

The Classic Australian Wooden Power Boat Association Inc.

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Editor's Note:

Progress with club issues has been slow going, something not helped by the distance between the committee members. Rest assured, we are still working through these matters.

There has been little activity on the water outside of NSW and Tasmania. The southern states are still badly affected by drought, which doesn't help things. An attempted get together for Victoria and SA was killed off by insurance issues, something we are addressing. We always knew insurance would eventually bite us and it finally did. More on this soon.

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

Greg

Coming Events

July 2008

- Melbourne Boat Show, Melbourne Exhibition Centre, 3rd - 7th.
- Adelaide Boat Show. Adelaide, Adelaide Convention Centre, 17th - 20th.
- Sydney Boat Show. Sydney Convention & Exhibition Centre, July 31st - August 5th.
- Brisbane Boat Show. Brisbane Convention & Exhibition Centre, July 27th - August 31st.

August 2008

- Perth Boat Show. Perth Convention Centre. 20th - 24th.

October 2008

- Classic Australian Wooden Power Boat Association National Regatta, Narrandera, NSW. 25th and 26th. For details, contact Greg Carr on (03) 9370 2987.

February 2009

- Australian Wooden Boat Festival. Hobart, Tasmania. 6th - 9th.

Around the Traps

General:

- Regular visitors to the club's web based Bulletin Board will have noticed and appreciated the improved features and ease of use of the board. Many thanks to Rob Cranfield for his efforts, which are ongoing as he continues to refine the board for our specific needs.
- Just a reminder that there will be another club fee renewal form included with the next newsletter. As previously mentioned, we are realigning fee membership year with the financial year.
- The AGM minutes are included with this edition of the newsletter. My apologies for the late distribution of these, which should have come out with the last newsletter.

NSW:

- Dave Pagano's hydroplane Aggressor recently made a spectacular run on the Hawkesbury River in early March. More on this RR Merlin V12 powered boat next issue.

Membership Update:

Vic	26	WA	2
NSW	27	Tas	3
Qld	3	USA	1
SA	7	Total	69



Is this the latest craze in wooden power boating?

2007/2008 Committee Members

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THE HOLLOW LOG

Volume 8, Issue 2

April 2008

The Classic Australian Wooden Power Boat Association Inc.

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2008 Sydney Classic & Wooden Boat Festival



Just some of the line up

The Sydney Classic and Wooden Boats Festival was held in early March and was again a very successful show for powerboats, with 17 woodies on display.

A good representation from the CAWPBA was present. Member boats attending included *Aggressor*, *Arf-a-mo*, *Casatta*, *Cindy-Louise*, *Pheonix*, *Stormy*, *The Bug*, *The Jet* and *Zarak*. This covered the full range of boats, including Thunderboats (*Aggressor*), skiffs (*The Jet* and *Zarak*), hydro's (*The Bug*) and runabouts (*Arf-a-mo*, *Cindy-Louise*, *Pheonix*, *Stormy* and *Cassata*).

There were a few boats that I hadn't seen before, namely *Cindy-Louise*, *JMH* and *Melodee IV*. The following descriptions of these boats are the respective owner's words.

Cindy-Louise is a faithful reproduction of one half of a speedboat found resting under a tree in a paddock. The other half was not as appealing, so wasn't reproduced. The stem from the original boat was the only piece re-used. Over a five year period from 2003 to 2007 the boat slowly took shape to become what she is today. The finished product is the result of a lot of persistence, dedication to a dream and a bucket load of patience by

owner Phil Voigt and builder Cody Horgan. *Cindy-Louise* is powered by a Ford side valve V8.

JMH is a 14' stepped hydroplane that was built in 1954. The craft is powered by a triple carburettored Holden grey engine. The boat was raced during the 1950's by Jim Walters of Caringbah at the Royal Motor Yacht Club at Cronulla in Sydney. The boat is now owned by Geoff Watson, being kept in a reasonable state of originality.

