

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:

I reckon the only thing that went quicker than 2006 was 2007. Here we are in 2008 already!

Hopefully we will get things moving along a bit better this year than previously with regard to boating get togethers. Unfortunately, good boating water is still a problem for many of us, particularly in the south. NSW and Queensland have received too much of late and not necessarily where it was most needed. Your committee is committed to getting things moving and will work around these hurdles that Mother Nature places before us.

Happy and safe boating and remember, keep talking to me . . .

Greg

## Coming Events

### January 2008

- Australia Day Boat Regatta, International Rowing Course, Penrith, NSW. 26th. Static and on water displays. We need boats! Contact Dave Pagano on 0413 766 501 for details

### March 2008

- Sydney Classic and Wooden Boat Festival, Australian Maritime Museum, Sydney. 8th & 9th. This is a big event for timber power boats. Contact Dave Pagano on 0413 766 501 for details

- CAWPBA Get Together, Hawkesbury River at Windsor on the 10th. This is our traditional day out after the Wooden Boat Festival and is always a great day on the water. Contact Dave Pagano on 0413 766 501 or Rob Cranfield on (02) 4578 1793 for details

- Geelong Wooden Boat Festival, Royal Geelong Yacht Club, Geelong, Vic. 8th, 9th & 10th. For more details, refer to their website at <http://www.rgyc.com.au/wooden-boat/woodenboat.asp>

## Around the Traps

### Victoria:

- The Great Southern Water Sports Spectacular advertised previously was unfortunately cancelled at very short notice. Please accept my apologies for any inconvenience caused. This event has huge potential and will eventually get up and running.

### NSW:

- After a break of about 10 years, Dave Pagano's 1973 Lewis skiff *Renegade* is back in the water after having its Falcon 155 ci engine rebuilt. This very pretty skiff is in immaculate, original condition and it's great to see it back on the water.

### Membership Update:

Vic	40	WA	3
NSW	32	Tas	4
Qld	5	USA	2
SA	9	<b>Total</b>	<b>95</b>

### New Members:

I would like to welcome the following new members to the CAWPBA:

Andy Harrison, Mick Salmon and Nick Westman from NSW and Michael Wansey from Texas (USA).

❶ Please check for confirmation of dates and venues

## 2007/2008 Committee Members

### PRESIDENT

Greg Carr  
AH: (03) 9370 2987  
Mob: 0408 937 029  
Email: gca42796@bigpond.net.au

### VICE PRESIDENT

Paul Siddall  
Mob: 0419 826 377  
Email: lema033@bigpond.com

### SECRETARY

Rob Cranfield  
AH: (02) 4578 1793  
Email: rcfeld@accsoft.com.au

### TREASURER

Darren Goldberg  
AH: (03) 9783 5952  
Mobile: 0418 171 042  
Email: darren@monetpress.com.au

### COMMITTEE

Dave Pagano Mob: 0413 766 501  
Bob Carter Mob: 0418 101 626

Congratulations to all committee members and I look forward to working with you throughout 2008.

## 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 Greg Carr by phone on: 03 9370 2987 or 0408 937 029 or by e-mail: nh35\_stormy@bigpond.com

### 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: a\_mansfield@bigpond.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 8, Issue 1

January 2008

## The Classic Australian Wooden Power Boat Association Inc.

### Inside this issue:

Narrandera 2007	1
Longbeach Custom Festival	2
Restoration Project	2
Not Forgotten	3
2007 Hammond Reunion	6
Lazy Sunday Afternoons	6
Nostalgia	7
Annual Subscription	7
Your Committee	8
Around the Traps	8
Coming Events	8
Club Contact Details	8

Interested in advertising in this publication?  
Contact 03 9370 2987

Articles in this publication may not be reproduced without the permission of the publisher and/or writer

Circulation this issue: 95

## Narrandera 2007



### The line up at Five Mile

Another National has come and gone, but this one was significant as 2007 became the year we elected our first committee

Numbers were down a little on previous years, but 12 boats turned up and an excellent weekend was had by all. A definite plus was that we had several members either attend for the entire weekend or just drop by, even though they did not bring a boat. That's a good sign for us and thanks to those who made the effort.

Jacqui and I headed up on Thursday and when about 100 kilometres from the town, we were wondering about the ominous black skies we were heading towards (the ones with lightning bolts shooting around in them) and what they might be holding in store for the weekend. There were storm cells spread all around us and at about 80 kilometres out of Narrandera we hit torrential rain, which stayed with us until we arrived at the outskirts of Narrandera. Comments about the rain once we were in town were that they'd only had a shower or two! (I heard later that some locations had received up to 100 mm of rain).

