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Editor's Note:

It is that time of the year again when we tend to reflect on our trials and tribulations from the previous 12 months.

I truly believe that we have had our best year yet. We are finding and restoring more boats, many of significance. We are getting together more often and networking better. Boating organisations know of us now and request us to attend various displays and shows. I can't see 2005 being any different except maybe busier.

I would like to take this opportunity to wish you and your families a safe and happy Christmas and a wonderful New Year.

Greg

Around the Traps

General:

- We have received some good publicity in recent editions of Power Boat Magazine with articles on members boats. The most recent was on Andrew Petty's Goldsbrough *Sheba II*. I understand there are more coming (*Mystress, Arf-a-Mo*) so keep an eye out.
- Ex Lewis Brothers boat builder Ron Hodge dropped in for dinner recently. Ron and wife Pat were doing the rounds chasing up on a few Lewis boats while touring Victoria. We had a great evening, hearing some very interesting stories about the "glory days" at Lewis in the 50's and 60's.

Victoria:

- Yours truly has added another runabout to his collection. *Nova II*, a 1966 Eddy runabout, was purchased in September. Two Eddy hulls in the shed now.

NSW:

- Tony Walker has discovered one of the original Sydney Harbour speedboats. The boat is currently fitted with a cabin complete with toilet. Tony intends to bring the boat back to original condition and is keen to hear from anyone who might have some information on these boats.

SA:

- Paul Siddall's Lewis skiff *Cheryl D* roared

into life recently for the first time in many years. Paul reports that the flathead sounds superb and it won't be long before the boat is again back in the water.

Membership

Unfortunately the time has finally come where the cost of membership must rise. Membership will be increased to \$30.00 for all new memberships after January 1st and for all existing members for membership renewals after January 31st.

There are two main reasons for the price increase. One is to cover increasing charges for the production of the newsletter and the second to build up the bank account for what will be the inevitable costs of insurance down the track. Hopefully there will be something left over to allow the club to pay for some promotional material, such as club banners, etc.

The increase was decided on at a meeting of members at Narrandera recently.

Please note that if you find a 2005 renewal notice in with this newsletter, you are now due.

Quote for Today:

"Happiness is good health
and a bad memory"

Coming Events

January 2005

- NSW - Australia Day, January 15th. Vintage boat display on the International Rowing course at Penrith, NSW. Static and on water display. This is a major event. Contact Dave Pagano on 02 4578 4444.

February 2005

- Tasmania - The Australian Wooden Boat Festival, Hobart, 12th - 15th. Australia's biggest wooden boat festival. Contact Alan Mansfield 03 6428 2290.

March 2005

- Victoria - Wooden Boat Festival of Geelong, Sunday 13th. Royal Geelong Yacht Club. This is a big show. Contact the Yacht Club on 03 5229 3705 or Greg Carr on 03 9370 2987 (ASAP).
- South Australian Wooden Boat Festival, Goolwa. 11th - 13th. Always a big show. Contact 08 8555 1955.

April 2005

- Combined Victorian and South Australia Chapters Wet Together. 9th - 10th. Venue likely be in the Mount Gambier area. Contact Greg Carr or Paul Siddall.

September 2005

- NSW Wet Together, Budgewoi. Sept. 25th. Contact Rob Cranfield on 0402 075 216 or Dave Pagano on 02 4578 4444 for details.

October 2005

- CAWPBA National Rally. Lake Talbot, Narrandera, NSW. 22nd - 23rd.

① *Please check for confirmation of dates and venues*

Merchandise

Caps and polo shirts sporting the Association's logo are available again. Caps are available now and shirts on order. Enquiries/orders to Greg Carr via email.

Shirts are \$27.00 each and caps \$18.00 each



Club Contact Details

New South Wales Chapter

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

Queensland Chapter

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

South Australian Chapter

For further information, contact Paul Siddall by phone on: 08 8395 1232 or 0419 826 377 or by e-mail at: siddall@smartchat.net.au

Tasmanian Chapter

For further information, contact Alan Mansfield by phone on: 03 6428 2290 or by e-mail at: amansfie@southcom.com.au

Victorian Chapter

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



THE HOLLOW LOG

Volume 5 Issue 1

January 2005

The Classic Australian Wooden Power Boat Association

NARRANDERA REGATTA



Just some of the boats on the Narrandera shoreline

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Fantastic, excellent, great weekend, perfect venue. These are just some of the superlatives made after the inaugural CAWPBA National Regatta held in October.

