

The Classic Australian Wooden
Power Boat Association Inc.

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We're on the web
<http://www.cawpba.com>

President's Pronouncements:

Another year gone! They just go so quickly!

I hope you and your families had a wonderful Christmas and I wish you all a prosperous and safe new year.

2010 is looking to be a big year for the club with plenty of opportunities to show and use our boats. The club event calendar has got a bit on it already, particularly for the southern states. Just remember that getting a get together happening is as easy as posting an "Expression of Interest" notice on the Bulletin Board and seeing what response you get.

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

Greg

Coming Events

February 2010

- Melbourne Wooden Boat Festival. 19th - 21st. We are supporting this event as a club and will have boats on show. If you are interested in displaying your boat, contact me on 0408 937 029 or info@cawpba.com. Otherwise, just come along and enjoy it.

- Yarra River cruise. Proposed 22nd. Cruise up the Yarra from the Williamstown ramp. Depending on time, maybe a detour down the Maribyrnong. Contact me on 0408 9237 029 or by email if you are interested.

March 2010

- Geelong Wooden Boat Festival, Royal Geelong Yacht Club, Geelong, Vic. 6th, 7th & 8th. Refer <http://www.rgyc.com.au/>
- Proposed CAWPBA Victorian Chapter Get Together, Paynesville. Towards the end of the month. Date to be confirmed depending on interest shown, so let me know: 03 9370 2987 or 0408 937 029 or email me.

April 2010

- Seacraft Syndicate Annual Regatta. 10th - 11th, Echuca, Marool. Refer <http://ssboc.com.au/> for further details.

Around the Traps

New South Wales

- Dave Pagano had a fright recently when bushfires again threatened his house, property and many of his boat collection. Dave lost quite a bit of valuable property to bushfire a few years ago. Dave received a phone call to get home quick to defend his property and when nearly there, was stopped by a police road block, preventing him from going in. With so much at stake, Dave went around the road block and was pursued by a policewoman in her patrol car that somehow couldn't get past Dave in his 1972 Dodge truck! Once at his property with Dave again explaining his case and showing what was at stake, he received a stern lecture. Hopefully nothing more will come of it. Faced with the same predicament, I don't think many of us would have done things much differently. Happy endings - there were no losses.

South Australia

- It seems the big SA carvel *Lincoln* has a new undercarriage beneath its trailer. The trailer was only a single axle and was marginal for such a large boat. When complying with SA trailer brake laws, owner Paul Siddall decided to add another axle when fitting the brakes. This also lowered the trailer by about nine inches. The end result looks spectacular.

2009/2010 Committee Members

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Membership Update:

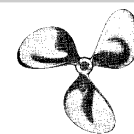
Vic	38	WA	2
NSW	22	Tas	2
Qld	4	SA	6
NT	1	USA	1
Total	76		



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THE HOLLOW LOG

Volume 10, Issue 1

January 2010



Narrandera 2009

Another nervous lead up to Narrandera this year was again proved unfounded with an excellent turnout of boats for 2009. Owners and boats that came along were:

AS645 (Ric Schoeneur), *Butter Box* (Alan Price), *Electric Girl* (Doug Bambrery), *EU519* (Anthony Jones), *Huff 'n Puff* (Dave Powley), *Hustler* (Mario Bonnici), *Friski* (Colin Bailey), *Jayme II* (Dave Drewer), *Miss b-havin* (John Thomas), *Nailed* (Leigh Thomas), *Ol Skool* (Paul Siddall), *Rebound* (Bob Carter), *Redskin* (Scott Botterill), *Renegade* (Dave Pagano) *Stormy* (Greg Carr), *The Rose* (Darren Crawford), *Tomboy* (Chris Chivers), *Torque's Cheap* (Ian Barber), *Turbo-Fire* (Brenda Carter), *Vamoose* (Bernie Sanson), *Zarak* (Peter Moir),

As you would be aware, we applied for an Aquatic Licence this year, which gave us exclusive use of the lake for the entire weekend. This proved to be an excellent move as it gave us plenty of space and we did not have to worry about the public using the lake and their awareness of our activities.

I think someone knew we were coming and made an effort this year. The foreshore area had been cleaned up nicely with plenty of green grass as well, making it very pleasant to use. The bank

separating the lake and the irrigation channel had been reinstated, returning the lake to more like what we were used to. Unfortunately, the loss of the willows drooping into the water on the far side certainly made a difference to the roughness of the water caused by boat wakes bouncing back off the bank.