Once we'd checked in to our unit, it was in to

town to pick up some supplies and then out to check out the new venue for the 2007 event.

As most would be aware, Lake Talbot had been drained for maintenance work and was not available to us, meaning this 2007's venue would be held at "Five Mile", about eight kilometres out of town. Unfortunately, about 4 kilometres of the distance was gravel road with some decent stretches of corrugations thrown in for good measure. The water was good, although the boats would disappear around the bend when heading off on a good run. We also found out it was a good idea to stay between the many trees strewn throughout the waterway.

Rob and Therese Cranfield were settled in when we arrived and Rob had already been down to the water with his Seacraft, *Socrates*, and checked the venue out. We took *Socrates* down again a bit later, accompanied by Frank Wicks who had since arrived with his wife Linda, and navigated a little further up the waterway than Rob had gone.

The large stretch of water is actually an irrigation channel and had plenty of trees peppered through-

. . . . to page 4

## Longbeach Custom Festival

This charity show is open to hot rods and classic and custom cars and boats and the Victorian Chapter were asked to display boats at this year's event.

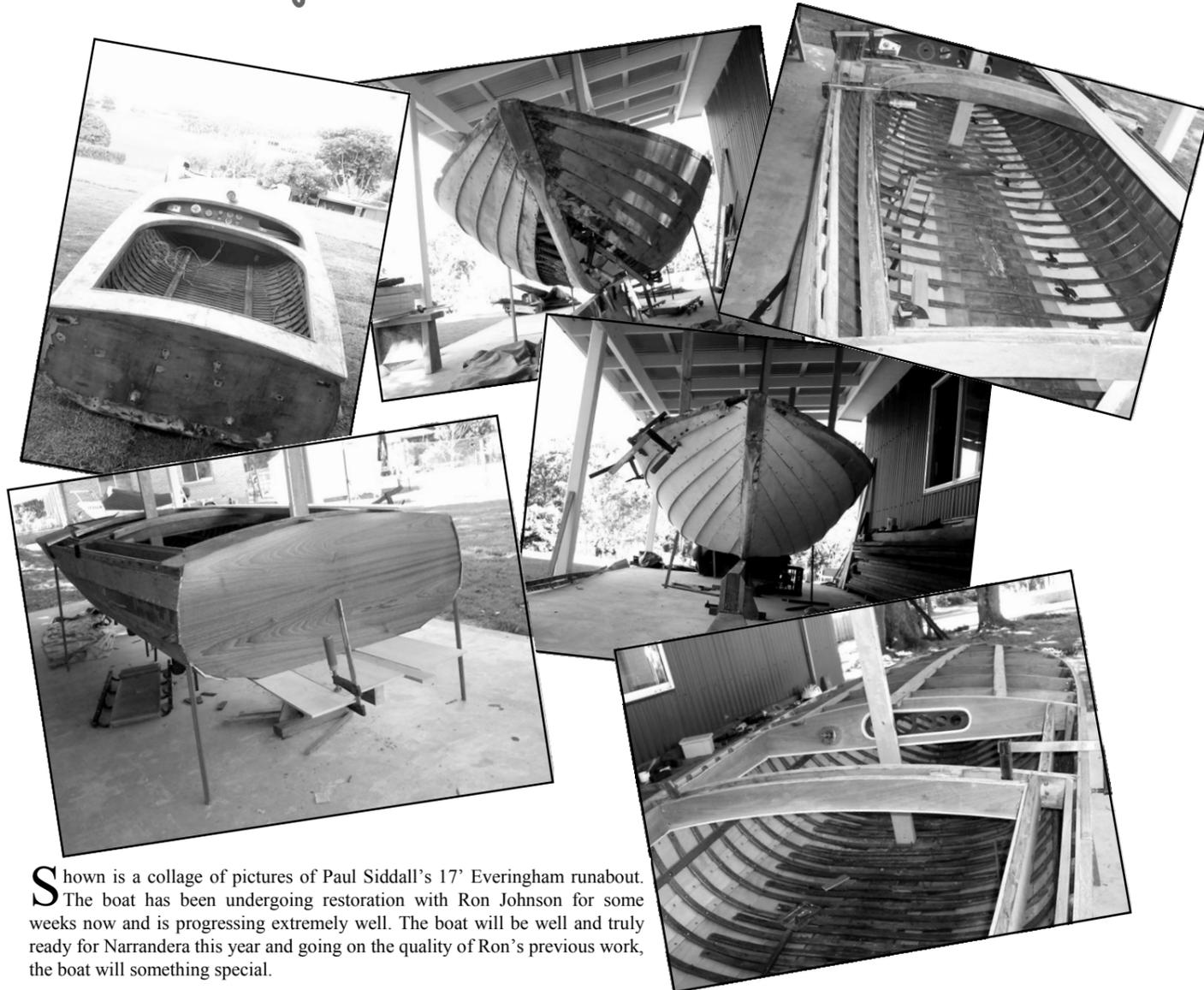
There was a good turnout of display cars and boats, with about 50 cars on show as well as boats from the Seacraft Syndicate Boat Owners Club and the Victorian Drag Boat Club.