Melodee IV needs little introduction to many. The 16' Everingham was built in 1968 for George Kilpatrick and is powered by a 283 ci Chev V8. *Melodee IV* earned the name of "Queen of the runabouts" after becoming the first displacement runabout to break the elusive one hour barrier in the Bridge to Bridge Classic race in 1971, coming in at 58 minutes and 10 seconds. *Melodee IV* won numerous major NSW and Australian championship races and held the all the Australian runabout records for 300 to 400 cubic inches, with a top speed of 82 mph. The boat was retired with a cracked plank on the left side after winning the 1972 Australian Titles at Rathmines. *Melodee IV* was discovered in poor condition in 2003, still

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And still they are out there

Paul Siddall



There was an ad in the local newspaper in SA and as all the ads say: “Lewis wooden speed boat”. Dave Drewer saw it in the paper and just had to have a look.

He headed around to see the boat and straight away he could tell that this boat wasn't a Lewis. The chap had said that the boat was 14 foot long and without a tape measure Dave could tell that it wasn't 14 foot, but at least 16 and looking around the boat he recognized the hull to be a Everingham.

The boat has got a Chev V8 with dry sump and a two blade prop. The chap told him that a bloke by the name of Peter Spicer raced the boat with some success and then moved on to another one and was killed



in a hydro in the end.

After a bit of negotiation the deal was done. Dave bought himself another boat (he is getting as bad as the rest of us).

The boat is in reasonable condition, being a ply boat with a bit of varnish and with not to much work will soon see it back in the water.

I can tell you that even when you say that there is nothing left out there to buy, they still keep coming.

If anyone out there has some old photos or information on this boat, Dave is very keen to get some more history on it. He can be contacted on 0408 225 471.

And more again

Greg Carr



Two boats from Victoria came to light recently.

Both boats were built by Neville Burton in Charlton, Victoria. Burton was a cabinet maker who built *Fiona* for himself, then built a couple of other hulls, one of which was *Corvette*, for locals who saw and liked his work.

Fiona was bought by a Bendigo resident in 1966 and when seen by his friend, *Corvette* was ordered. As funds were tight, *Corvette* was specified as a 14 footer, while *Fiona* measured in at 17’.



The boats were used regularly by the two friends in the 60’s, 70’s and 80’s before being parked under cover when the kids grew up and interest waned.

Both boats are in very original condition, having been well looked after by their owners.

Corvette is now in NSW with new owner Peter Bartetzko while *Fiona* remains in Victoria with new owner Travis Owens.

take up and we’ve got a bilge pump to pump it all out anyway.” Just at that time I remembered I hadn’t checked to see if it was working before we’d headed out. I thought I would try a gentle turn in the other direction and was duly informed by Tim that there was a comparable amount of water coming in from the same spot on the other side. Again, ever the Mr Cool, “She’ll be right Tim, it’ll take up.”

We idled up the river for a bit, with the boat nice and level and minimal water entering the boat (that I could see). I had the bilge pump switched on, but we were still carrying a heck of a lot of water by this time, which Tim kept advising me about, and the quantity didn’t seem to be reducing.



We headed back onto the lake and returned to our area of beach. I wandered to the back of the boat and looked to see what the bilge pump was doing, only to discover it really wasn’t doing much at all. After drawing on my enormous experience with all things automotive and electrical, I turned the switch on and off several times and when that didn’t work, I gave the pump a regulation calibrated tap. It sprung into life and began pumping water out. Tim was relieved, as was I. I then discovered we didn’t even have a bailing bucket on board, for which we quickly improvised, but that’s another story.

Somehow, I was elected driver for the day and proceeded to spend most of the day out in the boat while trying (unsuccessfully) to get our two trainees up and skiing. The Mitchelton Winery lunch turned into a take away foccacia and a weak latte from the café nearby.