There were plenty of new boats on the water this year. We just keep dragging these boats out of the woodwork (pardon the pun), with most members not having seen *Friski*, *Hustler*, *Jayme II*, *Nailed*, *Ol Skool*, *The Rose*, *Tomboy* and *Miss b-havin* until now.

Not much carnage this year, with only *Stormy*, *Renegade* and *Puff* giving any real trouble. *Stormy* popped a drain plug out from the bottom of the hull, effectively sinking it while (luckily) pulled up against the bank. Plenty of time on the bilge pump and bailing bucket with the hole plugged saw it back on the trailer for some repairs and then back in the water on Sunday. As for *Puff*, its new 351 Ford decided to cause Dave some grief all weekend, so unfortunately it spent little time in the water. *Renegade* had ongoing injection problems, something that has now been sorted out.

Mulwala Power Festival

In June last year I was approached by Grant Harrison, a representative of the Mulwala Power Festival that was being staged in November. The festival was to include several championship races and public entertainment. Grant, who drives the Grand Prix hydroplane GP1, invited us to come along to the festival and display our boats.

The weekend arrived and we had eight boats on show - the skiffs *Renegade*, *Rebound* and *Al-Falfa* and runabouts *Melodee IV*, *Vamoose*, *Steinway*, *Butterbox* and *Stormy*.



Saturday dawned clear and the day was warming up nicely when member Steve Visser turned up with his skiff *Pagan*. This very original skiff, powered by a Vanguard motor, has been known of for some time, but this was the first time out on display and first time seen for most of us. The double diagonal cold moulded hull construction is unusual for this type of boat. Steve towed the boat in behind a very original Ford Mainline ute. This car also had some history in that it was originally used by the Mulwala Golden Fleece service station in the 50's and still wears the yellow paint scheme and signage that was synonymous with Golden Fleece at the time. The car had significance for me as well as Steve purchased the car from local Yarrawonga character, Ron Nealer. Ron had his name and address sign written on the driver's door. Ron and my father were friends in the 50's and 60's when driving cabs in Melbourne before Ron moved to Yarrawonga.



Unfortunately, the wind speed increased as quickly as the temperature, creating all sorts of problems with racing for the organisers. As

Greg Carr

anyone who has been to Lake Mulwala before knows, the lake is very prone to wind and with its concrete banks, doesn't dissipate the chop very well. The rough water severely affected the racing and the day was eventually blown out.



It was somewhat disappointing for us as well as we were to give a couple of demo runs as 'between race' entertainment, although when enquiries were made it was found the race programmers had not been told of this and we were not included. That was, of course, until it was too rough to run a race, at which time they asked us to go out. This was declined as we, like the racers, were not terribly interested in going out and bashing our boats about in the chop.



As Saturday drew to a close, there was a bit of concern for a few of us as we didn't have anywhere to park our boats overnight and while the organisers assured us of adequate security for us to leave the boats there, we weren't so sure. Fortunately, member John Galea was up for the weekend with his family and had rented a house a short distance away. John had brought along *River Jewel*, his Glen L design runabout he has recently finished building. John generously offered to put our boats in the safety of the driveway and back yard area of the house for the night, an offer we readily accepted.

Through the persistence of Dave Pagano, the organisers said that if we turned up early on Sunday, we would get a run. We were there at eight, an hour before the race program was due to begin. Unfortunately, it was pouring with rain. I took *Stormy* back to the display area as I was fast losing interest while Dave parked *Renegade* on the ramp, ready for launch. I little while later Dave called me and said

Raven

Many of you who keep an eye on the likes of Ebay for old and classic boats coming up for sale would probably remember a late 50's or early 60's clinker that came up in July this year. The boat was in central Queensland and created a bit of interest as it wasn't a bad looking boat and importantly, was mostly complete.



It turns out that the boat was purchased by member Glen Hickmott. Glenn had decided to obtain a clinker runabout to sit beside his superb 1956 Chris-Craft Capri.



