

The Classic Australian Wooden Power Boat Association

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Editor's Note:

Hello all.

Here's hoping you all had a great Christmas and New Year and that 2006 is safe and prosperous and brings all you wish.

Well folks, at the risk of sounded like a broken record, it was another struggle to fill these pages. Unfortunately, it seems that the next issue will be down to an A4 flyer. The stories are out there with you, all you have to do is send them in. Remember that others are interested in your boat and in what you have to say.

Greg

Around the Traps

General:

- It's that time of the year again, subscription renewal. You should have received a renewal form with this newsletter. If not, please let me know and I will get one to you.
- Some time ago I produced a document showing all members and boats and their contact details. I have had quite a few requests recently for it to be reproduced. It should be available in the next issue.

Victoria:

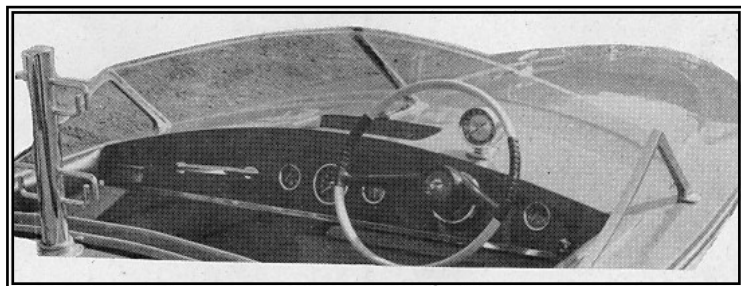
- Darren Goldberg is progressing well with the restoration of his Lewis skiff, *GEERLOOSE*. The race is on to have the boat ready for Sydney's Classic & Wooden Boat Festival in March.

- Greg Carr hopes to have his Eddy skiff *Impact* ready for the water in February. The boat has been waiting for carburettors and a propeller and shaft to make its first ever entry into the water. Hopefully, the boat will also make it to Sydney in March.

SA:

- Another Eddie runabout has surfaced in SA after being chased down for some time by member Dave Drewer. The 16 footer was built as a racing runabout and sports a reversed plank. The hull was professionally restored some years back but has never been used. The boat, called 'Touche' (not to be confused with another Eddy by the same name), came with its original Dodge Q race motor.

Remember when



3920 Husky Wind-screen fittings.

Chromed Deluxe.

\$24.00

When? 1968

Cooldrive Windscreens

Coming Events

January 2006

- The Australia Day Vintage Boat Regatta, International Rowing Course, Penrith, NSW. 26th. Static and on water displays. This major event is on again this year. The organizers were extremely happy with our participation last year and have asked us to come back. If you would like to be a part of this event, contact Dave Pagano on 02 4578 4444 (AH) or by e-mail: davehotboats@hotmail.com

March 2006

- The Sydney Classic & Wooden Boat Festival. It's on again, the big one. 11th and 12th. Contact Dave Pagano on (02) 4578 4444.
- NSW Chapter Wet Together. Hawkesbury River, Windsor. This is the Monday after the Boat Festival (13th). Contact Dave Pagano on (02) 4777 4558 or 0413 766 501.

April 2006

- Griffith Boat Club Re-union - Celebrating 50 years of boating. Sunday April 16th. We are not attending this event, but there is

bound to be some great memorabilia there and maybe an old boat or two will turn up. Contact (02) 6962 4174 or (02) 6963 5563.

- Combined Vic - SA Chapters Wet Together. Venue and date to be announced. Details soon.

① *Please check for confirmation of dates and venues*

Merchandise

Club polo shirts and caps are still available. Colours are black with the logo in red and white. Caps and some shirt sizes are available now with other sizes on order. Enquiries/orders to Greg Carr via email.

Shirts are \$27.00 each, caps \$18.00 each.