Fourteen boats converged on Narrandera in NSW for a weekend of boating and socialising,

and what a weekend it was.

We had a great lead up to the event with plenty of assistance from Tim and Trish from the Narrandera Tourist Park (where we all stayed) and from the Narrandera Tourism Centre.

Everyone thoroughly enjoyed

what was a great weekend. Excellent venue, perfect weather (apart from a glitch on Sunday morning) first-rate accommodation, good variety of boats and most importantly, great people.

The date is set and planning has started for the 2005 event.

Still they turn up!

Member Darren Goldberg recently tracked down the Lewis skiff *GEER-LOOSE*. The boat was previously known and successfully raced as *SCRUBCAT IV* by Jack Long.

The skiff is complete and original and in very good condition, considering its long racing career.

The boat's 327 Chev started readily and sounded very healthy. More on this one later.



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Refurbishment of *Fury* (2002-2004) Pt 2

by Alan Mansfield

A heat gun with a pull type scraper was used to strip the hull which worked quite well as this scraper prevented catching and marking the timber. What worked effectively was to heat an area with the heat gun until the varnish started to bubble, and then by keeping a little forward with the gun from where you were scraping, enabled long strips to be removed at a time. Care had to be taken though once the varnish was removed not to scorch the timber with the heat gun by leaving it in a stationery position for too long. The bottom two planks either side of the keel towards the stern had evidence of oil coming through so several applications of the heat gun were required to draw the oil out. Not sure whether that improved the area or not but oil kept coming out. A good week was involved in stripping the hull, working on completing 2-3 planks a night. Ten planks, five on either side of the keel, had been grooved about 3mm where they overlapped and a similar silastic type product to the interior had been inserted into this groove. It was then covered with strips of meranti that had then been glued and nailed to limit water penetration, but these had opened up in some places allowing water to enter. Any suspect strips were removed and the area was cleaned before new Sikaflex 291 was then applied in the existing groove and finally replaced with a new strip of meranti. (Image 4)



Although difficult to work with, sikaflex 291 is advertised as a flexible polyurethane based sealant/adhesive with excellent adhesion properties. It can be sanded and overpainted using most conventional marine and industrial paint systems. Once the hull was stripped, a belt sander was used on areas of planking that were not concave otherwise hand sanding with a sanding block was the order of the day. A lot of attention and time was devoted to sanding to avoid as much as possible any imperfections that would show up later on after repainting. Initially 60 grit sandpaper was used until all the glistening remnants of varnish had disappeared then she

was finished off with 100 grit. *Fury* had a clear finish, and her skin fittings hadn't been removed when she was stripped of her original colour in the mid 1990's, when a previous refurbishment was carried out. Consequently, under those fittings lay the original reddish colour Lewis Brothers had used on their boats, and we were able to colour match the paint, as *Fury* was to be returned back to this colour. After a week or so of experimenting with different colours, we came up with a combination in even parts of Indian Red and Red Cross in a oil based Dulux Gloss Finish.

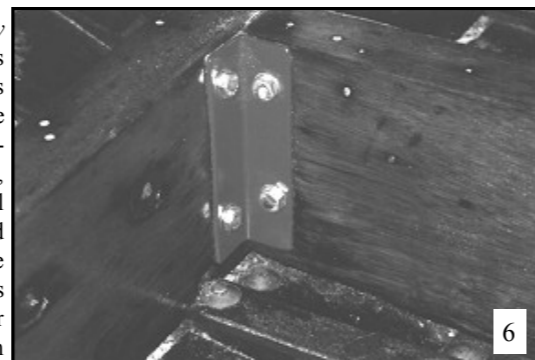


This was thinned and initially ragged on and looked pretty patchy so it was decided to brush it on a plank at a time.

A couple more coats were applied to get a solid finish, (Image 5) before half a dozen coats of International Schooner Gloss Finish were applied. This is a one pack tung oil varnish and was selected because of its suitability for flexible type wooden constructions and it offers excellent UV filters for extended life. A kitchen scourer was used for light sanding between the coats of varnish. This finish was left to dry for a week before *Fury* was rolled upright again and placed back on her trailer.