We had four boats displayed and were given an opportunity to put the boats in the water later in the afternoon for a demonstration run. That was interesting enough as most of the boats had not even had their engines started since early in the year, let alone been on the water. Luckily, all boats ran OK.

While crowd numbers were probably less than desirable, this is a developing event and being for charity, is for a good cause.



## Restoration Project



Shown is a collage of pictures of Paul Siddall's 17' Everingham runabout. The boat has been undergoing restoration with Ron Johnson for some weeks now and is progressing extremely well. The boat will be well and truly ready for Narrandera this year and going on the quality of Ron's previous work, the boat will be something special.

## Lazy Sunday Afternoons

A pleasant Sunday some weeks ago presented an opportunity to members Dave Pagano and Rob Cranfield and their families to go cruising the Hawkesbury in style.



Dave and Suzie with daughter Bronte and Rob and Therese and son Michael headed up the river in *Miss Kristhol*, a 23' Chris-Craft Utility and, spent a couple of hours enjoying the surroundings. Gosh, life



is tough . . . ! They even managed to rescue a family in a woodie (below) that had broken down on the river, having most likely cooked a motor.



## Nostalgia



Spotted by Bernie Sanson recently at the Maindample Pub in Victoria. As Bernie says, "Old wooden boats don't die, they just hang around in trees".

## Annual Subscription

Now that we are an official club and we are required to abide by various government rules and regulations, some adjustments will be made over the coming months.

One such adjustment that must happen quickly revolves around annual subscription fees. Our fees currently fall due on January 1st each year. I made it this way for various reasons, one being it made it easier for me to track. We are now required to align the membership period with the fiscal year, meaning fees will now fall due on July 1st each year.

To accommodate this adjustment, the membership renewal included with this newsletter is for **six months only**, taking everyone through to the end of June. Come July 1st, another membership renewal form covering the next 12 months will be sent out, taking everyone through to June 30th, 2009.

*Quote for Today:  
"Do not choose to be wrong for  
the sake of being  
different"*

## 2007 Hammond Reunion

Dave Pagano

With the success of the 2006 Hammond reunion there was never any doubt that this would become a regular event. Sadly 2007 marked the year that Harry Hammond, the name that made Hammond boats a legend died aged 92. On a positive note, this reunion became a celebration of his life and the indelible mark that his boats have played on pleasure boating. Harry's boats became the yardstick that all other boat builders aspired to. More than one old time boat builder commented to me that Hammond boats were truly the best.



A nice little hydro that turned up on the day

Knowing that this event was coming around it was decided to have a CAWPBA wet together departing from Windsor boat ramp.

In all five boats showed up at the ramp. *Cassata* (Abbate), *Comanche* (Lewis), *Firefly* (rear mount ply runabout), *Miss Kristhol* (Chris-Craft), *Sheba II* (Goldsbrough) and later *Socrates* (Seacraft). It was great to see Rob in the water as he had finally solved his overheating woes over the past month.



Some of the CAWPBA group

*Firefly* quickly launched and was on her way. We waited to get everyone in the water and we departed for our long trip up the Hawkesbury. It was soon apparent that the big 23 foot Chris Craft was having a few problems. Every time the owner accelerated the boat starved for fuel and died. What was strange was the week before Rob and I took it for a good run and it didn't miss a beat (typical boat story). Deciding to keep together we all stayed at the Chris Craft's

pace, which added half an hour to the trip. It was really neat to "arrive" all together at the reunion.



Just a few of the Hammonds that attended

We quickly parked our boats and mingled with the others. There was a pretty good roll up of Hammonds (mainly glass) and a few woodies on the bank. Mark Hammond's *"Miss Australia"* looked magnificent. Words cant describe this boat. Hopefully next year the boat might get wet.

