 1948 Ventnor 7 litre hydroplane (1951 National Championship, 1953 National High Points). I think they both enjoyed



A few of the boats that hit the water

their visit to Goolwa and seeing what was on display.

Goolwa was a great weekend that passed all too quickly. It offered an opportunity to catch up with and talk face to face to people that I spend a lot of time communicating with by email and also to meet



Out on the water

their wives and partners. I think everyone thoroughly enjoyed themselves, particularly when putting the boats on the water. I'd like to know the last time that many wooden run-

abouts were together on the water in one place anywhere in Australia. I dare say it would have been at least a couple of decades ago. Everyone kept saying that “this is really fantastic”.

Congratulations and thanks to Paul Siddall and the South Australian Wooden Speedboat Club for getting it all together for this weekend. Fourteen boats was a terrific first effort.

Roll on Goolwa 2003.



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READER'S BOATS - "PIRANHA"



70 mph on Melbourne's Albert Park Lake

Alan Mansfield, from the Tasmanian north coast, has begun the restoration of his skiff, “Piranha”.

Piranha is a 13 ft clinker skiff which was designed by the original owner, Ron Leaney, and built in 1971 by Keith Simpkin in Melbourne.

Power was delivered through a gearbox by a 95 ci Lotus Cortina engine. Fitting out was completed by the original owner.

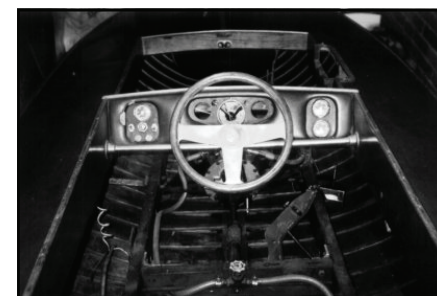
Piranha was raced mainly in Victoria until 1976. It was then purchased by Max Roach of Tasmania in 1977.

During her racing days Piranha won four Victorian Championship titles and a Victorian Quarter Mile Record. The boat's major win came in 1973 when she won the APBA Australian Championship for 100 ci displacement boats at Goolwa in South Australia.

In 1975 she set an Australian and Australasian speed record for the 95 ci displacement class of 74.43 mph. The Australian record still stands today.

Alan purchased Piranha, minus the engine, from Max Roach in 1992. The boat has been in storage since.

The trailer was rebuilt, sandblasted, and



Cockpit prior to restoration

painted in 2000. Restoration of the boat has now begun and Alan hopes to have it completed within the next 18 months.



Tasmania, 1993

Restoration Round-Up

Yenom

I have finally begun the restoration of “Yenom”. The 17' (Frank) Lewis skiff originated in NSW and was brought down to Melbourne in March last year, where it languished under cover in my backyard.

I know very little about the boat's history, so if someone can enlighten me, I would be most appreciative.

The last engine fitted was a Ford 302 Windsor and as most accessories for this



Yenom in March 2000



Yenom in March 2000

engine came with the boat, it will again be fitted with this motor.

The hull is sound except for 5 feet of rotted out top plank and gunnel on the port side. The deck, naturally, is beyond help, as is most of the cockpit timbers, which will be renewed.

Progress so far has consisted of stripping the hull of all accessories and cleaning out the accumulation of oil and grease from the hull.

RITE OFF

RITE OFF is a single stepped hydroplane that came out of hiding in South Australia.



Ripe for restoration

The boat looks very similar to “Pondi”, a well known boat in SA during the 1930's, but whether it is the same boat is yet to be confirmed.

RITE OFF will be restored by Paul Siddall.



The South Australian WOODEN BOAT FESTIVAL River Port of Goolwa

After a 5 am start from Melbourne and after driving through heavy rain and a few kilometers of road repairs, I arrived in Goolwa mid Friday afternoon. The boat, pristine when I left, was a filthy mess and my first priority was getting it cleaned up for the weekend. I headed into town and bought some gear to clean the boat up with and then spent the remainder of the afternoon, in the rain, doing just that.

While washing the boat, I began talking to a chap who had come down from Sydney for the festival. Ron had worked for Frank Lewis building boats back in the late 60's and early 70's. We spoke of various boats and he was very interested to hear that the likes of the skiffs **FF Sure** and **Renegade**, boats that he helped to build, were still about. As we were chatting, I thought "This is what these festivals are all about – meeting people, exchanging information and learning". It was a good start to what was to be a great weekend.



More of the group

Saturday dawned cool with rain squalls passing through all too frequently, keeping us busy with the constant chamoising down of boats. During the afternoon, the sun came out and things became much more pleasant.

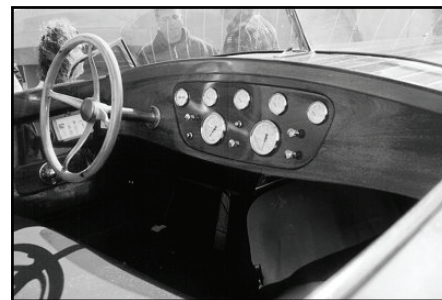
On my arrival at the venue with **Stormy**, **Redskin**, **U-Botla**, **Hoggy**, **Wiski** and **Dragon** were already there.



