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Editor's Note:

Another boating season is coming to a close with the onset of the cooler autumn weather. Unfortunately, not much has been happening on a club level due to the distances needed to travel to obtain decent water putting many off.

While the boat scene has been quiet, I still receive enquiries from groups asking us to display our boats. A recent one of interest is at Coleambally, in NSW. This is a large vintage machinery rally and display that I think would be quite something. More details on this a bit later.

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

Greg

Coming Events

April

- Heritage Afloat, Toronto, Lake Macquarie, NSW. 7th and 8th. See the website for details at: <http://www.heritageafloat.com.au/index.html> or phone (02) 4950 5216.

- Seacraft Syndicate Boat Owners Club Regatta, Echuca, Vic, 14th and 15th. Refer the website for details: www.ssboc.com.au

May

- Tentative date - middle of May. First Annual General Meeting of the CAWPBA. Venue to be advised. Feedback on this date and a venue is being sought. Phone (03) 9370 2987 or email on gca42796@bigpond.net.au

July

- Melbourne Boat Show, incorporating the now traditional CAWPBA display in the concourse area (depending on interest shown). 5th - 9th. Melbourne Exhibition Centre.

August

- Riverina Vintage Machinery Club Rally.

Around the Traps

General:

- The response to my request for ideas and venues for our the first CAWPBA Inc. Annual General Meeting has been, well, basically zero. At this rate, we are pretty much going nowhere.

Queensland:

- Rod Peterson has recently re-launched his 1957 Lewis runabout after restoration. The boat, *Hurricane*, was built for and raced by Max Kirwin. Pictures next issue.

SA:

- Suspect*, a mid 50's Eddy runabout, has moved from Victoria to SA, with member Adrian Ousman.

Tasmania:

- The 13' Jack Long built skiff "*In-m-Ocean*" has recently undergone a name change to "*Old Flame*". It originally raced under "*Alfresco*" in the 1970's.

NSW:

- Aggressor* is creeping ever closer to completion when its Merlin engine was refitted in March.
- Jeff Lockhart's *4 Bees II* has its Holden motor out for a repaint and to allow a bit of maintenance on the hull. Going racing Jeff?

Victoria:

- Dennis Collins' restoration of his Lewis runabout *Hustler* is just about complete. More news on this shortly with some interesting history on this boat.

Membership Update:

Vic	29	WA	2
NSW	26	Tas	2
Qld	5	USA	1
SA	8	ACT	1
<i>Total</i>	<i>74</i>		

Membership is down on the numbers shown for the last edition. This usually picks up when people realize they haven't paid their fees, which is triggered by the non-arrival of the newsletter.

New members:

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

- Frank Cowell Vic
- David Auston NSW
- Doug Elliot Tasmania
- Phillip Voigt ACT
- Mike Benn NSW
- Peter Bartetzko NSW

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

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Victorian Chapter

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THE HOLLOW LOG

Volume 7, Issue 2

April 2007

The Classic Australian Wooden Power Boat Association Inc.

The Australian Wooden Boat Festival Alan Mansfield



Tasmanian Rep Alan Mansfield's wife Erica aboard Craig Strike's boat Erica at the Australian Wooden Boat Festival held recently in Hobart.

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Circulation this issue: 80

The seventh Australian Wooden Boat Festival was held on the Hobart waterfront from February 9th - 12th 2007. An estimated crowd of over 50,000 people attended the festival over the 4 days, the biggest and most expensive yet with over 480 boats on display. Fine weather greeted organisers, ensuring a successful, now truly international event. The festivals focus is not just on wooden boats as such but on other Tasmanian features, adventure, arts, history, music, food and wine, lifestyle, craftspeople and fine timber. Ten wooden speedboats were on display, six on the water and four ashore.

Ray West displayed his 13 foot skiff "*Old Flame*", powered by a 1600cc Cortina with twin Webbers. She was built in 1970/1971 and has a long racing history. Ray's Chris Craft model sitting on the deck was a great hit. He had found the model half built in the shed of a mate who was moving, and he told him he could have it. Ray has done a great job finishing her off.

Gordon Scrim is in the process of building an 18 foot Chris Craft but as a trial first he built "*Splinter*". "*Splinter*", a very interesting craft, is 11 feet in length and made of marine ply with a celery top pine/blackwood deck and powered

with a 650cc Kawasaki jet ski engine.

