

The Classic Australian Wooden Power Boat Association Inc.

Postal Address:
18 Grandview St
Moonee Ponds
Vic 3039

Phone: 03 9370 2987
E-mail: nh35_stormy@bigpond.com

We're on the web
[http://www.users.bigpond.com/
NH35_Stormy/](http://www.users.bigpond.com/NH35_Stormy/)

Editor's Note:

Well, it's that time of the year again. It's just plain scary how quickly the months pass.

I think we've had another successful year. There has been some talk about the lack of get togethers held, but that is being dictated by the amount of travel many of us have to do to get to some decent water. The drought is really biting hard. I dread the day when nothing comes out of the tap at home, let alone not having something to float the boat on!

I would like to extend to you the compliments of the season and wish you and your families all the very best for 2007. Happy and safe boating and remember, keep talking to me . . .

Greg

Coming Events

January 2007

- The Australia Day Boat Regatta, International Rowing Course, Penrith, NSW. 26th. Static and on water displays. We need boats! For details, contact Dave Pagano on 02 4578 4444 (AH) or by e-mail: davehotboats@hotmail.com

February 2007

- The Australian Wooden Boat Festival, Hobart, Tasmania. 9th - 12th. Refer <http://www.australianwoodenboatfestival.com.au> or Alan Mansfield on amansfie@southcom.com.au

March 2007

- Wooden Boat Festival of Geelong. Sunday 11th. Royal Geelong Yacht Club. Contact (03) 5229 3705 or www.rgyc.com.au
- South Australian Wooden Boat Festival. 10th - 12th. River Port of Goolwa, South Australia. Phone 08 8555 1955 or email at: info@woodenboatfestival.com.au
- Tentative date - end of March. First annual general meeting of the CAWPBA. Venue to be advised. Feedback on this date and a venue appreciated: Phone (03) 9370 2987

Around the Traps

General:

- I was to have included an updated members list with this edition. Many people have asked for a list with names of partners and kids included. This is a great idea that makes things easier at get togethers, etc. Naturally, to do this I need the details from. As such, you will notice a couple of extra fields on the club renewal form to fill in. I will publish an updated members list with the next edition of the newsletter.

- The newsletter was a real struggle this issue, with little content provided. Come on people, help me out here or the next issue will be considerably thinner.

- I am struggling to get myself organised for our Annual General Meeting - work is just killing me at the moment and the house is falling down around me. I will be trying for March, but I'm open for assistance and suggestions for dates and venues.

Victoria:

- Help! Mike Healy's father used to race a Lewis skiff called *Doo Dar* in the Western District of Victoria many years ago. He believes the boat originally started life as a runabout, but was later converted to a skiff. It was campaigned quite successfully in the Yarrowonga 500 in the late 50's and won

many races in and around Hamilton and Lake Bolac. Mike is keen to find out any info on this boat and where it might have ended up. If you can help, please contact him via email on: mike_j_healy@yahoo.com.au or through me (contact details elsewhere on this page).

- I hear there was an unofficial wet together earlier this month in the Echuca area with *Steinway*, *Screwit* and Alan Price's runabout making their presence felt.

SA:

- Engines to and fro. Five litre Holdens going to SA from Victoria and side-valve Fords coming back from SA. What's happening!?

NSW:

- Congratulations Dave Pagano and partner Suzie with a new addition on the way.

VALE:

Member Jack Casey passed away peacefully in October, aged 89.

Membership Update:

| | | | |
|-----|----|--------------|-----------|
| Vic | 43 | WA | 5 |
| NSW | 31 | Tas | 2 |
| Qld | 8 | USA | 1 |
| SA | 8 | Total | 98 |

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

For further information, contact Paul Siddall by phone on: 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 7, Issue 1

January 2007

Narrandera 2006

Greg Carr



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twice!

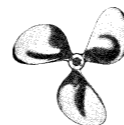
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Circulation this issue: 102

Our big event has come and gone again. With 20 boats coming along, it was the club's biggest turn out so far.