*Quote for Today:  
"Facts do not cease to exist  
because they are ignored."*

Club Contact Details

New South Wales Chapter

For further information, contact Dave Pagano by phone on: 02 4777 4558 or 0413 766 501 or by e-mail: davehotboats@hotmail.com

Queensland Chapter

For further information, contact Elliot Shumack by phone on: 07 5498 7771 (AH)

South Australian Chapter

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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

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THE HOLLOW LOG

Volume 6, Issue 1

January 2006

The Classic Australian Wooden Power Boat Association

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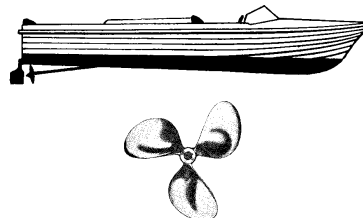
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Narrandera Nationals



The big event has come and gone. October 22 - 23 last year saw 16 classic woodies of all shapes and sizes on Lake Talbot at Narrandera, NSW.

Skiffs, runabouts, midmounts, rearmounts, inboards, outboards, six cylinder, eight cylinder, clinkers, plywood. You name it, we had it.

Most people again arrived on the Friday, some even earlier, to make the most of the weekend. After being spoilt with the weather last year, we were a little concerned by threatening skies and a bit of thunderstorm activity. Fortunately, apart from a brief but heavy downpour on Saturday afternoon, the weather was fine and sunny for the rest of the time.

It was great to see so many families coming along for the weekend. Lots of kids really did create a family atmosphere. As well, we had a few members without their boats drop in for a visit to see what we get up to and ask a few questions about the projects they've got going.

Boats at Narrandera for the weekend were:

<i>Atomic</i>	(Dave Pagano)
<i>Al-Falfa</i>	(Brian Dawson)
<i>Cheryl-D</i>	(Paul Siddall)
<i>Comanche</i>	(Colin Bailey)
<i>Electric Girl</i>	(Doug Bamberry)
<i>Little Devil</i>	(Suzie Vlamig)
<i>Puff</i>	(Dave Powley)
<i>Redskin</i>	(Scott Botterill)
<i>Rebound</i>	(Bob Carter)
<i>Runabout</i>	(Alan Price)
<i>Screamin' Eagle</i>	(Paul Siddall)
<i>Screwit</i>	(Ross Foster)
<i>Steinway</i>	(Darren Goldberg)
<i>Stormy</i>	(Greg Carr)
<i>Torque's Cheap</i>	(Ian Barber)
<i>Tug</i>	(Craig McGilvray)

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## "Classic"

Here is a pictorial presentation of the restoration of "Classic". The 16 ft clinker has been completely restored by owner Greg Coventry over the past 12 months.

Believed to have been built in 1962, the Halverson runabout is quite rare. The boat is powered by a rebuilt 4.4 ltr Leyland V8.

"Classic" is for sale. Interested? Phone Greg on (07) 5449 1452 or 0412 108 547 for details.



## Narrandera Nationals

impressed how the exact point of the nose of the deck hit the exact centre of a two inch pole. Fabulous driving Ian!

*Comanche* was finished up early on Sunday after losing its petrol cap. The cap sits between and under the exhausts and to his credit, Colin would not run the boat with the risk of fuel sloshing past any makeshift cap and coming up between the hot exhausts.

Also finishing a little early was Screamin' Eagle III, which developed a minor oil leak and a slight rattle from the motor after running faultlessly all weekend.

With the sun setting following a long day on the water, it was decided by the majority

that pizza or left over steak and prawns for the BBQ was the preferred option for dinner. After a club meeting, we settled down to dinner along with some fine beverages to wash it all down. Those who had a big day of travelling ahead of them on the Monday began packing to allow them an early start on Monday morning. Most others

chatted late into the evening. Monday morning arrived all too soon and it was all over for another year. Roll on 2006.



## Modelling

Stu Hennessy sent in some pics of a radio controlled model hydro he has been building from wood. Stu, who is currently living in Germany, runs the boat on a nearby lake.

Stu made a few modifications because the original construction techniques would not have allowed suitable access to the inside of



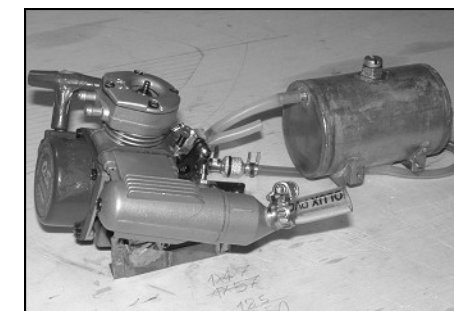
the hull. He also didn't cut out the cockpit because all the electrics would have got a bath each time it went around a corner.