Hardware Refit

Most of the existing original chrome plated hardware was in quite good shape and only needed to be cleaned and polished before being refitted. New (D mould) brass protective side strips were attached with the intention of having them chrome plated first, but this was put on hold for the present, due to what seemed to me to be an extraordinary high cost (thanks to one of the components, nickel, more than doubling in price recently). These strips will just be polished for the time being.



Engine mounts, angle iron brackets (Image 6), backing plates and other steel fittings were sandblasted and painted before reinstallation. Screws, bolts, nuts and washers to secure these fittings were replaced with 316 grade stainless steel, although some smaller screw sizes were only available in 304 grade.

Six new copper threaded bolts were made up at the Wooden Boat Centre in Melbourne to secure through the planking the two stainless steel fuel tanks that lie saddled either side of the rear cockpit.

The tanks rest up against the ribs and I was concerned about movement against the nails and roves, like Bob Carter was with his boat *Rebound*. Although felt had been secured to the ribs to stop any friction, it appears the roves have been recessed into the ribs as no raised areas or areas of wear could be identified on the felt.

A period 1960's Ford Falcon steering wheel was sourced, reconditioned & fitted (Image 7) and the stainless steel steering cable was



replaced. The Perspex windscreen has also been replaced. The brown and cream upholstery has been left in place, as it is in relatively good condition having being replaced when she was last refurbished in the mid 1990's along with all the gauges, except for the original mechanical tachometer which still takes pride of place.

... continued on page 7

Refurbishment of *Fury* Pt 2 continued



The engine was refitted in March 2004 (Image 8) having been ready to go since September 2002.

Trailer

The original wooden dual axle trailer had been replaced in the 1990's with a second-hand steel trailer. This trailer has now under



gone some welding repair after having some rust cut away in a couple of places and has had four new wheels and tyres fitted. A galvanized dual axle trailer has been purchased to replace this in the future.

Re Launch

Fury was taken to the sign-writers in early April, just before Easter, (Image 9) to have her name repainted in the same position, size, style and colour thanks to the old photographs.

The original registration number T24 was allowed to be used again by Marine and Safety Tasmania, at a higher fee of course, and this was painted on along with the club (Northern Tasmanian Power Boat Club) flag up near the bow.

A week or two before the launch a hose was run in the bottom of the hull to swell the planks and it took more than 6 hours to run out which was vastly different to what it was previously.

This was very satisfying after all that retightening work, so the trailer will be able to be



removed off the boat ramp rather than leaving it there in case of a quick exit which, was the case once before when the bilge pump wasn't running.

Fury was relaunched in early April this year on the Mersey River (Image 10).

The Re-launching of "FOX", Christmas 2003

Rod Howard

Well, we finally we got there, a point when we thought "FOX" was ready for the water again. Although the journey of FOX's rebuild was long and expensive, it was also very exciting to say the least.

Many many thanks go out to all the people that made the rebuild possible. Colin Moyle for taking on the actual task and as the photos show, he has done a superb job (noting that one of the reasons Col did take FOX on was that he remembered seeing her about 30

years ago in Sydney and never forgot her). Keith Bourne of Ballina for his knowledge

on boating and for the electrical work he carried out on FOX. Greg Teagle for all the mechanical work on the old 350 and for the overall set up. Rob Smith (Jimmy's son) for all the final trimmings and Jimmy Smith for having the foresight in starting this rebuild of such a great boat.

The official relaunch day was held at St. Georges Basin down on the south coast of Sydney over the Christmas period 2003-2004. The Basin itself holds lots and lots of memories with heaps of great fun times with family and friends for over 40 years, so it seemed fitting to have the relaunch there. (FOX has also enjoyed these waters for over 35 years).



The day itself was sensational to say the least and many people came to witness the relaunch. Not only did family and friends turn up, but neighbours



from far and wide. I suspect over 100 people were on the block and jetty to see FOX's big day, so with everybody ready to see her, Rob Smith and myself gave FOX her big 2 or 3 runs in front of the crowd for them to see her in full flight!! It was great. Big cheers and yells from all as we went past. We finished off the celebration by giving everybody fun rides. In summary, it has been great to see such a loved boat back in the water, we hope for another 40 years.

Thanks again to all, including the Classic Australian Wooden Power Boat Association.



Lining up for photos

but it was impressive all the same. Someone made the comment that it could have been worse - moonies!

Boats came out of the water again and were readied for the trip home. As most of us were staying the night and not heading off until Monday morning, many charged into town and took over a different pub and had another great counter meal. Afterwards,

nately, there is no sound with a photo, which means the combined sound of those old V8's was missed.