Another interesting boat that turned up was an old grey Holden powered stepped hydroplane. It was found in its original Port Hacking boat house where it had sat since 1950. Two hulls were built, one crashing. The owner of the second hull deciding never to race it. The boat has had a full restoration and a week after the reunion was launched.



Chris-Craft "Miss Kristhol"

We all had a bit of lunch and a couple of runs in each other boats. A couple of us tried to see what was wrong with the Chris Craft. A lazy fuel pump was diagnosed. The owner deciding to get a head start on us so as not to slow us all down. We waiting for another hour before heading back to Windsor.

Only one mystery to mention was the fact that *Firefly* left before us and we never saw her again.

Maybe it simply disappeared!

## Not Forgotten

Paul Siddall

Some time ago there was a Lewis boat that came up for sale on the club's website. The boat was not there for long as the chap changed his mind and decided to keep it. Just before he did that I got in contact with him and told him that if it came up for sale again then let me know.



Just arrived in South Australia

You know what it's like - you keep a number hoping that one day it comes up for sale and at the same time you have got enough money to buy it. Well, I was talking to Colin Bailey about the boat and I told him that I still had the chap's email address and phone number and I would give him a call to see if he had changed his mind yet, as it had been about 18 months since it was for sale. I gave him a call and left a message for him to ring me back. He rang me the next day and told me that he had been looking for my email address to let me know the boat was for sale again. How strange is that!! I passed his number to Colin and a deal was done. Colin was to meet him at Neil's (the owner) as the boat was in NSW.



Classic Lewis layout

Colin picked it up and dragged it back to SA (another one for us over here). He stopped in my place on the way home to show me the boat.

The boat is in good original condition. It is a 16 foot 1964 with ply over meranti planks. The boat has what I would call a jockey rear seat in it as you can only fit one person in it and you have got your legs around you neck. I told Colin to get in contact with the original owner and see if he could find out any more. The chap tells him that it did a bit of racing, it had a dodge 6 cylinder with triples on it and it was quite fast and was called *HI FI*. He later put the 313 saw tooth poly in it and it performed well, but he gave up the racing in fear of hurting himself. He ordered the boat from Frank Lewis as he was a mate of his and all he told him was "make me a boat". When he



Showing the tight rear cockpit

picked it up, he was told he made a special one for him. The boat has got a long deck for a 16 foot boat and this makes us think that it might be what they called the racing runabout, but not sure. The boat has got a small transom, about the same size as a skiff, and a plank less than a runabout.

All in all it is a nice boat that Colin and his family will get years or enjoyment out of.



Proud new owner

# Narrandera 2007

... from page 1

out. There was a fairly easy to follow path for the boats to track through, but the locals continued to remind us to keep to the middle. We finished Thursday off with a counter meal in at one of the pubs in town.



"Vamoose" back in the water after 25 years

Friday saw most people arrive. The boats attending this year were:

- Al-Falfa* (Darren Crawford, Vic)
- Butterbox* (Alan Price, Vic)
- Electric Girl* (Doug Bamberry, Vic)
- Envy us* (Andy Harrison, NSW)
- Screwit* (Ross Foster, Vic)
- Skidoo* (Jeff Lockhart, NSW)
- Socrates* (Rob Cranfield, NSW)
- Steinway* (Darren Goldberg, Vic)
- Stormy* (Greg Carr, Vic)
- The Jet* (Frank Wicks, NSW)
- Vamoose* (Bernie Sanson, Vic)
- Willywood* (Mark Stephens, Vic)



"Electric Girl" sporting new signage



That's a whole lot of water coming off the deck, Ross!

As people arrived and boats were taken out to Five Mile, the comments were varied and while most were positive, I think there were a few reservations. As everyone checked out the surroundings and water and became confident in navigating it, they began to relax and enjoy the place a little more. All boats ran well on Friday, although *Socrates* was causing Rob some concern with engine temperatures getting a bit too high for comfort, something that would plague him for some time afterwards. Friday, like Saturday for many, was finished off in one of the local pubs where we took over a good sized table for a great meal and good conversation.



"Stormy" doing its thing

Everyone headed out on Saturday and we certainly lined the shore with boats. It could well have been a "log jam".