"*Jinx*", a marine ply mono hull, was built in c1950 and raced in Victoria with an outboard. In 1961 she was converted to an inboard with an 850cc Renault motor. She was raced by owner Garry Shadwick at Motor Yacht Club of Tasmania meets from 1961 until 1972. "*Jinx*" is 10 feet long, a kneel down boat and sped along at 40 mph. In January 2007 she was converted back to an outboard.

My boat "*Fury*" brought back memories for many people who recalled her racing days in the 1960's. It was great to hear so many stories of that era. The

Quote for Today:
"Those who lose dreaming are lost"

REFASTEN YOUR OWN PLANKS

The following article is reproduced from *Seacraft* magazine, October 1958. The article is not specific to speedboat hulls, but much of the information is still in some way relevant to our boats.

The action between hull planking and fastenings, therefore, means that an old hull must eventually begin to work. Perhaps slightly at first, but progressing towards the point where it becomes dangerous and something must be done about it.

Nail sickness doesn't mean the end of your boat. With time and care, you can restore that spongy old boat to near new condition.

If you survey your boat yourself, the obvious place to look for tired fastenings are around the areas of greatest strain.

Movement in boat planking is the primary and major cause of leaky hulls, and sooner or later, most craft suffer from it.

In a yacht, this would be the for'ard section where big headsails and pounding on waves creates great strain. The chainplates occupy another susceptible area. The same goes for the planking at the turn of the bilge and just forward of the rudder post.

Its prevention is virtually impossible, although careful selection of materials for hull construction when building is a step in the right direction.

Pounding for'ard in cruisers and launches makes this area a trouble spot. The turn of the bilges is another section. Planking under the motor suffers from vibration which in turn plays a destructive part.

Copper or monel; fastenings are a good start, but to this must be added a suitable timber. Owners of cedar planked skiffs must have noticed at some time of their career that these craft are more prone to nail sickness than those planked with beech, the reason being that action sets up between the timber and the fastener. Removal of one of these fasteners will reveal (1) a hole larger than the fastening and (2) the fastenings to be of lighter gauge at the point where it held the planking together.

If new fastenings are needed the first thing to do is to rake out the old putty and caulking. A clearing iron or seam hook will do the job.

This action is present in varying degrees in other timber, but are reasonably minute in most popular boat timbers, like Oregon, Beech, Huon Pine and Kauri.

An empty seam enables the planking to settle into a natural position, and leaves it free to move in flush and hard against the floor, timber or frame to which it is going to be fastened. The backing out of old fasteners is not an impossible job, but it is nearly so, and hardly worth the trouble.

Iron fastenings give a similar action, but the fastenings themselves suffer to a greater extreme than the wood into which they are placed.

It is possible to put the new fastenings in alongside the old. Be careful to place them so that they are not in the same grain line of both planking and timber. Do not try to pull planking and timber together with screws where a gap shows between them. Use clamps or, if not practical, levers and wedges to hold them firmly until fastened. If using screws, success of the job will depend largely on proper boring of the holes.

Iron fastenings are rarely used in local waters, but the Americans still use them widely. Some top British designers have been using iron floors fastened with bolts of the same metal.

A proper countersinking tool can be bought at hardware stores which will bore a countersink, the shank hole to take the unthreaded portion of the screw and the borehole to take the threaded portion at the root of the thread.

Australian builders, building to these plans, have invariably rejected the use of iron. The used either wooden, monel or bronze fastenings.

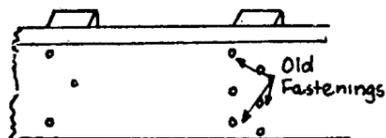


FIG 1
POSITIONING THE NEW FASTENINGS. NEW FASTENINGS MUST GO INTO SOLID TIMBER

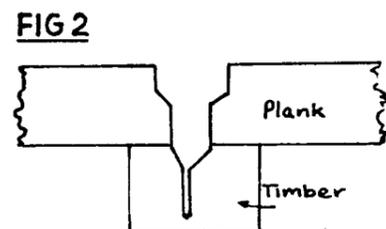


FIG 2
PROPER BORING FOR A SCREW

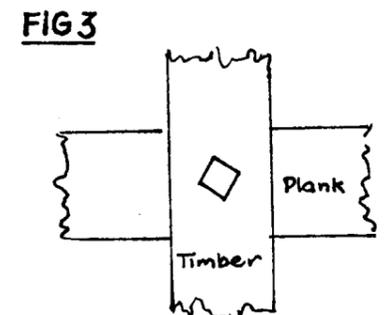


FIG 3
DRIVE NAILS 1" DIAGONALLY TO GRAIN OF BOTH PLANKING AND TIMBER

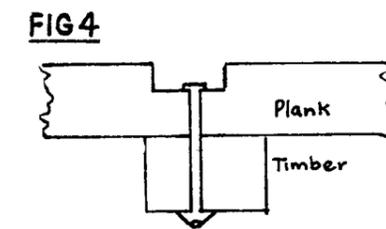


FIG 4
PROPER GRAIN FOR A NAIL FASTENING

Skidoo

Member Jeff Lockhart dropped a line about his runabout *Skidoo*. *Skidoo* does a lot of work and he says the boat and its Dodge flathead is still getting a flogging.