Sunday's daylight disappeared all too

Jacqui I had an entertaining drive home following a certain Holden Crewman with some lout that should have known better sitting on a chair out in the back. I won't say who it was because DG might be embarrassed.



Divine Intervention was kept busy all weekend

We had a few locals drop in and have a look during the weekend - probably not as many as we thought or hoped. I think the wet weather on Sunday morning threw a spanner in the works as the boats did not hit the water until early afternoon and many might have though nothing was happening on the day.

Monday morning was quickly and it was time to call it a day. A final salute was made when a boat load of bare chested individuals standing in a boat cruised past the shoreline saluting, ah, actually, I am not sure what they were saluting,

clear and sunny without a cloud in the sky. I think many were tempted to go for another run, but reality stepped in and we all went our separate ways and headed off home.

Before we all departed, a couple of questions came through loud and clear: "Are we doing this again next year?" followed by "Are we coming back here again?" The answer was easy for everyone. "Yes!"



Smile!

After some initial concerns about the venue, mainly the size of the lake, it turned out to be more than adequate and very suitable. Grassy banks under good shade trees allowed everyone to be close to the action.

The sandy shoreline looked after hulls and the water was well protected from the wind.

When talking to caravan park owner Tim Madden later on, he mentioned that the local water authority had decided to drain the lake a week or so prior to our arrival. Apparently there was some maintenance work that needed doing. Luckily Tim had noticed the water level dropping and chased up what was happening. Through some fast talking, the maintenance work was deferred until after our weekend. Thanks Tim.

It was a terrific weekend: great company, great venue, great weather, great boats. It must have been good, I think even the girls enjoyed themselves.

Book - Lewis Brothers History

Member Ron Hodge has produced a book on his years spent working for Lewis Brothers Boatbuilders from 1946 - 1968. The book covers the company itself and the design and construction of the many boats built. There are plenty of pictures of the various models produced, many quite rare, including race boats and skiffs. The book is an excellent read and reference source.

Ron still has a number of books for sale. If you would like a copy, give him a call on 02 4677 1998.

Wooden Boat Festival of Geelong

The inaugural Wooden Boat Festival of Geelong - a celebration of wooden boats and the art of wooden boat building.

- Shore and water based displays
- Grand Parade of Boats and Cavalcade of Sail along Geelong's historic waterfront
- Concourse d'Elegance and other prizes
- Social events & wooden boat camaraderie

We have been invited to display boats in this one day event, either static or on the water.

The main show day is Sunday 13th, but the event is being held on March 12th, 13th and 14th. The Royal Geelong Yacht Club is holding the event, so it has substantial backing and organisation.

This is an important major event and will see huge crowds. Please support it.

Contact Greg Carr on 03 9370 2987.

Budgewoi Wet Together

Rob Cranfield

During several conversations with Jeff Lockhart, we'd discussed having a wet together somewhere on the NSW central coast. September 26th saw the realisation of the idea at Budgewoi. Jeff and Mandy had been kind (foolish??) enough to offer beds to all for the Saturday night and put on an excellent BBQ and "sleep over" to save us the early start on Sunday.

Sunday dawned and it was a beautiful day, cobalt blue skies, no cloud and not much breeze. After an early side trip to visit the Toukley flea markets it was back to Budgewoi to stake out one of the BBQ shelters. By the time we arrived, Jeff and family were there with his Lewis skiff "Four Bees Two", as was Dave (Jeff's neighbour) with his 302 Windsor powered clinker runabout. Both had brought an entourage of friends and family to enjoy the day. Shortly after we arrived, Dave

dance. A BIG "thank you" as it was unexpected and greatly appreciated. During lunch Arthur Lighezzolo ("Arf-A-Mo") visited us sans boat. It has never been in salt water and Arthur's keen for it to stay that way. Arthur



The mandatory photo line-up



Rob Cranfield in "Four Bees Two"

Pagano and Suzie motored up in "Cee Cee", making quite a sight as it passed under the wooden Budgewoi footbridge.

After several runs were made out into the lake, "Cee Cee" began to leak from her rocker cover. As we drove to get a replacement gasket we saw yet another woody at the ramp. This turned out to be Bernie Casey and family down from Denman with his hitherto unseen (by us) 1958 Goodleigh runabout "Bernadine" that had been raced by Bernie's father. It sports a Holden grey motor and ran strong all day thanks to its many race mods, not the least of which was the Repco cross flow head (an article is to come on this boat in a future newsletter.)