Glenn has been busy since July. The hull has been stripped down and the paint removed. Two lower planks have been repaired and two lengths of planking on the sides were replaced because of some

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it was not for Bruce. For example, at the start of the project I had 4 clamps to my name (two were actually my dad's!) As you know, you can't have too many clamps and I counted over 35 one day when we were gluing some ply to the deck. When I had completely stripped the boat, we rolled her over and brought her back to bare timber. I had a shipwright come to check her out to ensure it was worthwhile restoring.

We put a new celery keel under her, Bruce the carpenter just happened to have an 18 foot piece in his shed that he was going to use to build a boat with one day! The huon pine bottom was as good as new except for right on the stern. The stern was later replaced and we took an inch off the bottom to get rid of the dodgy end bits.



“ordinary” repair work by a previous owner. The transom has also been renewed. Glenn is currently putting on a new deck.

The original 272 ci Y block came with the boat, but with many parts missing. When Glenn pulled the motor down, he found it to be in poor condition. Another Y block was sourced and found (in far north Queensland - how's that for a find!) and between the two motors and



new parts from Cusso Bill, the engine will be soon be up and running, including the original dry sump set up.

Glenn is extremely happy with the results so far and will keep us updated on his progress.

The boat was re-caulked and filled with the West System epoxy. We routed the side planks and glued in celery splines in the joins before rolling her back over. Several planks were replaced, extra strength was put into the gunnel, bow deck, bow and stern.

I decided to restore it as an open gentleman's cruiser, rather than put a cabin back on her. She has a king billy windscreen, blackwood dash, a restored vintage steering wheel with hydraulic steering, side bench seats as it was when dad had her, one bulkhead towards the middle with a black wood rail, new blue gum engine beds for the 350 Chev, king billy flooring and a beautiful celery top pine stern with two large chrome exhausts topping off the view!

Tomboy

The brief history of Tomboy as I know it is that it was built in Sydney around 1932. A wealthy man in Hobart, Arthur Drysdale bought the *Tomboy* from the NSW Royal Motor Yacht Club and had it transported to Hobart.

It must of been an open runabout because Drysdale had a cabin put on it to run passengers from Wrest Point (where the Hobart Casino is now located).



Tomboy in the mid 1950's

After that it's a bit blurry with the boat ending up laying in the mud on the Tamar River in Launceston after being used as rowing club chase and coaching boat. A famous boating/racing family, the Elliots (Doug successfully raced a hydroplane called *Miss Hobart*) purchased the boat off a bookie in northern Tasmania.

The boat was returned to Hobart and restored. It was diagonal planked on the bottom with no keel. They had a lot of trouble keeping water out of her and in the end put a new bottom of three inch by one inch huon pine planks under her and a blue gum keel. My dad was also racing at the time in various craft and bought the *Tomboy* off the Elliots.

My dad owned the *Tomboy* in the 1960's and raced it in club events. He sold it in 1972 when we moved to Victoria for a year or so.

About six years ago my brother found it on a mooring south of Hobart with a large forward cabin and a 20 hp Mercury on a bracket attached to the stern. I work for Tasmania Police marine and rescue



Restoration begins

and after checking the boat out I contacted the owner. I told them my story and asked that if they ever decided to sell to give me first option.

I acquired the boat and have taken some five years to get to the point where it's on a trailer, floats and goes with the help of a 350 Chev!



First post restoration launch

The motor was rebuilt and at the time of writing she is doing 18 knots at 2,000 rpm, so I am looking forward to her getting up to her original speed of about 40 mph when dad was racing her with a Chrysler V8 out of an old ambulance.

At the 2007 Hobart Wooden Boat Festival my brother heard a conversation that involved the *Tomboy* and it was Doug Elliot telling someone a story about her. My brother introduced himself and told Doug I had the boat and was restoring her. He has visited me a number of times and has given me copies of some of their photos of the boat from 1954 when it was relaunched and newspaper clippings in relation to it racing, etc.



Narrandera 2009

The restoration was quite a process. A retired carpenter who lives nearby introduced himself early in the piece and said he had some timber he wanted to sell that I might want to use. I said I would buy anything he had, so I got huon pine, celery top pine, king billy pine, oregon, blackwood and hardwood from him and with the timber I got his tools, labour and experience throughout the whole process, which is still ongoing today! God knows what it would of turned out like if

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Chris Chivers

they would put us on at 0850. Darren Crawford with *Al-Falfa* was the only other one interested in going for a run so we dragged the boats around to the ramp.