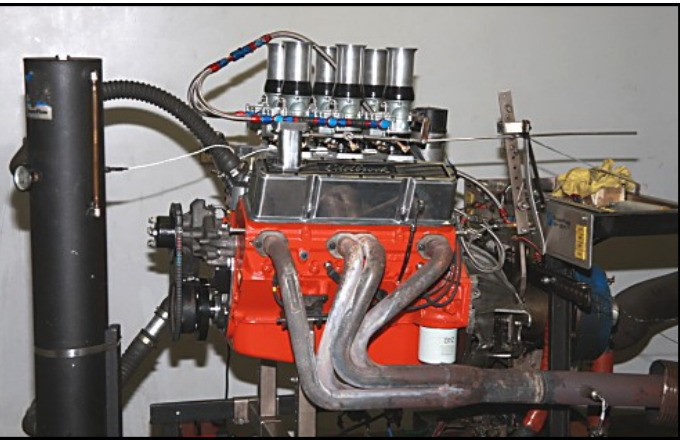
At about three o’clock, the wind, which had been slowly been picking up all day, finally came though with a vengeance. It was howling, whipping the lake up into white caps. We headed in, our learners pretty much exhausted anyway and happy to call it a day. It took a few attempts to get the boat back on the trailer, much to a few other people’s annoyance, but we eventually got it back on properly. We even remembered to remove the light board – much better.

As it turned out, we had a great day. I was a little concerned about the boat with all the starts that a direct drive boat does when teaching skiers. The concern with this was that Nova is not fitted with a generator or alternator, meaning the battery is constantly discharging. With the bilge pump working overtime as well, there was plenty of draw on the battery. By the end of the day, the battery was still turning the motor over strongly, so my confidence was up. Also, our major leaks had taken up, with no water entering in those areas. The boat still took on water, but in the end no worse than I expected.

Nova is an Eddy hull and was built in 1966. It is very original and as such, is getting pretty tired. The engine, a 283 Chev, is also getting tired and breathes a bit. Even so, the boat performed surprisingly well all day.

It was the first time we had used the boat as a ski boat, having used it only for several circuits at Narrandera in 2004 when I first picked it up and a couple of laps at Nillachootie. As the day wore on and the hours in the boat increased, I found it a joy to use. Not an ideal ski boat, with cramped rear seats and the ski rope constantly tangling up with and trying to rest across extremely hot over transom exhausts, but we all enjoyed the day and the boat. The great thing was that although this boat was last in the water 20 months ago, it did not miss a beat all day.

Rebound update



Victorian member Bob Carter recently had the engine from his Lewis skiff, *Rebound*, run on a dyno to see what sort of power it was making after a recent rebuild.

The 327 Chev produced 427 hp and 410 ft lbs of torque at 5760 rpm. To use Bob’s words: “Not bad for an old 327 with a lot of carbies and a 1968 cam”.

When I was married 25 years, I took a look at my wife one day and said, 'Honey, 25 years ago we had a cheap apartment, a cheap car, slept on a sofa bed and watched a 10 inch black and white TV, but every night I got to sleep with a hot 25 year old brunette.

'Now we have a \$500,000.00 home, a \$45,000.00 car, a nice big bed and a plasma screen TV, but I'm sleeping with a 50 year old woman. It seems to me that you are not holding up your side of things.'

My wife is a very reasonable woman. She told me to go out and find a hot 25-year-old brunette, and she would make sure that I would once again be living in a cheap apartment, driving a cheap car, sleeping on a sofa bed and watching a 10 inch black and white TV.

Aren't older women great? They really know how to solve your mid-life crisis.

Sunday outing

A couple of days after Christmas my son Tim suggested he and a couple of his mates go water skiing. He was looking at the first weekend in January and he wanted to take Nova.

Now, last time Nova was out and about was for the Melbourne Boat Show in July last year. The last time Nova was actually in the water was in April 2006. During that outing, we managed to blow a hole in one of the exhaust pipes about three inches away from the head and rip out a support timber for the left fuel tank, allowing the tank to flop around in the back. I hadn't done anything to the boat since as there was no pressing need.

I tried to put him off, suggesting he leave it another week or so until the holiday crowds started to return home. He suggested going to Nagambie, about an hour out of Melbourne. I thought "Oh great, that'd be Bourke Street at peak hour." Trouble was, it was at least two to three hours travelling for anywhere else with water. I was trying to buy some time to fix the boat, but he wasn't having any of it – he had already arranged it all.



