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### Editor's Note:

As stated elsewhere, a quiet start to the year that eventually got some momentum up. Mind you, it's fading fast again, with little else happening. It's a bit of a struggle getting blokes and boats on the same water at the same time of late.

On the club front, I hope to have something together regarding incorporation prior to Narrandera. Speaking of Narrandera, from the feedback I am getting, I think this year is going to be huge. Don't miss it.

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

Greg

## Coming Events

### April 2006

- Victorian Chapter Get Together. One day. Lake Nillahcootie. Dates to be advised, depending on interest shown. Contact Greg Carr on (03) 9370 2987 for details.

### October 2006

- CAWPBA National Rally. The BIG one. 28th & 29th, Lake Talbot, Narrandera, NSW. Contact Greg Carr on (03) 9370 2987 for details.

*Note the date change for this event*

### November 2006

- Hammond Ski Craft Get Together. 10am on the 19th. Hawkesbury River, Windsor, NSW. All Hammond boats are welcome (including fibreglass). Contact Mark on 02 9905 4194 or Dian on 0418 622 120 for details.

*Please note that this is not a CAWPBA event*

- ① *Please check for confirmation of dates and venues*

## Around the Traps

### General:

- Please note that the dates for our national regatta at Narrandera have changed. The event has been pushed back one week and is now scheduled for October 28/29.
- We are going to see a few changes and improvements with the website Bulletin Board shortly. The biggest change will be a new URL (web address), which you will all be notified of once we know what it is. Other changes will be faster access, improved features and better security. Thanks to Rob Cranfield for maintaining the Board for us.

### Victoria:

- The 2006 Melbourne Boat Show is fast approaching. If you would like to put your boat on show, please let me know.
- *Lubrano*, a genuine Lewis skiffabout, is currently with Frecheville-Heaney Boatbuilders in Gippsland having some restoration work done on it.
- Greg Carr failed miserably in getting *Impact* ready for the Sydney Wooden Boat Festival. Actually, he was flat getting himself there. Hopefully it'll be ready for Narrandera.
- My spies tell me Darren Goldberg is pretty determined to get his Lewis skiff

## Club Contact Details

### New South Wales Chapter

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### Queensland Chapter

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### South Australian Chapter

For further information, contact Paul Siddall by phone on: 0419 826 377 or by e-mail at: siddall@smatchat.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

*Geerloose* ready for Narrandera. The challenge is there now, Darren.

- Nathan Giddings has re-started the restoration of his Harris runabout, *Topaz*. As is often the case, the boat has had to take a back seat to house renovations, but it seems things are moving ahead again.

### SA

- *Lincoln*, Paul Siddall's 20' carvel runabout, is back in action. The old Y block had cracked a head and the replacement required quite a bit of work done on it to bring it up to the specs of the other highly modified head.
- It looks like *Cheryl D's* nickname of "Thomas the Tank Engine" will no longer be applicable. Paul tells me the engine is coming out for a bit of work to stop the heavy breathing.
- Dave Drewer is very busy with things at the moment, trying to finish an already started project to make room for his latest project, an Eddy runabout. Go for it Dave, let's see if you can make Narrandera.

### NSW

- The NSW branch was in the papers recently after the Windsor get together. A couple of pictures and a decent write up about the day's event featured in the local Hawkesbury district newspaper. Well done Dave, Rob and all other participants. By all accounts the day was a big success.

### Queensland:

- Richard Alper is making some great progress on his 16' Harris runabout. Richard says he hopes to have the boat in the water in the next week or so. Pictures next issue.

### Germany:

- I received an interesting email recently from member Stu Hennessy in Germany. Stu had to move his boat out the garage he is restoring it in to higher ground due to the nearby river flooding. Interestingly, when the river floods it's very important the garage doors are opened otherwise the bow waves from passing ships smashes them in. When the water eventually subsided, the waterline was a metre up the wall. All this in freezing temperatures. And you thought you were doing it tough!

### Quote for Today:

"Rain is caused by high pressure areas, cold fronts, warm, moist air and weekends"



# THE HOLLOW LOG

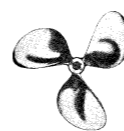
Volume 6, Issue 2

March 2006

## The Classic Australian Wooden Power Boat Association

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## Slow start to 2006

While it has been a quiet start to the year, things have really hotted up in the last few weeks.

We started off with the Australia Day Regatta at Penrith, NSW. The club was invited to attend again this year after the popularity of the boats at the 2005 event. Again, this year was a real success with everyone attending having a great day out while entertaining a very appreciative public.

