



THE HOLLOW LOG

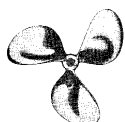
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The Classic Australian Wooden Power Boat Association Inc.

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There were enough wings at Narrandera this year to have an airshow!

Narrandera 2010

It doesn't matter what the elements throw at us for our annual get together, Narrandera always turns out to be a great weekend.

It was a particularly cool weekend for this year's event with some decent shower periods scattered throughout, particularly on the Saturday. All the same, 20 boats were along to make the weekend another success.

For several boats at this year's event, it was their Narrandera debut. These included Col Bailey's Syndicate, *Glued and Screwed*, Scott Botterill's Rivercraft, *Rivercraft*, Neil Blyth's Kencraft, *Mystress*, Paul Siddall's big carvel *Lincoln*, Dave Pagano's stepped hydro *JMH*, Brian Bauch's runabout and Ray Russell's runabout *Wooden Worry*.

Others there were Alan Price's *Butter Box*, Doug Bamberly's Lewis *Electric Girl*, Dave Powley's Eddy *Huff 'n Puff*, Dave Drewer's Everingham *Jayme II*, Tim Carr's Eddy *Nova II*, Bob Carter's Lewis skiff *Rebound*, Dave Drewer's skiff, Darren Goldberg's Simpkin *Steinway*, Greg Carr's Eddy *Stormy*, Darren Crawford's *The Rose*, Ian Barber's Leeson & Walker *Torque's Cheap*, Brenda Carter's Lewis *Turbo-Fire* and Bernie Sanson's Everingham *Vamoose*.

Typically, most of us arrived on the Friday, with

many boats getting a good work out on the day. This turned out to be a good thing for them as the weather was quite balmy, the best boating day we would see across the weekend.

As mentioned in the last newsletter, a new boat ramp had been built and seemed to work well enough. It was certainly easier to use, without having your boat disappearing from view like on the old one. The stairway mentioned was not quite as useful for us, being a decent walk from our part of the park to get to it. All the same, I did use it a couple of times in an attempt to save some wear and tear on the knees.

Also new were the park proprietors, with Tim and Trish having moved on. There were a few changes already with more improvements to come.

As stated earlier, new boats were plentiful this year. *Glued and Screwed* was certainly impressive on the water, although got a bit cranky over the weekend and gave Col a hard time. *Rivercraft*, built for his own use in 2001 by John Bowman who builds Rivercraft boats, was a definite challenger for Steinway's title of the "lounge room", with its cockpit layout. This boat is deceptively large, coming in at 18' 6", although its size didn't seem to worry its performance and handling.

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2010 Lake Mulwala Power Festival

The Lake Mulwala Power Festival was on again in November and we were invited along to display our boats for the 2010 event.

The weekend was showing some huge potential with Yarrawonga holding the right to host the 2010 Grand Prix Hydroplane championships, attracting boats from the United States and New Zealand. Unfortunately, the US boats pulled out, but it still left a big program of quality boats and racing in events such as the UIM GP hydroplane World Championship, Marj Watson, Lawson Shield and others.



We were looking forward to the event particularly so this year after being disappointed in 2009 at having to literally badger our way onto the water to do the demo run we were promised. We were assured 'on water' time this year and were included in the program for runs on both Saturday and Sunday.

We started to become a little nervous on arrival on Friday when we learnt that our location was in a vacant lot of land on the opposite side of the road to the foreshore. We were supposedly placed there to enable us to tow boats in and out for launching without having to drive through the crowds. Unfortunately, once cars parked across the front of us and blocked us from view, no one would know we were there. After some negotiation with organisers, we placed our boats on the grass under the trees in the same position as last year.



We had eight boats on display this year, including *The Jet*, *Rebound*, *Renegade*, *Al-Falfa*, *Electric Girl*, *River Jewel*, *Stormy* and *The Spook*. It was an impressive display.

Saturday started off well, with a slight breeze, but rapidly deteriorated with the onshore breeze increasing to create that typical Lake Mulwala white capped slop that prevents most boating activities, including racing.

We realised that the longer racing was delayed, the less chance we had of getting our boats on the water while the organisers played catch up. The wind eventually subsided, but then the rain began

It was a damp Saturday afternoon, no doubt about it. All the same, people were really interested in our boats and talking to us about them. Some new facts were learnt about some of our boats, with one gentleman remembering the launch day of *Electric Girl* and spending some considerable time telling owner Doug Bamberry all about it.



Many people asked if we were going to run the boats on the water and expressed their keenness to see them out there.

While there was considerable dead time on the water when nothing was happening, it was not really ideal to be running a boat and we could see that we would not get a run on the day.