It was interesting now in that the previous day, when they wanted us to run, we weren't allowed anywhere near the actual race course. We were also required to be issued with temporary APBA race licences to run the boats on the day. Now we were being told to run on the course for three and a half laps - normal race distance, with no concern about race licences. No big deal for us, just one heck of a turn around. In the interest of safety, we still jacketed up and put our helmets on - old motorbike helmets for some of us, genuine old basin type race helmets for others.



So, around the course we went. *Al-Falfa* ran well after clearing some cobwebs. It was the first real run for the skiff after the fitment of triple Webers and zoomies to its Holden motor. *Renegade* also ran very well, with Dave having sorted out the boat's injection system. Funnily, I didn't even need to slow for the turns in old *Stormy*, just

flat out all the way. Is that a sign of the times? We had a great time running around this Grand Prix race circuit, but I don't think there were any members of the public there at the time to be entertained.

Rain showers continued to come through on Sunday morning, keeping crowd numbers down on what we were hoping for. The weather was difficult in that in one instance you needed a coat and then in the next, a T-shirt. The afternoon eventually settled down to being quite pleasant, with plenty of racing happening.

River Jewel had joined the CAWPBA line up on Sunday was creating plenty of interest. John spent six years building the boat and all agreed that he has done a superb job. The boat is a real standout and turns heads everywhere it goes.

Melodee IV had been brought down from Sydney by John Kilpatrick. This boat won pretty much every event it entered between 1968 and 1972 even though it raced in the under 300 cubic inch class. The boat had competed many times on Lake Mulwala and was well remembered by those with a "few years" under their belts.

Another classic boat that turned up for the weekend was the unlimited class hydroplane *CRC Latimore Lodge*. This Lauterbach design hull was built in New Zealand in the early 1980's and among other titles won the E C Griffith Cup in 1989, 1990 and 1991 and still holds the Women's Outright World Water Speed record of 169 mph. The supercharged 454 ci Chev powered hydro put on a spectacular demo run late on Sunday and was a sight and sound sensation as it circuted the course.

It was a testing weekend for the organisers and I think there will be plenty learnt from it. They were very impressed with our show of boats and I think CAWPBA and the Searcraft Syndicate Boat Owners Club displays were an important part of crowd entertainment during the long periods of inactivity between races. The fact that we have been invited back next year for the 2010 World Grand Prix hydroplane Championships, to be held over two weekends next November, must mean something.

Another

Below is a sneak preview of another runabout restoration that is coming along nicely in the hands of craftsman Ron Johnson.

More will be revealed in the next issue of The Hollow Log.



To Email or not to Email

Would you prefer to receive a full colour version of The Hollow Log as an email instead of a black and white copy in the mail?

This topic has been raised several times before, but in the interests of containing production and postage costs, something that consumes a large part of our annual budget, I'm putting the question out there again for you to consider.

The Wooden Boat Association also put another slant on it and said: "The committee is looking at ways to save paper and leave more trees to build beautiful wooden boats with."

The newsletter can be emailed in either A4 or A3 format.

Please email your preference on how you wish to receive the newsletter to info@cawpba.com.

Quote for Today
"Whatever is good to know
is difficult to learn"

Narrandera 2009 continued

Rebound was as impressive as ever in the water, but Bob impressed us even more when he demonstrated the versatility of his Lewis skiff. Bob had returned to the ramp to put the boat back on the trailer when a carp, weighing in at what must have been a couple of kilos, jumped into the cockpit. Wow! Pretty impressive Bob, finish a race and then go fishing - every Aussie bloke's dream boat.



Tomboy proved amazingly agile for its size

A couple of newly restored boats made their way from South Australia. You've got to hand it to those SA boys, they just keep turning up with new boats in tow. Paul Siddall's 17' Everingham, *Ol Skool*, made an appearance at the 2009 Melbourne Boat Show, but as a work in progress. It impressed all who saw it there and has now impressed us even more once on the water. The 350 Chev which came with the boat was said to have lots of goodies inside it and judging by the sound and performance, this was certainly the case.

The other South Australian boat, also an Everingham, was Col Bailey's *Friski*. *Friski* was a delight to drive, being very responsive and light in the steering with typical good performance from its Holden 308. Both boats were beautifully presented.



Ric Schoeneur's new clinker

Ric Schoeneur brought along his new pride and joy and stable mate to his Seacraft, *Ricshaw*. The 17' Lewis clinker got a good workout over the weekend and looked and sounded wonderful on the water.