With so many boats arriving on the Friday (and some even earlier), things were well underway on Friday afternoon, not waiting for Saturday to come.

It was great to see some new boats this year, which included a couple of Seacrafts as well as a couple of six cylinder runabouts converted from 13' skiffs. An unusual little skiff with a whole lot of history also came along.

Also making their debut, but as invited guests, were three Seacraft/Syndicate Boat Owners Club members and their boats. These included a Rivercraft ski-race and drag boat and two immaculate Seacraft runabouts, *Conquistador* and *Woody*. The Rivercraft put on a spectacular

display in the hands of owner Anthony Jones, who is also the president of the SSBoc. The 6 litre Chev certainly had many covering their ears. I was very appreciative of the time and effort these people put in in coming to Narrandera after travelling from both Echuca and Melbourne for a quick visit and

display, before returning home that afternoon.

I had some concerns about the amount of space available for us with potentially over 20 boats on the lake. As it turned out, with a few "technical" problems keeping some of the boats off the water at any one time, we

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Quote for Today:
"The reward of a job well
done is to have done it"

Disaster Strikes - twice!

Those who don't have access to the club's web based Bulletin Board would have missed the drama of a couple of recent mishaps involving two of our members and their boats.

In early October, Colin Bailey and his brother in law Simon (Flick), along with Paul and Alan Siddall, headed out to the Murray at Mannum in SA to give their boats a bit of a shake down before the Narrandera event later in the month.

With Colin driving and Simon as passenger in Colin's Gilflite, *Comanche*, the two were travelling down the river and just coming up to speed when all hell broke loose. It turns

across his back, presumably from hot exhaust pipes. His injuries were severe enough to keep him in hospital overnight for observation. Colin suffered from some very sore (probably cracked) ribs.

The little that remained of the boat was collected up and loaded onto the boat's trailer for the trip home.



The bow section broke away when pulling the boat up

The following Sunday saw the boys and a couple of professional salvage divers back at the scene to recover the remainder of the boat from about 15 metres of brown and murky water. The boat was quickly located, sitting on its transom with the bow pointing up, kept in this attitude by the tyre tube in the bow. The engine was still in the hull.

any time. Colin and Simon were extremely lucky to get out of this accident as well as they did. While *Comanche* was a very quick boat, it was also a well maintained boat, showing that it can happen to the best of them. Of course, the other point coming through loud and clear was the good decision made in relation to wearing life jackets. Colin was well aware that he was going to be travelling at speed and giving the boat a bit of a work-out and that the wearing jackets was the sensible thing to do. How true it was.

Sadly, the loss of *Comanche* means we have lost possibly the last of these hulls built by John Gill. Rumour has it there is still one about, but we're just not too sure.



The engine and rear of the boat

out an excellent decision to wear life jackets was made before heading off.

An aluminium plate fixed beneath the aft part of the hull and the cavitation plate lifted at its leading edge and peeled back, wrapping around the rudder and driving it into full right deflection. So severe was the force on the boat that it tore the right side out of the hull for about 50% of the boat length as well as snapping the engine bearers and nearly tearing the engine free.

Colin stayed with the boat until it sank, but Simon was thrown out the back, hitting his face on some part of the boat and breaking his nose, as well as picking up some burns

Unfortunately, as the boat was hauled up, the hull broke in half, just in front of the seats. The bow section was pulled out and then the rear of the boat and engine were recovered separately. The whole operation took about three hours.