The Victorian/SA get together did not eventuate for lack of a suitable venue. Many people were unhappy with the effect that the strong mineral content of the water at last year's venue (Lake Leake) had on their boat, so it was decided we would not return there this year. Unfortunately, no reasonable alternative was found, so the event lapsed.

An attempt at a Victorian Chapter get together failed in its first attempt, but we are still looking for interested people for another try in April, although there has



Red Ryder

been no takers as yet.

Later in March came the Sydney Classic and Wooden Boat Festival. There was another very good turn out of speedboats this year, with many from club members. A couple of boats were on show that many of us hadn't seen, which makes it all the more interesting. Also interesting was three new build classic boats, two built to hull designs from the 1920's and one

from the 1960's.

The real head spinner was the traditional NSW Chapter get together at Windsor following Sydney Classic & Wooden Boat Festival. An excellent turn out of boats supported by a very enthusiastic crowd of spectators made this a truly memorable day for the participants. There's a lot more to this day, but you are going to have to wait for the next issue to find out about it.

## Another Eddy emerges

As it seems Greg is constantly searching for material to use for the newsletter, I thought it must be my turn to put pen to paper and share the story of an old Eddy I have sitting in the shed.

The hull was built in the late 1950's and was purchased from Jack Eddy by an unknown mechanic who worked for Repco. (aka Repco Auto Parts). He

subsequently built the motor and fitted the boat out. Twelve months after completing the project the boat was sold to my grandfather who at the time also worked for Repco as an engineer and store manager in Horsham. As my grandfather had a young son, he thought it was just the thing they needed for spending some quality time together as a family. Needless to say the 'old boat' got more than

its fair share of use and many people including myself learned to ski behind the old girl. After many years of use the boat was retired to the wool shed on my grandfather's farm in the Grampians and there it stayed for quite some years to come.

It wasn't until granddad was getting too old and decided to

. . . . . continued page 7

# Rosita

A couple of years ago, Darren Goldberg's Steinway featured in an article in Australian Power Boat Magazine. It was a great read with some fantastic shots. I was discussing this article with Greg Carr at the Melbourne Boat Show where our yet to be launched 1924 John Hacker gentleman's racer *Rosita* was on display. Greg suggested I get in contact with editor Graham Lloyd to see if he wanted to do another feature.

It just happened that my business partner Tim Heaney was headed to Port Stephens with his family in a month and was towing the boat north anyway. Graham had a window in his hectic editorial schedule and we just lucked in with a blue sky day in Kuringai Chase National Park.



*You don't have to live in NSW to have your boat featured in PowerBoat magazine. The magazine has freelance representatives in most states who could do an article, or you could even do your own. If you would like to know more, contact PowerBoat magazine editor, Graham Lloyd. Graham has been very supportive of our association and has featured many classic boats in the magazine over recent years. Graham can be contacted via email at: powerboat@yaffa.com.au*

It all went without a hitch. Tim and I, at Graham's request, blasted around snapping at the transom of his camera boat as we weaved across his wake. One shot was good enough to make the cover of the December issue. It really was just one of those days. Tim took his family for a burn. It was just the shot Graham wanted. Family fun afloat. Our chat in a coffee shop after the shoot gave Graham all the b.s. he required to write a glowing report. You just can't buy this sort of publicity.

So, why not give Graham a call and tell him your story.



# James Frecheville

# Another Eddy emerges cont'd



sell the farm that I remembered the 'old boat' sitting in the wool shed. Granddad said "The old girl has seen better days and it would be easier to just leave it in the shed and forget about it." But after having a good look I decided I would bring the boat to Melbourne and surprise surprise, I pumped up the tyres and put some petrol in the tank (and a battery), turned the key and it started.

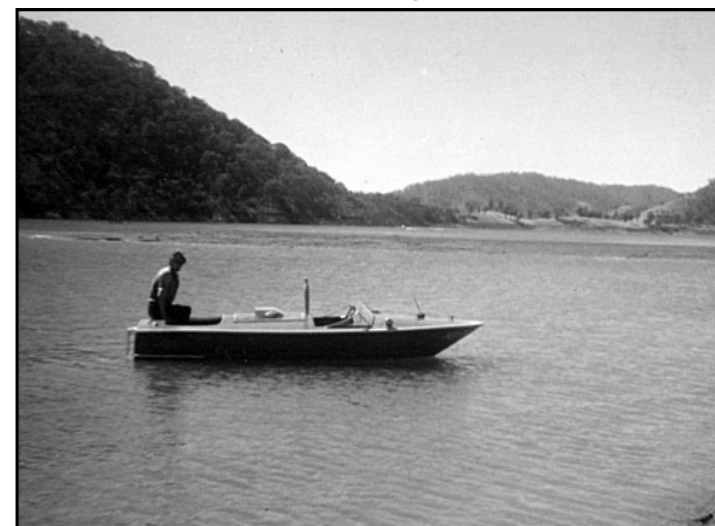
However, it wasn't until I mentioned I was going to restore the boat that the full story emerged and the following story is as it was told to me by granddad:

It turns out the hull is a bondwood clinker and was purchased from Jack Eddy in the late 1950's by the previously mentioned mechanic who then fitted it out. It turns out that this mechanic was one of the team of mechanics that used to build the racing en-

gines for Jack Brabham. So, consequently, the grey motor that is in the boat is basically just a Holden block and the rest is hand made with the pistons coming from a MK2 Ford Zephyr, the head being modified and most other parts being hand built with the inclusion of an oil filter, over size oil and petrol pumps.

sceptical and thought I was stretching the truth. It wasn't until he had the motor stripped down that I received a phone call telling me the engine was once again going to be hand built from the bottom up. So the wheels were in motion as parts were sent to various factories to be copied and new ones made. Nine months later and a lot of headaches for Wayne, the engine was once again back to its original state.

In that nine month period the hull was stripped back to bare timber and the usual tasks attended to such as tightening the rivets, fixing any worn ribs etc, etc. Surprisingly there was no wood rot and the only damage was to the rear rib where Possums



So the quest was on to find some one who could take the time to do what was surely going to be a tedious job of rebuilding the engine. I finally settled on Wayne Ingram from Ingram's Automotive Engineering in Wagga Wagga. When I first approached him with the job I think he was a little

had tried to eat it while the boat was in the wool shed during the drought in the 1980's.

At present the hull is upside down in the shed and has been repaired and re-painted. All that remains is painting the inside, varnishing the deck (which I have decided on keeping the original timber just for sentimental sake) and tidying up all those loose ends that you all know go with rebuilding an old timber classic.

*The photos shown were taken at Lake Eildon in April 1970, before Richard was born.*

## 2006 Sydney Classic and Wooden Boat Festival cont'd



*The Graduate is for sale*



*Inbred*

two. The other boat was the 25' four cockpit *Kookaburra II*. The locally built early 1950's historic Sydney Harbour speed-

boat looked superb in its period livery. Summing it all up, what can I say but that it

was another great Festival that made the trip well worth the effort. Just a pity I missed the Hawkesbury outing on Monday.

## 2006 Australia Day Regatta, Penrith

## Dave Pagano

After the success of the 2005 get together it was great to be re-invited by the organisers of the Australia Day celebrations at the Penrith Regatta centre. Although we didn't have as many boats this year, a great cross section was on display. Boats present were:

<i>Al-Falfa</i>	Darren Crawford
<i>Arf-a-Mo</i>	Arthur Liggizzolo
<i>Cassata</i>	David Pagano
<i>Comanche</i>	Paul Pagano
<i>Crazy Baby</i>	David Pagano
<i>Long Shot</i>	Bob Miller
<i>Sheba</i>	Andrew Petty

The weather was great and the crowds were huge (around 40,000) and we received many favourable comments.

We relaxed around our boats, enjoying each others company. At 2 pm we launched our boats and milled around the practise lake until we eventually had the parade. It went a lot better this year with the crowds loving it.

Bob Miller got permission to run his hydroplane on the lake but wasn't prepared enough to run (Andrew Petty was kicking himself for not bringing his hydro *The Bug*). It was a shame really, considering a few years earlier

there was violent opposition to fast boats on the lakes. This then, was a real milestone. I hope next year we will have the same opportunity.

The day finished well with favourable comments from the organisers, including a thank you letter from the Mayor.

This is really a great venue. Your support of this event in the future could really benefit our hobby. Let's make next year bigger and better.



## Touche'

## Greg Carr

It really doesn't seem all that long ago that I thought I owned the only Eddy hull in Australia. There were always plenty of Lewis (even if they weren't), Everingham and even a few Simpkin hulls, but rarely an Eddy. A few years down the track and things are starting to change. Eddy hulls are turning up everywhere - well, maybe not quite.

South Australia member Dave Drewer recently became the new owner of *Touche'*, a 16' Eddy twin cockpit runabout. Dave had known of the boat for 2½ years before he finally got a look at it. The boat had been stored in a shed in Maryborough, Victoria, for approximately 10 years after having considerable restoration work done by member Peter Adcock. Prior to that, the boat operated in the Eildon area.