The boat was originally built to run a little petrol motor, a small 1.78cm<sup>3</sup> OS engine. The fuel tank was made so that it bolted into the cabin behind the motor. Unfortunately, Stu is having some problems getting the set



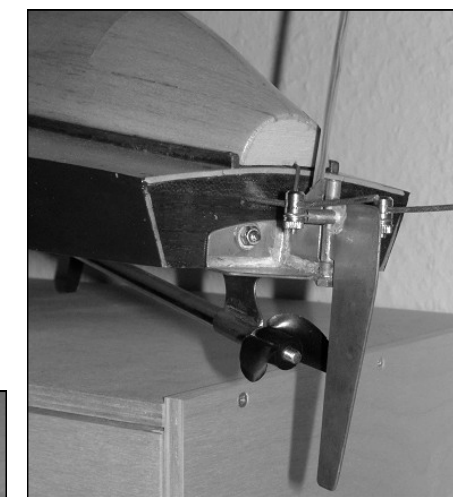
up to run smoothly and to stop it cutting out in the middle of the lake, so he has installed an electric motor to get it going for now. He is still trying to get his hands on a "surface prop" to get it running properly. Apparently the prop on it now is OK until you give it full power . . . then it starts to cavitate.

The cav plate and rudder have been fabricated from 1mm brass as the original spec. was for wood which wouldn't have been effective for Radio Control use.



Incidentally, the model kit is from the 60's.

Stu cut out several varieties of wood when he was in Australia in 2004 to use for model boat decks and frames (mostly into 3mm X 10mm strips). The deck planking is Silky Oak that Stu and his father felled around 1986 and had milled at a local saw mill, Red Cedar and some Poplar that was collected



from the Macleay Region just outside Kempsey. The main foredeck is an unknown hard wood that was in the kit. Stu nailed the entire deck down with tiny 0.6 X 6mm long brass nails.



## Narrandera Nationals

Col Bailey's Gilflite *Comanche* ran strongly again over the weekend. This is another spectacular boat to listen to and watch when it is running hard.

Craig McGilvray is local to Narrandera and heard we were in town again. He dropped in on Saturday afternoon and asked if he could come down on Sunday with his boat and join up as well as join in. Who was I to say no?

Then there was this bloke, a member I'm sure, sort of spoke with a funny accent, who kept blabbering on most of the weekend about owning some championship boat. He kept on and on about photos on the wall at Deepwater Motor Boat Club or somewhere. We tried to ignore him, but he wouldn't go away and just kept on and on about it. The name *4 Bees 2* kept coming up. Hmmm.

After spending most of Saturday trying to clear the gremlins from the recently rebuilt 308 in his hydro *Atomic*, Dave Pagano took the boat down for a run late in the day. With a glassy surface on the lake and a large



The Saturday night BBQ was well attended and we took over the BBQ area. Luckily, Ian Barber brought along Dr Sizzle's (who unfortunately could not make it) large BBQ

with *TUG*, his Ford 289 powered Seacraft, and gave the boat a good workout. There were plenty of comparisons and chat about the similarities between the Seacraft's, Screwit's and Alan Price's runabout's hulls. I received an email from Craig a couple of weeks later saying he, as have many others before him, now realises he doesn't own an old and cheap wooden boat, he owns a classic wooden boat.

Dave brought *Atomic* came down for another run on Sunday. After completing a warm-up lap, as Dave was winding it up and starting to get some serious speed happening, a loud bang was heard, with the boat turning sharply to the left and coming to a rapid stop. After being towed back in, the post mortem showed that the motor was terminal, with a rod having come through the bottom of the sump. Scratch one hydro!

*Torque's Cheap* ended up coming a little too close to another underwater obstacle. It stopped very quickly and most thought we had terminated another engine. Fortunately, it was not the case, but some running repairs were needed on a cracked plank. To add insult to injury, when putting the boat on the trailer later, Ian managed to nail one of the trailer's guide poles, creating a whole new geometry for the trailer! We were all really

from Melbourne, which was well utilised. Plenty of good things to eat and drink and excellent company made for a very pleasant evening.