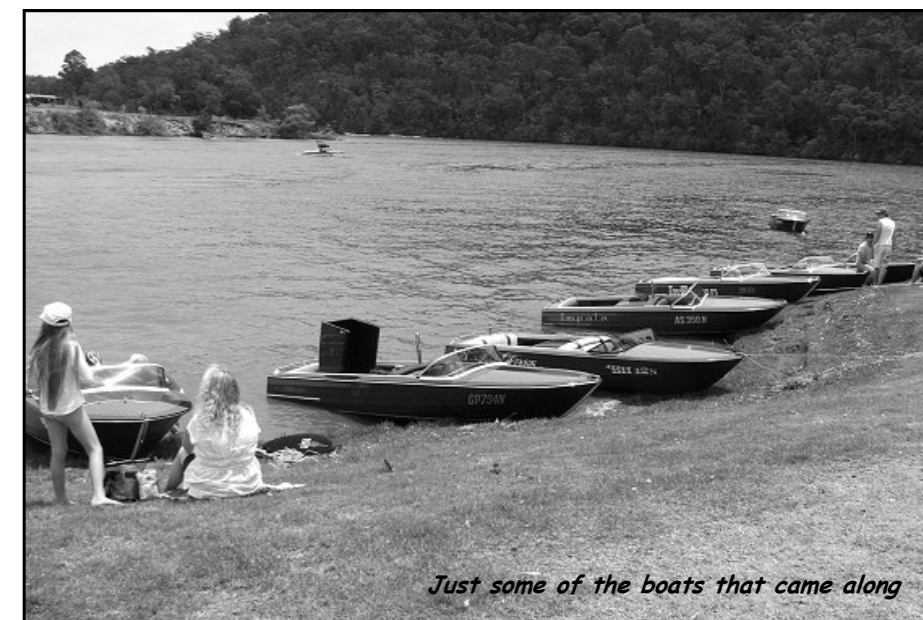
It takes accidents like this to make us sit up and realise that anything can happen at

former glory.

Harry is 90 now and as he never bothered to take photos or keep any records of the boats he built, Mark would appreciate a copy of any photos of the timber Hammonds and in particular, his boat *Miss Australia*.

For further information please contact Mark Hammond or Dian on 02 9905 4194 or 0418 622 120.

Many thanks to Nick Luker for the pictures.



Reader's boats

This un-named 1966/1967 runabout is 12' 6" long. It was built in Melbourne by someone with the surname Sommerville as a raceboat, which probably explains the extremely closely placed ribs.

After a moderately successful racing career, the boat was sold to current owner Dave Hutchins and fitted with a ski pole. The boat was used extensively as a ski boat on Lake Makoan in Victoria's north east, towing kids and adults alike. The boat is still fitted with its original 1500 cc Cortina four cylinder motor and Dave says the boat had little trouble pulling slalom skiers. When racing, the engine was fitted with a crossflow head and extractors, items that Dave still has.

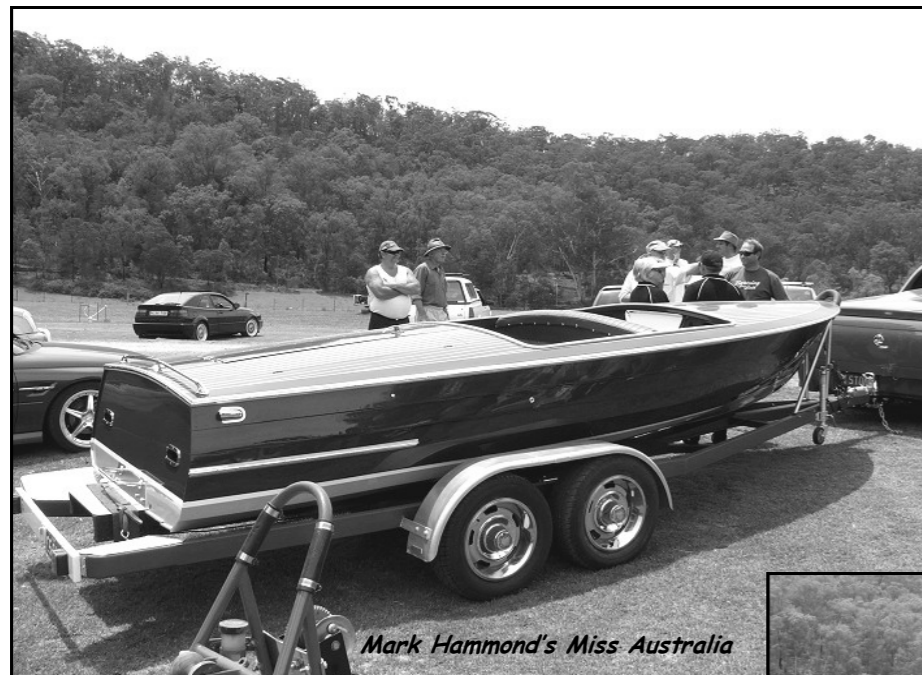
The boat has laid idle for some years now as Dave has little use for the boat since all the kids and grandchildren have grown up. As such, he is seriously thinking of selling.