*Touche'* comes with its original twin carburettored side valve Dodge 6 cylinder engine. The boat is believed to have been built as a raceboat, something reinforced by the reverse plank set up on the hull.

Dave has a couple of other projects to finish off before he starts devoting some time to completing the restoration of *Touche'*, something that he is confident won't take too long considering the condition of the boat and its running gear.

A point of interest is that not only is there another *Touche'* in existence, but that it is also an Eddy. The second *Touche'* is owned by NSW member Phil Lorking and runs a Ford flathead V8. Phil's *Touche'* was most likely built in the 1950's and is very similar in hull shape to *Stormy*.



## FF Sure re-union

Dave Pagano and Andrew Petty had boats on display at a recent St George Boat Club race meet. It turns out that Jimmy Smith and Ron Ewings, two previous owners of Dave's Lewis skiff *FF Sure*, were also there.

A lot of discussion and reminiscing about the boat's achievements during its racing career with the two previous owners followed.

It seems the boat won the Fred Hawkins Memorial. It also won three Australian Championships in one day at Deepwater and went on to successfully defend those titles for the next three years.

Needless to say Dave had a great day, finding out much of his boat's history and achievements.



*Three owners of Lewis skiff "FF Sure"*

## 2006 Sydney Classic and Wooden Boat Festival

Another very successful Sydney Classic and Wooden Boat Festival was held at Darling Harbour on the 12th and 13 of March. The weather was much kinder for this year's festival compared to the last one, with warm temperatures and more importantly, clear, blue skies.

Due to work commitments, I didn't think I was going to make it this year, but I eventually came to my senses, realising I couldn't miss one of the biggest events on the wooden power boat calendar. After cancelling my flights on Thursday, I re-booked late Saturday afternoon to come up on the Sunday.

of a combination of modern and traditional construction methods being used in wooden boat building.

Another recently built boat was *Colin*. This beautiful 1920's style carvel hulled gentleman's motorboat was (effectively) built to accommodate its antique Universal auto engine. The boat, all



1958 Goodlear, *Bernadine*



*Barnacle II*

With my son Tim in tow, we boarded our 0700 (big yawn) flight to Sydney. Tim was curious as to why we were catching a plane on a Sunday morning when it was still dark.

Arriving at the venue a couple of hours later, I was pleased to see a good number and cross section of speed boats on show.

There are always several parts to any of these shows and one of the best of them is the social part, that is, catching up with people you haven't seen or spoken to for a while. Our busy lives often get in the way of us keeping in touch with friends and it is really good when we do.

There were some newcomers at this year's show. *Barnacle II* is a 16' clinker runabout being built by Phil Voight. Still under construction but well advanced, the boat displayed classic lines and was a great example

decked with period design fabric seat cushions, was superbly presented and created a lot of interest.

Another boat I hadn't yet seen was the 1958 14' *Bernadine*. The Goodlear hull is owned by member Bernard

very interesting was how people were attracted to Dave Pagano's *Abatte*, *Cassata*. The beautiful colour and grain in the mahogany on the boat is like a magnet to people. *Cassata* is certainly not like anything most of us see every day.

Boats participating this year were:

- |                 |                   |
|-----------------|-------------------|
| <i>Al-Falfa</i> | Darren Crawford   |
| <i>Arf-a-Mo</i> | Arthur Lighezzolo |

Casey and was raced by his father many years ago. The boat is in excellent original condition and I understand it continues to perform extremely well. The original Holden grey motor is still fitted with its Repco racing head.

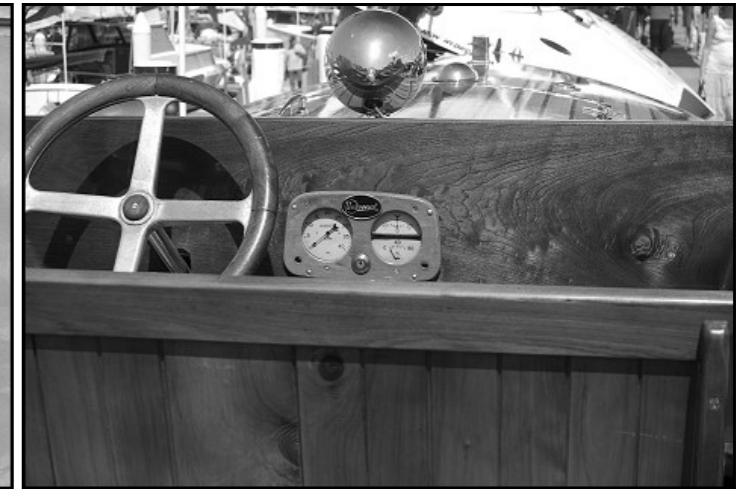
It was interesting standing up on a balcony overlooking the boats and watching people interacting with them. People just love to touch them, feel the timber and run their hands over the decks. The attraction of real wood, I suppose. Also