Saturday was the first outing for *Vamoose*, a 1952 Everingham brought along by Bernie and May Sanson. Bernie has been working on *Vamoose* for some years now and Narrandera would see it in the water for the first time in about 25 years. Bernie took the boat out after its launch, finding everything was running perfectly and working as it should, with the original flathead Dodge 6 cylinder purring away. After some proving runs and a few passes for the video, May was invited aboard and off they went. Unfortunately, on Saturday afternoon, when doing a U-turn, the prop hit a submerged branch of considerable size. Although only idling, the impact was enough to

curl the prop blades and bend the shaft. Even so, the boat managed to limp home. It was a real shame and everyone felt for and shared Bernie and May's disappointment. Ever philosophical, Bernie shrugged it off as "s\*#!t happens" and vowed to be back. I spoke to Bernie a few days after the regatta and while just coming good after being quite ill, he was well on the way to getting the boat repaired.



"Jet", Mark Stephen's labrador, also enjoys a ride

A few of us took Bernie back up the river and located the log, then tied a plastic milk bottle on it to mark it. Its considerable distance from the bank convinced us that someone else would eventually have hit it.

Another boat we had not seen arrived early Saturday afternoon. Owner Andy Harrison and a mate had brought *Envy Us*, his 1987 Seacraft M1R, up from Echuca for the day. The boat sported the most magnificent paint job on the hull of this immaculate boat. Several people were given the opportunity for a drive and all who drove or rode in the boat were amazed at the performance from the Holden 6 cylinder. You certainly made an impression, Andy.



Looks like Skidoo was in a spin

Speaking of paint jobs, *Electric Girl* arrived with freshened up paintwork, with the Lewis's name sign written on the side of the hull. The hull colour is now very accurate to the original colour worn in its heydays and the name complemented it all.

*Al-Falfa* had a bit of a moment during a relatively high speed run. When turning away from some dead trees standing in the water that were some distance off the bank, the boat's steering slipped and left the boat careering towards a large tree. As Darren was getting ready to bail out, he found shifting his weight was steering the boat away. The boat did hit the tree, but more glanced off it instead of nailing it head on. Some electrical tape repairs kept the rub strip on the boat for the remainder of the time. Quite a bit more damage was found once the boat got back home and is currently being repaired.

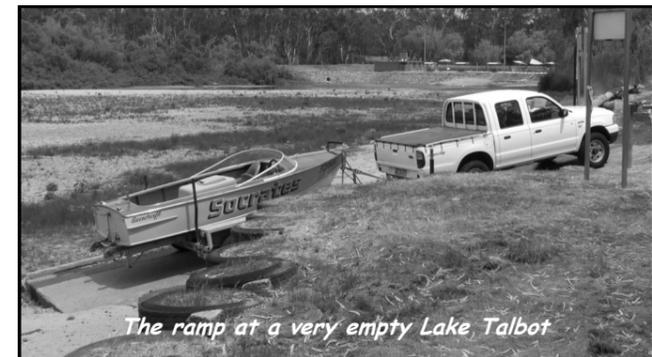
Saturday's weather was superb and held us at the lake until quite late. We eventually called it a day and headed back the park in readiness for our traditional Saturday night BBQ.

After a very entertaining and late night Saturday and the start of daylight saving, Sunday dawned, in a word, "early". The weather was pretty ordinary with cool and overcast conditions. No matter for a while as we were to hold our AGM at 8 am (who was it that came up with that time?!). The AGM was well attended with much being discussed. There is plenty of work for the committee to do over the coming months with adapting the Model Rules to our own specific requirements and a few necessary rules and regs. All will be advised of these in good time. The meeting, which was going to be short and sweet, went for over an hour. This is a good sign as it showed everyone is eager to get this club up and running successfully and are keen to have their say. After the meeting was adjourned, group photos were taken and it was time to hit the water - just as soon as the sun came out and things brightened up a bit. That happened soon enough, but unfortunately it came with a strong and gusty wind. Gladly, the area was quite sheltered and continued to provide good water.

During the course of the weekend, there are always moments that bring anything from a smile to a good laugh. One of those was Rob Cranfield trying to get up on a ski with just the front half of the front bindings remaining on the ski. From memory, some of the fin was missing as well. The ski was found on a heap of timber and rubbish that looked as though it was to become a bonfire. After several determined attempts, one of which resulted in staying up in a manner that sort of resembled skiing, Rob gave it away and climbed on board a real ski and proceeded off down the channel.

Another cause for laughter was Mark Stephen's dog Jet, who, it seems, enjoys a ride in a boat. The dog sat up quite happy beside Darren in *Al-Falfa* while the boat turned and twisted in front of an appreciative audience. Jet looked really disappointed when it was all over after returning to the bank.

Again, a great couple of days of boats and people. If you haven't come to one of these events yet, I urge you to make the effort, with or without your boat (although having a boat makes for a better time).



The ramp at a very empty Lake Talbot