Hammond Craft re-union

A picturesque setting on the Hawkesbury river at Dargle was the back drop for the inaugural meeting of Hammond Craft boat owners, with just on 50 craft gracing the riverbanks. Proud owners and enthusiasts met to create a once in a lifetime event to share their pride and joy with others who had

Three timber boats, *Miss Australia* (1961), *Super Roo* (1964) and *Presto* (1957) were there along with a timber hull from the mid 60's due for restoration. These beautiful Hammonds demonstrated the craftsmanship of Harry Hammond that would go into the creation of the fibreglass boats he built in



Mark Hammond's *Miss Australia*

an appreciation for the little boats that for over forty years have given families many days of pleasure and enjoyment. Owners from as far as Queensland and Victoria travelled to participate on the day.

later years.

Following the support on the day, it was decided to hold another reunion, "same time - same place in



Restoration in progress

2007" with the intention to continue as long as the interest remains.

Mark visited his father that evening and told him of the day. A few days

later, he took *Miss Australia* up to him to see for the very first time since leaving Harry's workshop in 1961. With a little wry smile and a tear in his eye, he looked at Mark and said: "I couldn't have done any better". Mark knew then that his labour of love was worth it. The restoration of *Miss Australia* is still not complete, but the pleasure of showing his father will ensure the end result will be a tribute to his father's life and passion.

Henry "Harry" Hammond

During the war years, Henry "Harry" Hammond worked at Sydney's Garden Island shipyards and at war's end, returned to his passion of crafting out his classic timber speedboats.

Harry built his first post war boat, a centre-mount called *Zooma*, in 1945. While having some success when racing *Zooma*, Harry also used the boat to cross the Brisbane Waters to court his future wife.

Zooma and other early boats were constructed of timber at Saratoga on the Central coast of NSW in the mid 40's and early 50's.

Harry then built and moved into his own workshop at 20 Ada Ave, Brookvale, in 1961. It would take Harry six to seven weeks to build each boat.

In the 1960's, Hammond boats were referred to as the Rolls Royce of boats.

With the change of time, timber was replaced with fibreglass, but Harry kept to the original timber look, with great attention to detail.

His son Mark later worked with him building boats and now runs his motor mechanic business at the old workshop. Mark is also the proud owner of a 1983 glass Hammond in pristine condition. More recently, Mark acquired a 1961 timber Hammond and is now in the process of restoring her to her

Mark Hammond



Comanche in better times

Three weeks later, at our national get together at Narrandera, Paul Siddall and passenger Ian Barber were out in Paul's Lewis skiff, *Cheryl - D*. The boat was running beautifully after an engine rebuild over winter. After several quick runs past, with the crowd listening to the wonderful flat engine sound that comes from those old side valve V8 engines, Paul came back down again. When passing the crowd at approximately 60 mph, a loud bang was heard. The boat leapt out of the water and swung violently to the right before nose diving back into the water, throwing both occupants out in the process. The boat bobbed back up, half full of water and with mud stains down one side from hitting the bottom of the lake.