*Rosita and Silver Gull*



James Frecheville accepting first prize for "*Rosita*"



"*Colin*", a beautiful reproduction runabout

- |                     |                       |
|---------------------|-----------------------|
| <i>Barnacle II</i>  | Phil Voight           |
| <i>Bernadine</i>    | Bernard Casey         |
| <i>Cassata</i>      | Dave Pagano           |
| <i>Colin</i>        | Brian Jones           |
| <i>Inbred</i>       | Ron McClelland        |
| <i>Kookaburra</i>   | Sydney Heritage Fleet |
| <i>Mystress</i>     | Neil Blyth            |
| <i>Rosita</i>       | James Frecheville     |
| <i>Silver Gull</i>  | David Latham          |
| <i>The Bug</i>      | Andrew Petty          |
| <i>The Graduate</i> | Ed Cassidy            |
| <i>Zarak</i>        | Peter Moir            |

There were three awards given out in the speedboat class this year. First prize was awarded to the Frecheville-Heaney built *Rosita*. Second prize went to, Phil Voight's new build clinker speedboat. *Baracle II* with third prize going to *Zarak*, Peter Moir's

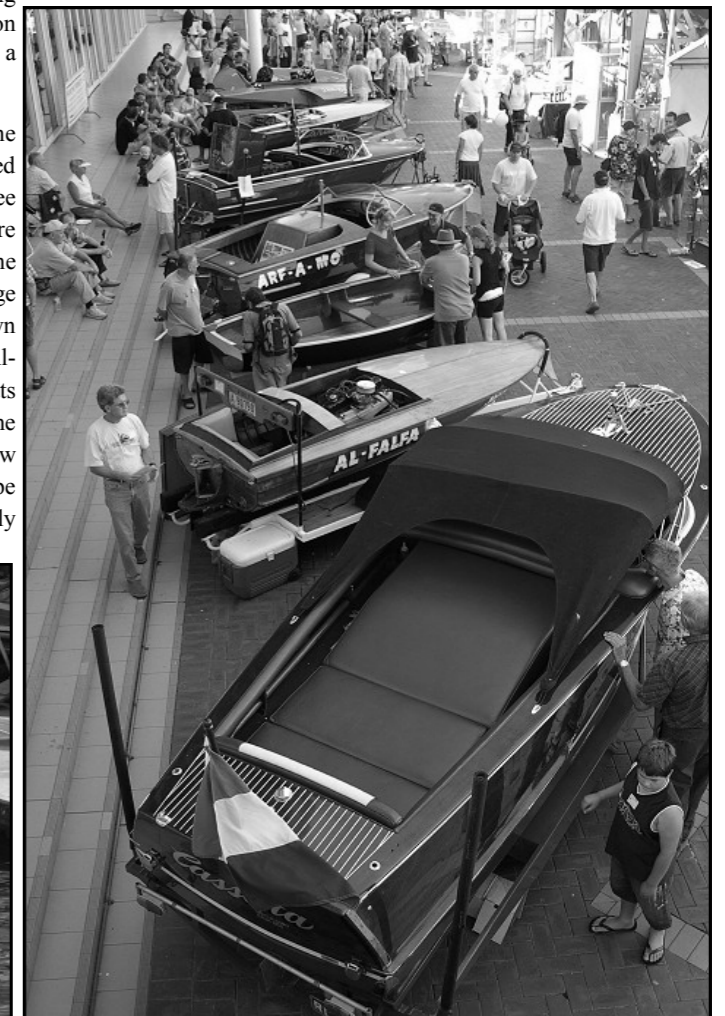
"Storm" hulled racing skiff. All agreed the recipients were deserving of their awards. We all had a bit of a chuckle and Peter copped a bit of ribbing when he collected his award without having a chance to put on some shoes. Not a good look Pete.

While most of the boats were displayed on the hard, three larger boats were moored, giving the crowd a good vantage point to look down inside the boats. Although two boats were of the same length, the narrow beam and sleek shape of *Rosita* certainly

contrasted against the considerable proportions of the Chris-Craft Utility, *Silver Gull*. Typically, there were plenty of oohs and aahs from the crowd when viewing these



*Kookaburra*



One of the line ups