Another great BBQ was put on by Mandy Lockhart assisted by the other ladies in atten-

experience for all who attended. We packed up to head home at about 3pm and it became a general exodus at that point, although Neil decided to check out the odd sand bar in the adjacent lake before heading off. No damage I'm told and

is the original owner of this pretty 1969 Lewis runabout. Early in the afternoon Neil Blythe arrived in "Mystress" to join the constant comings and goings of woodies out onto the lake. Boats and drivers were swapped continuously throughout the day, making it an enjoyable

Jeff says Neil is now considered a local!

Highlights for me personally were:

- 1) Finally seeing a Repco head in the flesh and in action
- 2) Getting a little too much air in "Bernadine"
- 3) Bernie paying me back in bruises for #2 (there was no rear seat padding in "Bernadine".

Thanks to all those who attended and thanks to the Lockhart family for their hospitality over the weekend.

Budgewoi 2005 will be September 25th as this is the perfect shake down event for the 2005 nationals at Narrandera.

Merry Christmas.

Rob



Just talkin' boats

CAWPBA Regatta, Narrandera 2004

Everyone who came along to our National Regatta agreed that it was a first rate success. Fourteen boats were there over the weekend, making a fabulous show.



The line up

Our "coming" was well publicised in and around Narrandera, with a couple of mentions in the local newspaper, the "Narrandera Argus" and a seven minute radio interview about wooden speedboats, the event and our association, on ABC regional radio on the Friday. We again received newspaper coverage with a front page follow up picture and story about the event on the following Tuesday.



Doug Bamberry's Lewis "Electric Girl"

The majority of people arrived on Friday and some not without dramas. Dave Pagano lost a trailer wheel (never to be found) on his way down to Wagga Wagga on Thursday and had to have some running repairs done on the trailer on Friday morning prior to the trip across to Narrandera. Jeff Lockhart also had trailer wheel woes when, just after leaving home at about 4 am, he wondered what "the noise" was just before he saw one of his trailer wheels bounce past the car. After a return trip home to gather some more wheel nuts, his journey south started in earnest and gladly remained event free.

I arrived at the Narrandera Tourist Park at around 3 pm and could hear the familiar V8 sound coming up from the lake below. No messing around here! 26 degrees and a flat lake means boats on the water. After a quick shopping visit into town I went down to the

lake and was greeted by the wonderful sight of woodies on the water. Of note was Dave Pagano's beautiful Abbate, *Cassata*. The recently restored 1958 19' carvel mahogany runabout looked superb on the water, its big Chrysler V8 sounding superb. The boat was on show at the Sydney Classic & Wooden Boat Festival earlier this year, but had only been on the water a couple of times just prior to Narrandera. *Screamin Eagle III* and *Torque's Cheap* were also there and were accompanied soon after by *Steinway*.

As boats continued to arrive throughout the afternoon, it was easy to see that we were in for a great couple of days.

As the sun went down, people started thinking of their stomachs and it was decided that we would head into town for a counter tea. We converged on one of the pubs and after ordering, proceeded to rearrange the dining room tables to accommodate all of us.

After what was a long day for most, we retired back to the park and crashed.

Saturday morning dawned crisp and bright and even at 0530, the mumble of voices could be heard among the calls of magpies and kookaburras. People were milling around and discussing boats.



Dave Powley's Eddy "Puff"

Greg Carr

No sleeping in here - not this weekend!

Small groups wandered from boat to boat, but it was most pleasant hanging around *Electric Girl* with the smell of freshly brewed coffee emanating from the Bamberry unit. Some people do it really well!

A look around showed boats all over the place. We had basically been given the top end of the park and we had boats parked every which-way. It was quite special, really.

After some breakfast, commemorative shirts were handed out and the boats started to hit the water, with most in by about 10 am. So started a day of driving, testing, talking, skiing, kneeboarding, wakeboarding, watching - you name it.