While Ian escaped relatively unscathed, Paul spent a couple of hours under observation in

the local hospital because of a blow to the head. Both were a bit stiff and sore the following day and, I'm assured, a few days after as well.

Again, the unthinkable had occurred. Again, both occupants were wearing jackets, something brought about by the recent *Comanche* incident. Again, we were lucky.

Back at home later, Paul checked the engine. It appears a rod let go, causing enough consequential damage for the engine to pretty much destroy itself. The block is virtually a throw away.

At the risk of giving a sermon, the above is a timely reminder to us all that we cannot afford to drop our guard at any time. While the care and attention we lavish on our boats



At least they could still have a laugh

certainly improves its reliability and durability, it does not guarantee anything.



Cheryl - D at Narrandera

Narrandera 2006 cont'd

averaged about 15 boats on the lake. Even so, there would have been enough room, but only just. This is something we are going to have to keep in mind if this event continues to grow.

Boats attending over the weekend were:

| | |
|---------------------------|-----------------------|
| <i>Al-Falfa</i> | Darren Crawford |
| <i>Cassata</i> | Dave Pagano |
| <i>Cheryl D</i> | Paul Siddall |
| <i>Conquistador</i> | Noel Palmer (SSBOC) |
| <i>Electric Girl</i> | Doug Bamberry |
| <i>Puff</i> | Dave Powley |
| <i>Rebound</i> | Bob Carter |
| <i>Rivercraft hull</i> | Anthony Jones (SSBOC) |
| <i>Runabout</i> | Dave Drewer |
| <i>Screwit</i> | Ross Foster |
| <i>Screamin Eagle III</i> | Paul Siddall |
| <i>Socrates</i> | Rob Cranfield |
| <i>Steinway</i> | Darren Goldberg |
| <i>Stormy</i> | Greg Carr |
| <i>The Jet</i> | Frank Wicks |
| <i>Toledo II</i> | Darren Goldberg |
| <i>Torque's Cheap</i> | Ian Barber |
| <i>Tug</i> | Craig McGilvray |
| <i>Willywood</i> | Mark Stevens |
| <i>Woody</i> | SSBOC |

Saturday dawned cool and windy and remained pretty much that way all day. Gladly, it was never enough to dampen the enthusiasm and while the water was stirred up by the wind, the lake remained quite useable. This protection from the wind is one big plus for this venue.

There was the normal amount of breakages again, something we are accepting as part of the norm with these old craft. These ranged from broken pushrods (Screamin' Eagle), pushrods popping out from underneath rockers (Willywood), blown gaskets (Electric



Willywood, Socrates, PUFF, Steinway and Screwit

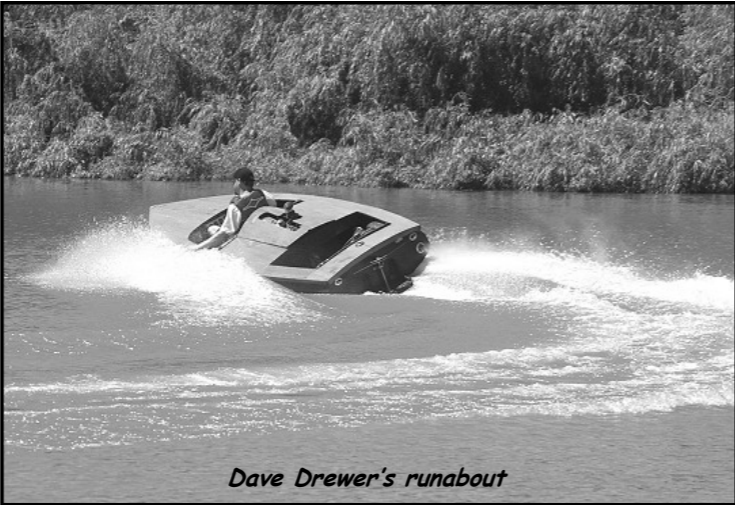
Girl), cracked pistons (Rebound), to less drastic problems such as fuel blockages (Stormy) and loose battery leads (Stormy).