Just some of the group that came to Goolwa

After positioning the boat I began talking to a visitor to the show who mentioned he had an old boat in a shed back at his workshop on Hindmarsh Island. When asked why he didn't have it on show, he responded that his weekend was full and he had neither the time nor a vehicle to tow it over with. We figured that was no excuse for an old woodie not to be on show and before he knew it we were on the way to bring it back.

It turns out that the early 60's runabout, appropriately named "Bluebird", was supplied by boat builders Everingham for Sir Donald Campbell's team to use



Dashboard of "Dragon"

as a tender during an attempt on the world water speed record being conducted in Australia at the time. It really is amazing what is tucked away in sheds all around this country.



Kevin Male's Lewis skiff

Boats continued to arrive with **Lincoln**, **Starfire** and **Screamin' Eagle III** all arriving together. Others trickled in through the morning.

Chris Lawrence (CAWPB Queensland contact) surprised me when he introduced himself. It was great that Chris made it down from Queensland. He was actually in Melbourne and decided that

seeing he was in the 'general' area he might pop across. Good on you Chris, it was great to meet you.

I met up with Ron again and introduced him to *Dave Pagano* (CAWPBA NSW contact), the owner of **FF Sure** and **Renegade**. Ron's wife then produced a colour slide taken of **Renegade** on the day of its delivery to its new owner in February 1971. Needless to say Dave was very keen to get a print taken off the slide, which was promised.



John Pellew's "Hoggy"

In all, fourteen speed boats were on display over the weekend. They included **Lincoln** (Paul Siddall), **U-Botla** (John Bowden), **Screamin' Eagle III** (Paul Siddall), **Starfire** (Paul Siddall), **Stormy** (Greg Carr), **Dragon** (Andrew Garrett), **Wiski** (Rob Trembar), **Redskin** (Adrian Ousman), **Blue Bird**, **Hoggy** (John Pellew), **Rebound** (Kevin Male), **Comanche** (Colin Bailey) and two unnamed including Rob Wilkinson's carvel style ply runabout.



Dave Pagano chatting to a visitor

On Saturday night a great display was put on with the fairy light parade with a large number of boats participating. Shortly afterwards there was a fine fireworks show.

Sunday began with a mandatory rain shower, then the clouds cleared away revealing blue skies, lots of sunshine and a light breeze. It stayed that way for the rest of the day.

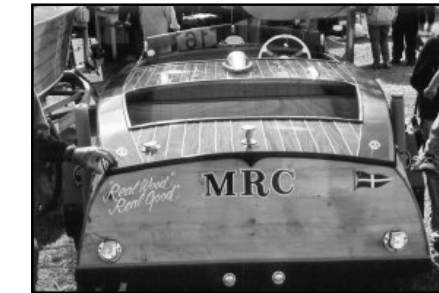
At around 1230 we headed down to the ramp to launch the boats for the 2 o'clock speedboat "Roar Past". Everyone assisted in getting the boats



Adrian Ousman's 17' Winton

launched and in no time at all there was a line of 9 boats pulled up along the shore, but that wasn't to be for long. Everyone wanted to be sure their boat was going work (any excuse would have done) and soon there were boats tearing around everywhere.

Dragon, the last boat in, was being launched just prior to showtime. Unfortunately, **Dragon** decided to be difficult and refused to start. After much deliberation by the many "bush mechanics" offering their diagnosis of the problem, it was decided that the battery was flat. It was in fact absolutely dead. A new battery was borrowed from **Comanche**, which had its own mechanical problems and was unable to join the parade. With a fresh battery installed, **Dragon's** 305 Chev roared to life, prompting the rest of us to quickly load our passengers, of which there was no shortage, and head off. By this time, 2 o'clock had well and



John Bowden's "U-Botla"

truly passed. We headed off and made our way to the festival area.

Now this was truly a fantastic sight. Around twelve wooden speedboats (an unknown outboard powered Flintoft and one other had joined the procession) travelling line abreast at speed at across the water was something to behold.

With cameras and videos working hard recording the event, we formed up line astern and as we idled past the venue area we were greeted by a very enthusiastic and appreciative crowd, two or three deep in places, that lined the lengthy docks. People were waving at us and we were waving back. Even the Hindmarsh Bridge was lined with people. It was great!

We passed under the Hindmarsh Bridge and turned around for our high speed run back. Again line astern and with a much noisier roar from the many V8's



Screamin Eagle with its 138ci Holden

amongst us, we travelled back past the crowd at speed. I think most of us thought that that was all we were going to do, but once back out past the spectators, somebody, though I'm not really sure who, but think it was the bloke driving a boat called **Lincoln**, decided we would return for another pass. Back we went at speed past the crowd and turned around just past the bridge to regroup. For our final pass we idled back close to the dock and the crowd.

I had the pleasure of having *Diane Fenton* as a passenger in my boat, **Stormy**. Diane is with the Australian National Maritime Museum in Sydney



Rob Wilkinson's superb runabout

and organises the Sydney Classic and Wooden Boat Festival. I think Diane really did enjoy herself (apart from me getting her a little wet and windblown) and was particularly impressed with the