"Oil pressure is good when cold, but after 15 minutes, pressure drops. Come in for a change over of ski tube or wake, another run and pressure comes up again a little bit. Still running the gearbox oil 50/70. Will do for this season as it is. Hopefully a rebuild for the get together"

Jeff has worked out it just needs a certain amount of pressure and revs to remain reasonably quiet in the engine compartment.

A real workhorse that just won't lie down.



Danny Boy III

Member and boatbuilder Ron Johnson has been very busy over the past months with the restoration of the 18' 6" Lewis runabout, *Danny Boy III*. (Refer also to Hollow Log Volume 4 Issue 1).

The boat is now almost ready to go back to owner Danny McGuire. While Ron finishes off paintwork (only one coat on at this time), Danny is having all



the chrome plated. Fortunately, the original wrap around windscreen is still in perfect condition.

Apart from now being a few inches shorter (see the transom picture, left!), the boat has been restored back to original.

The 2006 Narrandera Nationals DVD offer

Many members have asked whether a video had been or was going to be produced for the last Narrandera weekend. None has that I know of - in fact I think I was the only one there with a video camera.

Because the previous videos put together always seemed to be a bit of a mish-mash of footage taken, I went out and bought some software to see if I could improve things a bit and I have now put together a DVD of the 2006 event.

The interactive disk contains approximately

15 minutes of edited video and 50 still photos that you can view on your PC or TV.

To help cover my costs, I am charging a member price of \$15.00, which includes postage and handling. If you would like a copy, please send your details and a cheque or money order for \$15.00 made out to Greg Carr.

Depending on the interest shown and feedback I get from this DVD, I will produce similar disks for the 2004 and 2005 events.



Goolwa Wooden Boat Festival

Paul Siddall

Well, here we are again, another year at the Goolwa Wooden Boat Festival. I'm not sure it was the best weekend with the weather, but it didn't stop the crowds from pouring through the gates. I'm pretty confident some good photo's were taken today even though some took hours to take without faces and bodies taking over boats.

of vanish and after all this time it is still in good condition.

It never ceases to amaze me what keeps popping up out of people's sheds. There was a chap there



with a 1930 20ft triple cockpit Chris Craft that his father who completed the 12 week course. It was a bare hull when he acquired it and he had to completely fit it out, including the deck. He has named the boat *Wiski Blue* and has put a Lexus V8 in it. The boat looks very good. The trailer of this boat looked exceptionally



First stop of the day was to Digger Traeger's Hydro *STING*. Digger has recently acquired it back from a chap that has had it sitting in

bought 40 years ago and has been in the family ever since. The boat was in



ex - tremely good condition and to my amazement, was up for sale. He tells me his wife told him it has to go!!! I would dearly love to put it into my collection, but will have to see what happens.

good as our very own Colin Bailey put his painting skill into action and painted it.

There were a few other woodies around that I had not seen before, including one there that was on Ebay not long ago, which I'm sure

his shed for 18 years. The hydro is a copy of Ernie Nunn's 25ft hydro *Wasp* and Digger bought it back minus motor. He has fitted a 454 Chev into it, which is what it ran when he originally built it. The boat has had a coat

was not a lot of speed boats there, although there were two new ones which were made at a TAFE College



There here in Adelaide. You can buy them in the condition they're at when the 12 week course ends. One was finished off by the TAFE College and the other one was finished off by a chap

you all saw. I took as many pictures as I could of the boats. There didn't seem to be many in the water as the water was not what you call the best. But all in all another good Woody weekend.



Where nailing is required, drill a hole slightly smaller than the gauge of the nail and a counterbore to take the head. Drive the nail exactly at right angles through the planking after placing it on the diamond. That is, with the flat sides at 45 deg. angle to the grain of the plank. This also means it is at 45 deg. to the grain of the timber and prevents splitting. Drive home hard with a dolly placed behind.