Sunday's weather showed a lot more potential with mostly clear skies and a slight offshore breeze. Racing started early with the organisers playing catch up after the disruption from the previous day. The jet sprint boats did a run and things were looking good for us. Crowds were again very good.



Unfortunately, a race accident occurred during the running of a heat in the Marj Watson, tragically claiming the life of very successful and popular driver John Cross.

Recognising the difficulties for the organisers with the weather and the accident, there were considerable lengths of dead water time throughout the remainder of the day, offering numerous opportunities for us to run our boats for the paying public's entertainment. The jet sprint boats were put on, but it seems they were just not interested in us being on the water.

This was particularly disappointing for those who had driven several hundred kilometres to show their boats and for the opportunity to run them. It would have been special to see the likes of the V8 powered *Rebound* and 6 cylinder *Renegade* skiffs running together, let alone the skiff *Al-Falfa* and ex racer *Electric Girl* out on the water. These are all boats with some sort of history behind them and seeing them on the water would certainly have been appreciated by the crowd. For the public to see *The JET* make a run would have been special for its rarity and the fact that even after over 50 years, the boat still

holds an Australian class speed record. Sadly, the paying public was denied these spectacles and as far as I am concerned, it was the loss of what should have been a special part of the weekend and something that was not only advertised as being a part of the weekend, but also listed on the program to happen.



Still, as a club get together, we had a great weekend catching up with each other again and talking to a very interested and very receptive public. Unfortunately, as a club, it was the last time we will support this event.

Another peep

We've seen a few previews of this boat in the newsletter over the past 12 months or so and it is now ready for the hull to be fitted out.

I'm not saying too much as all will be revealed in the next newsletter, but I will reveal it's a Binks. That might give a few clues as to its origin and where it is based.



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Narrandera 2010 cont'd

Mystress has been with Neil Blyth for some years now, but most southerners hadn't seen it until this weekend. The hull was originally designed for an outboard motor and was extensively modified for fitment of a rearmounted inboard engine. Neil installed a Mazda 13B rotary in the boat, which was a bit out of the ordinary at the time. I drove the boat some years ago and while it sounded a bit different, its performance was amazing. Neil has recently completed the fitment of a Toyota 4.0 ltr V8. While performance is still excellent, I've got to say Neil, it sounds a whole lot better than with the rotary. This boat and its powerplants are a real credit to Neil's engineering skills.



Is this a "log jam"?

Lincoln is another boat that hasn't been seen by many outside of South Australia. The 20' carvel only ever rode around on a single axle trailer and owner Paul Siddall was reluctant to tow it too far from home because of that. Paul has since done a great job of modifying the trailer to double axles with brakes, making it a lot safer and better to tow over distances. *Lincoln*, built in the late 40's, is unrestored and has real presence on the water and got a good workout over the weekend. I got to have a drive and was impressed with the performance from this big carvel and its 292 Y-block V8. The boat has an extensive history in South Australia with a quite successful racing career going right back to the 1940's.

JMH is a recent addition to the Pagano stable. Built in the early 50's, this 14' stepped hydro was raced in the Sydney area during the

1950's. The boat is a real classic and although a bit reluctant at the start of the weekend, performance steadily improved over the weekend until an oil leak put an end to things.

Can't tell you a lot about Brian Bauch's 202 powered runabout. I reckon this is a Boesch hull and is a regular around the lakes and rivers in Victoria and it was great to see it at Narrandera. There is something special about a hull painted black.



Ray Russell's runabout *Wooden Worry* was one of those good news stories. Many will have followed the "Worry's" restoration on the Bulletin Board during the past few months. Ray had been pushing quite hard to get it finished and his persistence paid off with *Wooden Worry's* appearance at Narrandera this year. The boat had some carbie issues which were sorted out fairly well over the course of the weekend.

There was little breakage this year, with most boats running reliably. Carbie issues always feature predominately and it's just lucky we have our experts like Alan Price there to help sort these and other issues out. *Nova* was still backfiring and popping out of one bank, something I thought I had sorted out, and I was going to park it for



the weekend until I pulled off a rocker cover and found a pushrod pushed through the rocker arm. We got a replacement rocker and then proceeded to set all the valve clearances because we didn't know whether the engine had solid lifters in it. Thanks Al, that poor old 283 Chev has never run better and got a real workout over the weekend from my son Tim.

Our Saturday night BBQ was a great success again this year. Because of the cool and damp weather, we took over the park's common room. Plenty of good conversation and laughs kept us all in good spirits. There were plenty of jokes flowing on the veranda area, with Andy Griffith's phone running hot. I don't know how many jokes Andy has stored on that phone, but he kept many of us entertained for a good while. It was so refreshing that all the jokes were clean and politically correct.