Boats on the lake were:

<i>4 Bees</i>	Jeff Lockhart
<i>Cassata</i>	Dave Pagano
<i>Comanche</i>	Colin Bailey
<i>Comanche</i>	Paul Pagano
<i>Divine Intervention</i>	Stu Hennessy
<i>Electric Girl</i>	Doug Bamberry
<i>FF Sure</i>	Dave Pagano
<i>Nova II</i>	Greg Carr
<i>No Name</i>	Alan Price
<i>Puff</i>	Dave Powley
<i>Screamin Eagle III</i>	Paul Siddall
<i>Steinway</i>	Darren Goldberg
<i>Torque's Cheap</i>	Ian Barber
<i>Zarak</i>	Peter Moir

As can be seen above, a good cross section of boats were there. Hull styles included midmounts, rear mounts, skiffs and skiffabouts, with construction styles of plywood, carvel and clinker.

Members brought boats from all over NSW, South Australia and Victoria. Stu Hennessy,



The setting was very picturesque

back in Australia for a short time from Germany, managed to fit our weekend in as well.

Other members to come along were Dave Dinning, Colin Shallcross, Bernard Sanson, David Ayres and I am sure there are one or two others.

FF Sure was given a good workout over the weekend, thrilling those who rode in her with owner Dave or others who drove the boat for the V8 skiff experience. Col Bailey's *Comanche* was also given a good workout. This was *Comanche's* first real outing following repairs after peeling back an aluminium plate attached to the bottom of the hull at considerable speed some months ago (refer *The Hollow Log* Vol. 4 Issue 2). Both these boats are seriously quick and spectacular to watch.



Their expressions say it all

A few of us picked up on what was an interesting alarm or theft deterrent fitted to *FF Sure* in the form of a huge spider running around the transom area. What would have been really interesting was if Suzie, who was in the boat, had have seen it before it was very unceremoniously "uninstalled".

A couple of boats did some real work over the weekend. Stu Hennessy's *Divine Intervention* and Alan Price's

runabout worked pretty hard taking their respective families and others skiing, boarding, etc. Alan, in spectacular fashion, demonstrated to Darren Goldberg just how well the boat can turn. What colour is wet, Darren?

Speaking of spectacular turns, I am still getting the crick in my back sorted out after the aluminium plate under *Electric Girl's* cav plate

peeled back at nearly 50 mph. *Electric Girl* turns spectacularly well too - believe me! Well done Doug for doing some running repairs and getting the boat back in the water on Sunday.

While Jeff Lockhart has got his skiff *4 Bees II* running well, a few gremlins did creep in. There is some excellent video around of a puzzled expression on Jeff's face when the engine was going, but not the prop. The problem here being that the skiff is direct drive.

A couple of boats were well and truly nicknamed over the weekend. *Steinway*, once the piano, is now officially known as either 'the armchair' or 'the lounge', because it is. *Nova II* went under the 'Princess of Tasmania' or 'the aircraft carrier' - something to do with big wakes and the size of the deck, respectively.

Cassata really did look classy on the water, with her superb mahogany hull catching the sunlight. The boat was very majestic at speed with her Chrysler V8 purring and the occasional sounding of her siren demanding everyone to "look at me".

All things must come to an end and Saturday

was no exception, but only on the water. After the boats were placed back on their trailers, it was time for a BBQ dinner. What a great feed we all had. You name it, it was there - sausages, steak, prawns, scallops, pizza, take-away Chinese, red wine, white wine, beer, champagne.

Sunday morning dawned wet and bleak as the South Australian contingent headed home, with a long drive ahead of them.

With light rain falling, the remainder decided to have a meeting and sort out a few matters regarding the association. One was to do with correcting our finances due monies owed to myself as well as a couple of other issues to do with future events, insurance, membership numbers and membership fees.

Afterwards, it was into town for some lunch while we waited for the weather to clear.

We returned at about 1 pm with the clouds



Classy Cassata

clearing and the sun coming through. By 2 pm, with a blue sky and warm temperatures returning, most boats were back in the water again doing circuits.

Peter Moir only just managed to make it with *Zarak* after working right up until the last minute getting the boat's cav plate and engine sorted out. After all that, he then had to do a job driving from Sydney to up near the Queensland border and back on Friday night, then brought the boat down to Narrandera on Saturday. After a few runs, with the little skiff running really well, a skeg bush problem brought things undone. Good on you Pete, everyone really appreciated your efforts.

The local newspaper, the "Narrandera Argus" sent a photographer along on Sunday to take a few pictures of the event. With plenty of assistance from Suzie Vlaming, the photographer's job was made easy. Suzie had us well and truly organised for the photo shoot along with putting some words together about the event. The boats looked fabulous as they lined up and cruised past. Unfortu-