The dangers of these old boats was again driven home on Saturday when Cheryl-D, being driven at speed, had an engine blow up, causing the boat to leap into the air and then nose dive into the water. The driver and passenger were thrown out when the boat turned sharply as it dived under. The boat popped back up and stayed afloat, albeit it with a considerable amount of water in it.

The two occupants, Paul and Ian, hit their heads on something, possibly each other, as they were ejected. Ian was OK, but Paul spent a couple of hours in hospital under observation with mild concussion. Again, before venturing out, a wise decision to wear life jackets was made.

Rebound was

compression check revealed a couple of cylinders down on pressure, with a blown head



Dave Drewer's runabout

gasket suspected. Removal of the head revealed something more drastic in a cracked piston, effectively ending the boat's participation for the rest of the weekend.

Saturday night saw the BBQ end up in the common room due to the chilly temperatures. With plenty of refreshments and good company, the group kicked on until quite late. A presentation was made to Doug Bamberry of a framed picture of his Lewis *Electric Girl* after being voted most popular boat at last year's event. This year's T-shirts also sported a picture of the winged Lewis.

Sunday dawned bright and warm and turned into a superb day with only a slight breeze.

As mentioned earlier, there were some new boats at Narrandera this year. Rob Cranfield brought along *Socrates*, his recently acquired 1968 Seacraft GT. The boat got a really good workout over the entire weekend and was

there again sporting a superb new paint job, with all colours matched to the originals. Unfortunately, after a huge last minute effort by owner Bob Carter to ready the boat for Narrandera because of carburettor hassles, the boat completed only a couple of circuits before mechanical problems set in. On the trailer later,



Rivercraft demo by Anthony Jones

rarely parked. I think everyone had a drive and all were suitably impressed with the agility and six cylinder performance of these remarkable boats.

Dave Drewer brought his little runabout along for its first major outing since recently completing its restoration. The boat ran well all weekend. Another first appearance was Darren Goldberg's *Toledo II*. Both these

Narrandera, but once sorted out, the Holden 202 performed very well and sounded fabulous.

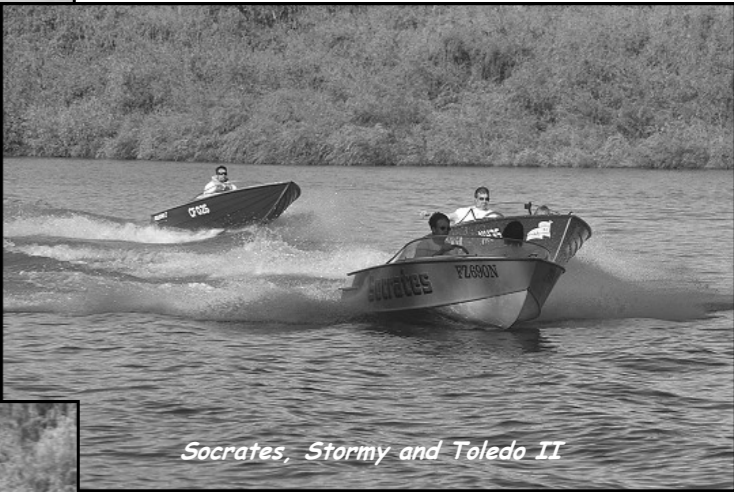
We had three Seacraft hulls of our own on the weekend. Add to

weekend, but it was wonderful to see this rarely seen boat in the water again.

Willywood was another boat not known to many members. The Seacraft had a few initial problems after a big effort to get to

ple of times there the boat looked like a water borne playground, there were so many kids aboard! One Narrandera local who went for a ride wanted to know of any old woodies that were up sale so that he could get straight into it! Pity there weren't more around like that. Mind you, I haven't heard from him since.