The Annual General Meeting was held on Sunday morning, which is often a struggle for many of us after a late night on the Saturday. I reckon we were all in pretty good nick for this year's meeting. Maybe blokes do learn to look after themselves after all.

Boats were not in the water for as long as they usually are this year because of the cooler weather, but many commented on the great social weekend that they had. We spent a lot of time just talking, getting to know each other better.



What rain?

A few Victorians stayed on a day or so because of an extra long weekend afforded by the Melbourne Cup. While the weather didn't really improve at all, we still put the boats in the water and had the lake to ourselves again on the Monday.

The Narrandera Nationals all too quickly comes to an end, but is just a great weekend catching up with such a great bunch of people. Roll on 2011, I'll see you all there.



Quote for Today
"Barking dogs seldom bite"

JAYME II

This edition brings the conclusion to the refurbishment of JAYME II, Dave Drewer's 16' Everingham runabout.



Launch day at Murray Bridge Oct 2009. Paul also launched Ol Skool and Colin launched Friski. Darren and Luke were there and Darren took all the boats for a test run. Unfortunately, I hit a rock and had to remove everything, turn it upside down and repair.



Where is that key?



And away. Paul and Darren are trying to sort out Ol Skool's carby problems

Dave Drewer



In the shed and damage repaired



Few helpers around to get her back on the trailer. Colin, Paul, Dave (mechanic), Pete (neighbour, Russel (uncle) and Alan (Paul's son).



And back on the trailer. A week and a bit before Narrandera.



Pretty much ready to go. Took pictures for insurance company



Taking Dave (mechanic) and his wife, Belinda, for their first spin, Morgan, Murray River, Nov 2009



At Narrandera with Caitlin and Jack on board



Moored at Morgan, Nov 2009



On display at Berri for the powerboat race meet, Australia Day in 2010. Made lots of contacts who remembered Peter Spicer and JAYME II



Dave and Jack in JAYME II

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President's Pronouncements:

For so long now we have complained about the lack of water and hence boating opportunities. Well, what a difference a few months make. We now have a situation where there is so much water about, it is often too dangerous to go boating and many areas are closed to boating. Things will settle and those boating opportunities will eventually improve and we will get out there.

In the meantime, our thoughts must go out to all those flood affected people.

Damned harsh country, this one.

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

Greg

Around the Traps

General:

- To those of you who may have been adversely affected by this incredible weather we are having of late, our thoughts are with you.

Victoria:

- The Seaworks Foundation is celebrating the newest Victorian maritime heritage site by exhibiting appropriate and relevant maritime memorabilia, arts, craft and items of interest during their 'Open Week' from Sunday 23rd January to Sunday 30th January 2011. The emphasis is on the maritime, cultural and industrial heritage of the Williamstown site. The CAWPBA will be represented and have a couple of boats on show for the week. Venue is at the ex PMA workshops site at 82 Nelson Place, Williamstown.
- I've heard a rumour that a certain wooden speedboat and racing skiff owner has completed some sort of defection and is currently out there flogging plastic boats. Shock, horror!!
- We had a really good Sunday recently when we displayed some of our boats at Williamstown with the Let's go Cruisin' club. I think our boats certainly made an impact and were a wonderful complement to the cars. More on the show in the next newsletter.

2010/2011 Committee Members

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Bob Carter Mob: 0418 101 626

Coming Events

February 2011

- Hammond on Hawkesbury. Starting at the Windsor boat ramp. 6th. Afternoon cruise, lunch and ski. All welcome. Contact Billy Bastian on 0448 892 837.
- Australian Wooden Boat Festival, Hobart, Tas. 11th - 14th. This is the big one. See the website at <http://www.australianwoodenboatfestival.com.au>
- The 2011 Bairnsdale Motor Expo. 12th. If you are keen to participate and maybe have a wet together on the Sunday, give myself (0408 937 029) or Bob Carter (0418 101 626) a call. See also <http://www.bairnsdalemotorexpo.com/>
- Eppalock Wet Together. Date to be announced, but possibly early/mid Feb. We are looking to have a day or possibly even a weekend at Lake Eppalock and are after some feedback on which you would prefer. Contact Greg on 0408 937 029 or gca42796@bigpond.net.au or Alan on 0403 838 193 or a_mprice@bigpond.com. Updates will appear on the Bulletin Board, so keep an eye out.
- The South Australian Wooden Boat Festi-

val. 26th and 27th. Goolwa. This is a great festival and the organisers are really keen to have us there this year and we are really keen to go. Contact Paul on 0419 826 377 or Dave on 0408 225 471 for details.

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Club Contact Details

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Membership Update:

Vic	42	NT	1
NSW	19	Tas	2
Qld	4	SA	8
USA	1		
Total	77		