Sunday saw all boats that were still going on the water again. Craig McGilvray arrived



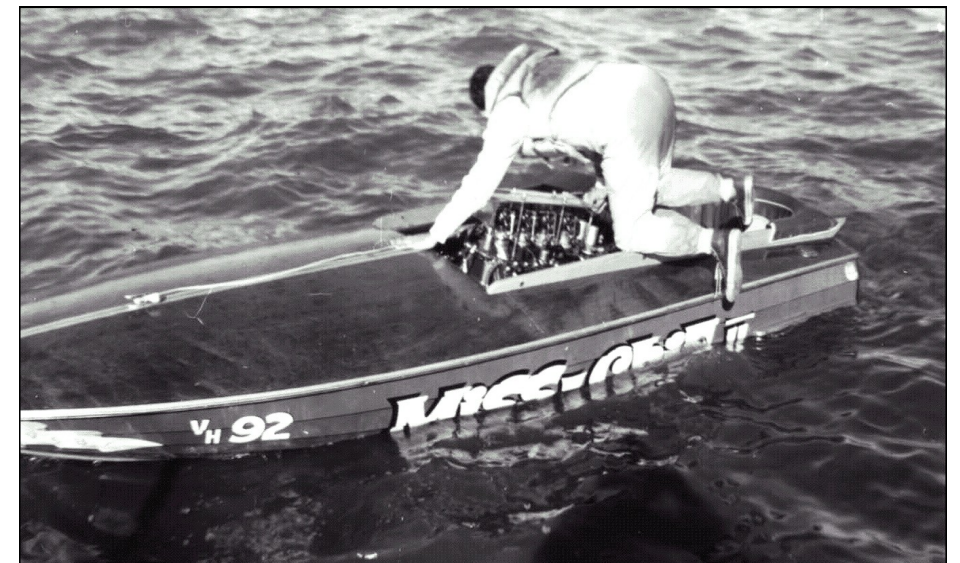
crowd coming down for a look, the hydro performed beautifully, completing a couple of high speed runs. I think all agreed that these are spectacular looking boats when at speed, and especially so when going past close enough to see the driver's facial expressions.

## "Miss-Chif II"

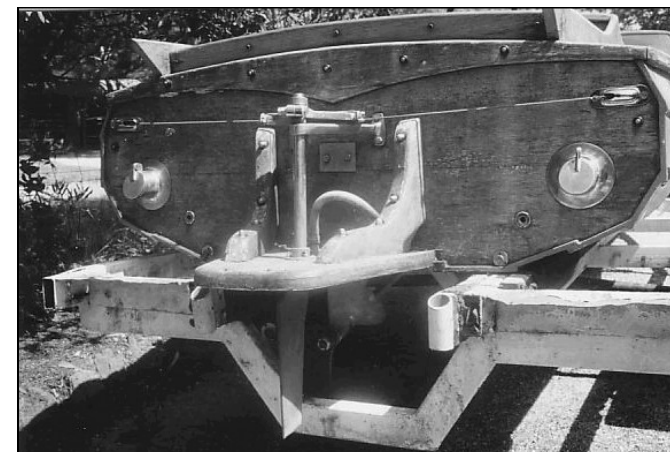
*Miss-Chif II* is a 15' skiff built in 1967 by well know builder David Gill. The boat, raced by Graham Denham and owner Wally Cooper, was very competitive in Victoria during the late 60's/early 70's.

*Miss Chif II* was discovered and purchased in 2004 by member Paul Adey. Paul began the restoration project shortly after getting the boat home, but house renovations soon got in the way. The project was put on the back burner for a while, but things are progressing again now. Paul is receiving some great advice and assistance with the restoration from original builder, David Gill.