Electric Girl managed to stay out of trouble this year. Owner Doug Bamberry was determined to stay in the centre of the lake after hitting a stump last year. A small glitch with a leaky manifold gasket was cured quickly,



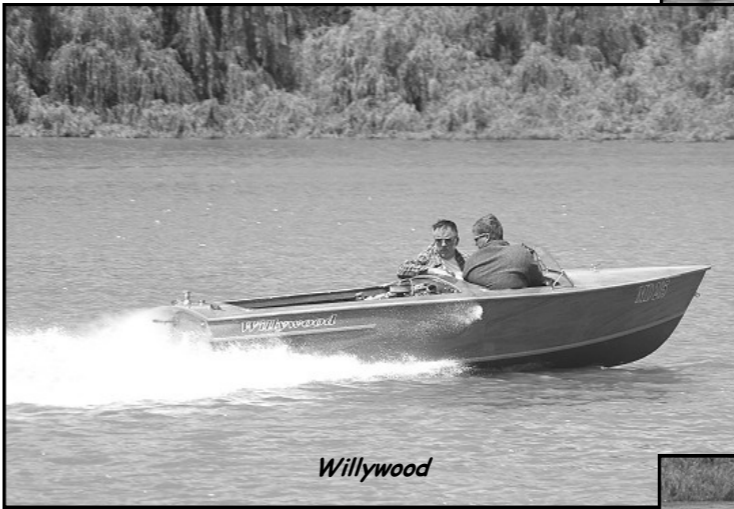
Socrates, Stormy and Toledo II

that the three SSBOC guest boats and the very similarly hulled *Screwit* and - look out you clinker owners!

Another boat that certainly did

although we all thought disaster struck at the end of the last day when the boat quietly coasted to a stop. The boat had only run out of fuel, but still had to suffer the indignity of being towed in by a tinnie with an outboard.

Another very enjoyable weekend and I think considered by all to be a success. We are booked in again this year for the same time. Hopefully we'll see you and your boat there as well.



Willywood

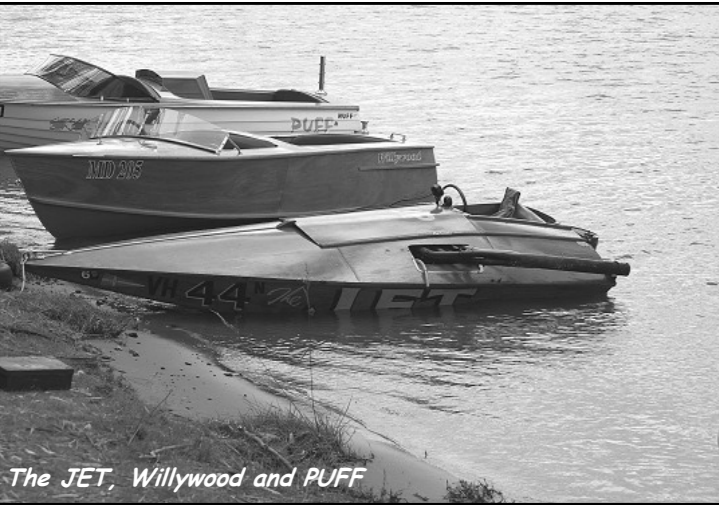
boats were 1960's built skiffs, fitted with 138 ci 6 cylinder Holden motors. The boats go exceptionally well and are great fun to drive, albeit a little cramped with the driving position now up the front.

Frank Wicks brought along his unusual little skiff, *The JET*. This boat had a spectacular racing career in the 50's and 60's in Victoria and is in remarkably good and original condition. Frank is a Renault enthusiast and the highly developed 800 cc Renault powered craft is a very nice addition in his garage. The boat had some fuel problems on the

plenty of work was *Cassata*. Apart from being busy enough with members driving it, owner Dave Pagano made many trips taking member's children as well as many of the public who dropped by for a look for joy rides. A cou-



Torque's Cheap



The JET, Willywood and PUFF