Light gauge fastenings may be clenched, but roving is more desirable, if done carefully.

Use a ball pein hammer and tap around the circumference of the nail.

The counterbore can be plugged with a dowel. When set in oil paint a dowel plug gives permanent protection to the head of the fastening.

Putty may be, and is more commonly used, than dowels. The counterbore must be painted to prevent the wood absorbing the oil from the putty. This oil leaves a powdered filler which will absorb moisture and then begin action in the fastening.

Where the frames or floors prevent through fastening and screws are unsuitable, a method widely practiced by shipwrights is to twist the copper nail, virtually making it a screw. One or two turns is plenty, for if it is overdone, the nail will not drive easily and may bend before being driven right home.

Fastening is not a difficult job, but it is well to remember that drilling holes and driving the fasteners in is the easy stuff. It's not how many fastenings you put in, it's where you place them!

Hustler

In the previous issue of the Hollow Log, I spoke about the loss of what was possibly the last of its type when Comanche crashed at Mannum last year.

It seems that the article triggered something with member Geoff Wellington in recognising the similarities between Comanche and another boat he'd seen locally. A conversation with the other boat's owner and a referral to the newsletter article led to the owner contacting me about it and sending along a couple of photos of his boat Hustler.

It seems we may well have found a sister boat to not only Comanche, but also John Lewis's very successful raceboat *Vulture*.

Fred Cowell, Hustler's owner, sent along some history on his boat.



Hustler is a 17' rear engine clinker hull and was built as a ski boat by Dave Gill in August 1969. Fred had always wanted a rear engine boat and discussed the concept with other boat builders. At the time, Dave Gill was in the process of building another

Hustler's hull, painted black inside under the varnished ribs, is fitted with black leather seats and a padded black leather dash. The deck is Regina mahogany with silver ash trim.



rear engine race boat for John Lewis, which was to be named *Vulture*.

Hustler was the next boat Gill built after *Vulture*. It is the same design, only a foot longer.

The engine is a standard 307 Chev V8. The motor was new when fitted, along with a Haines & Hellier V-drive and clutch.

Hustler has been restored three times, always back to its original state. The wood grain in the deck and hull is still as beautiful as the day it was built, only slightly deeper in colour these days due to age.

The boat is still a working ski boat and is still fitted with its original rudder, prop, V-drive and clutch, etc. The engine is still Chevrolet orange and original.

The Australian Wooden Boat Festival cont'd

owner of an identical Lewis Brothers hull called "Van Dieman" introduced himself - Kevin Perkins had bought her about six years ago. I had been trying to locate "Van Dieman" for many years and what a delight to know she is still around and in good hands as well as Kevin is an antique restorer.

On the water, James Frecheville had brought "Rosita" over from Victoria. Many members have probably seen "Rosita" before but for those that don't know of her she is a John Hacker design, 22 feet in length and built by Frecheville and Heaney in 2005. "Rosita" is built out of mahogany and ply and is a reproduction of a 1924 gentleman's racer powered by a 305 Chev V8. James currently has "Rosita" for sale.

"Tekton" is of American design, powered with a 5.7 litre V8 Chev and is 23 feet in length. She is built with Western Red Cedar



and is owned by Launceston based Michael and Stuart Ferrall. She has been to every festival since 2001 after a 9 year long restoration. She was built by Ron Mc-

manian Oak keel, ribs and stringers which have had the West Epoxy system treatment and glass fibre over existing timbers. The deck is Brazilian Mahogany with Huon Pine inlays. Instrument and deck fittings are mostly Chris-Craft.

Also on the water were two very tidy Seacraft style boats namely "Miss Kitty" and "Touch Wood".

It was great to see so many wooden speedboats at this years festival and with the interest generated from those numbers the future is looking bright.

and has huon pine strips inlaid on the deck. Owner, builder Barry Jones has only recently completed "Tekton" and is now offering her for sale as well.

Craig Strike, owner builder of "Erica" has relocated from Victoria and is now living in South Hobart. Craig is a very nice guy and was willing to take passengers for a ride in "Erica" throughout the festival if the water conditions were okay. She is a lovely boat and Craig even entrusted me behind the wheel which for me was the highlight of the festival. "Erica" is 23 feet in length, built of mahogany and is powered by a 350ci Chev.

"Mistral" is a 22 foot fully restored Chris-Craft that was originally built back in 1953

Kinnon of Longford in Tasmania and originally powered by a 283ci Chev. This has now been replaced by a 350ci Chev. The hull is 1/2 inch King Billy Pine with Tas-