One of the many stars of the weekend was Chris Chivers' 25' gentleman's speed boat, *Tomboy*. This carvel hulled boat was built in 1932 and has some history with Chris (see page 6). The V8 powered craft proved to be very agile and surprisingly quick. The Narrandera ramp

created a few problems with launching and retrieval of the large boat, but many hands made light work of that. Chris lives in Hobart and made the trip with Bruce Sault who assisted enormously with the restoration of the boat. It was the first trip to the mainland since the war for Bruce, who is 85 years of age. I hope the trip was worthwhile, gents.



Another newbie on the scene was *The Rose*. *The Rose* (previously *The Bat*) was restored by Darren Crawford for wife, Donna. Darren, who I am convinced loves a challenge and working to impossible deadlines, managed to finish the boat just in time for Narrandera. I don't think it had on a deck on it two weeks before the event. Gotta hand it to you, Darren! *The Rose* ran like a clock all weekend. Darren, with a bit of prompting from Donna, also accepted another challenge I offered on the Saturday night. That was to get his skiff *Al-Falfa* ready and running for the Lake Mulwala Power Festival at the end of November. With some help from friend Mark Stevens, Darren again rose to the challenge and turned up with *Al-Falfa* (see page 2). The boat was also sporting triple Webers and zoomies.



Leigh Thomas's Syndicate, *Nailed*, was another standout this weekend. The paintwork and graphics on the boat are spectacular and the highly developed 350 Chev makes this a very quick boat.

Dave Drewer brought along his 16' Everingham ex racer, *Jayme II*. This boat is very original and in remarkably good condition. I didn't get to drive the boat but have it on very good authority that the boat is a delight to drive, with its race development still showing through.

I think we gave *Jayme II* the award for having the most spectacular bilge pump.



Hustler being hustled along

Mario Bonnici brought along his 17' Lewis, *Hustler*. This boat was one of the highly successful *Mandy* race boats in an earlier life. *Hustler* underwent an extensive restoration in Ballarat before coming to Mario, who put on the finishing touches. The boat is just magnificent and its Ford Y block V8 a showpiece.

Miss b-havin is another one of those boats that has been around for many years but kept tucked away, but not so this weekend when new owner John Thomas brought the 13 footer to Narrandera. *Miss b-havin* was built in the early 1950's to specifications for an entry level class of race boat at the time. The Holden six cylinder skiff is still to hit the water, let alone race. The boat is remarkably good for 50 odd years of age and is a wonderful and original example of its type.

Anthony Jones from the Seacraft Syndicate Boat Owners Club was good enough to bring along his Syndicate hull for the weekend. Anthony would have run the boat, but unfortunately insurance had not come through for him, so it remained on the trailer for display. Many will remember this boat from Narrandera in 2007 when Anthony gave an impressive demo run. The engine has more development on it now, running twin turbos and I believe propelling the boat to over 110 mph. Hmm, not bad for a woodie!



Friski living up to its name

The weather was good to us again, with sunny and warm days providing excellent boating conditions. There was plenty of on water activity with many new boats to try out and many old boats being dusted down after their winter storage.

Blair Talbot from NSW Maritime paid us a friendly visit to see how things were going as well as checking all boats for registration and equipment. Blair visited us during our 2008 event and paid a large part in dealing with our Aquatic Licence application for this year's event, so has a vested interest in us. Congratulations to you all in that there were no real issues with our boats and he was very happy with what he saw..



The Rose made its debut

A requirement of the Aquatic Licence was for a medical plan. Our two First Aid girls were on standby all weekend, but gladly were not needed. They were paid in champagne (some say too much), but were heard to mention something about a noticeable lack of fine chocolate. We'll fix that for 2010, ladies.



It was great to see Zarak again

The traditional Saturday night BBQ went off well again. It was a great social event, kicking on 'til quite late, as it usually does. Some of us behaved better than we did last year (I was determined). The "possum lady" made an impression on the local wildlife as well (who was that woman?!)

Another excellent weekend of wooden power boating was had by all. There was more formality to the structure of the weekend than previously because of the responsibilities brought by the licence, but I don't think they were at all intrusive and in fact provided your committee with some peace of mind about how things would run.

Congratulations to all of you who attended for making it an outstanding regatta and a superb weekend.