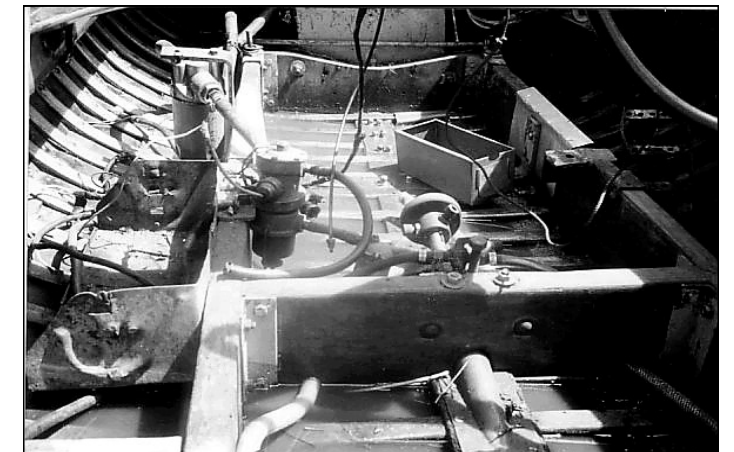
The pictures on this page show the early stage of *Miss-Chif II*'s restoration. Paul will keep us updated with pictures and words as the restoration progresses.



*Miss-Chif II in its heyday, April 1973*



*Home in 2004 and in need of a resto*



*The strip down begins with the removal of the engine*



*Most hardware off now*



*Everything out and ready to start the cleaning*



## Narrandera Nationals cont'd



Unfortunately, it was an expensive weekend for some, with a fair amount of carnage happening out on the water.

Saturday saw most boats in the water relatively early. There was the normal boat swapping with many people driving someone else's boats. It is interesting experiencing just how other boats perform and their individual idiosyncrasies. Just ask Paul Siddall how *Stormy* turns if you don't get the weight even in the rear cockpit. Better still, ask Leanne whether she was impressed or not.

The first casualty for the weekend was *Electric Girl*. After passing over the same area several times during the morning, as other

boats had done, the Lewis hit a submerged tree branch, and a substantial branch at that. It bent the shaft and skeg enough to drive the prop hard up against the aluminium plate on the bottom of the cav plate. It effectively put the boat out for the weekend.

It was the first time the Lewis skiff *Cheryl-D* had been seen by many members. This absolute classic with the beautiful flat note from its Ford V8 impressed all who laid eyes on her, but alas, the old flat head started breathing so heavily that it had to be retired. I heard the name "Thomas the Tank Engine" coined a couple of times - lots of smoke!

The little Storm skiff *Al-Falfa* made its debut



appearance as well. Owner Brian Dawson really put some effort into getting the boat up and running for the weekend. The boat has been out of the water for a couple of decades and drastic measures were needed to stop those dry timbers leaking - to the extent that the engine was pulled out and the boat was effectively sunk in a river for several hours until the timbers took up. It was worth it because the boat ran really well all weekend. Credit has to go to that young bloke on the pit crew Brian - he was as keen as mustard all weekend.

Another first appearance in NSW was Bob Carter's 16 ft Lewis skiff, *Rebound*. This is a spectacular boat and certainly got a good

## Narrandera Nationals



workout, doing many runs over the weekend. I was invited to go for a ride with Bob and riding in it was one big adrenalin rush. That 327 sitting it front of you with its zoomies belching plenty of heat and an occasional backfire certainly adds to the experience.

Vlamig's Hunts Marine runabout, *Little Devil*. This boat was such a contrast to everything else there. "Cute" and "gorgeous" were words often heard to describe the 14' mahogany plywood runabout. The boat is still powered by its original 40 HP Evinrude

outboards are unreliable?

*Screwit* was there and really turned on a display for us. This boat's turning ability is something special, with the boat turning within its own length at speed. Spectacular? You bet, as it throws up a large plume of water as it goes around. Looking at a few of the joyriding passengers when they came back in, a fair bit of that water comes over the boat too.

Another boat we haven't seen much of is *Redskin*. The 17 ft hull, possibly a Winton, came across from Adelaide to Victoria a few months ago and this was the first time in the water with new owner Scott Botterill. The boat, sporting brand new upholstery, is immaculate and looked great on the water. Its 351 Ford sounded pretty good too.

Regulars *Steinway*, *Puff*, *Stormy* and *Torque's Cheap* did plenty of work over the weekend and managed to stay out of trouble.

Alan Price and family gave their runabout a fair workout again this year with the kids spending a good amount of time on a rope behind the boat. Alan, you are going to have to hang a "label" on that boat.



Then there's the acceleration and then there's the noise, and then . . . ! Wow!

Another boat not often seen is Suzie

twin cylinder motor, which ran faultlessly all weekend. Even after sitting around idle for about six months prior to Narrandera, the engine started on the third pull. Who said old