I was working New Year's Day and as the Monday was New Years Eve, I knew I would struggle finding someone to weld up the exhaust. As well, I was working through to Saturday, coming off night shift on Saturday morning, and would not get much of an opportunity to put it all back together prior to the Sunday he wanted to go away on. Unfortunately, Tim is not good with repairing engines, boats, or doing anything at all, really, that involves hand tools, so yours truly was the one (not that I am all that flash). Mind you, he was willing to help, but was working all week except for New Year's Day and Saturday was out of the question because of cricket. Bugger! Making things worse, the boat is not at home, being a 15 minute drive away and not easily worked on in its storage place.

After a fair bit of driving around on the Monday, I managed to find what I reckon was the only exhaust place open in my neck of the woods. He was reluctant as it was lunchtime and he was only open a half day to finish off some outstanding work. Anyway, dollars talk and he welded on what is probably the roughest looking patch you'll ever see, but at least it was on and not very visible once the extractors were fitted. Unfortunately, I couldn't get to the boat that afternoon, so it would have to be Thursday to refit it. I think it was that evening that Tim reckoned it would be a really good idea if I came along on the Sunday. Bugger! Oh well, why not? It was an excuse to

go for a burn, help him get the boat in and out of the water because the others wouldn't have had much of an idea, and then once things were sorted, Jacqui and I could wander off for a few hours and have lunch at the Mitchelton Winery. Hah!! How wrong can one get it!

Anyway, on the Thursday prior to night shift I fitted the extractors, drilled up new holes for the fuel tank support timber and fitted it and then pumped up three flat tyres.

After nightshift on Friday night and grabbing a couple of hours sleep on Saturday morning, I dragged myself out of bed and went to pick the boat up (remember, he's at cricket). On the way home, I put some fuel in and put a bit more air in the tyres before parking it in the street. I still had a few more things to do in my open air garage – no side drive at my place. After the really hot day Friday, it cooled off a bit on the Saturday – I think the temperature struggled up to a fine and sunny 39 degrees, so it was really pleasant working out there.

After fitting a battery, I thought, "Gee, I wonder if this is going to start?" I cranked it for four or five compressions and then poured some fuel down the carburettor throat. On the next crank, there was an instant response, but it would not keep running. Two more tries and the whole street knew I was home as the engine crackled into life. It was great – dogs barking, kids running out, parents coming out. I thought – "Yeh, that's the pulling power of an old Chev". After they all realised it was only the silly old fart with the silly old boats, they returned to their air conditioned cocoons and left me alone.

After tidying up, it was inside for a shower and spruce up before heading off to two parties that night, luckily both within walking distance. After a fairly heavy night of partying, it was into bed at about 1:30 am before rising at 6:00 am for our "skiing" day. Hmm, let's see, 5 hours sleep after Thursday night shift, 5 hours after Friday night shift and now about four and half hours sleep. Three days and less than 15 hours sleep – the joys of shift work. Little wonder a bloke walks around in a daze half his life! The last thing I did before climbing into bed was to throw about 10 buckets of water into the boat in an attempt to get a bit of moisture into the planks.

We got going about 8:00 am and arrived at Nagambie at about 9:30. Surprisingly, I reckon there was only about 10 or so boats and a bag of jet skis on the water. The sun was out and the water was flat with no where near the heat of the previous day, but warm all the same. After draining what water was left in the bilge (not much!), we launched the boat. I did a quick check to make sure we were going to be able to pump the water out quicker than it was coming in, but I couldn't work out why we had to sink the trailer so far. Nova usually comes off the trailer pretty well. Anyway, it all looked good, so Tim and I went for a burn. It wasn't until about an hour later that I realised that we'd forgotten to take the detachable light board off the trailer, causing the rudder to hang up on it. Stormy doesn't have one, so no one thought of it! I had an excuse – lack of sleep.

As we were cruising along, I turned around to have a bit of a look at how things were going down the back and all was looking pretty good. Then I turned the boat gently, still looking in the back. Wow! There was water squirting in past a plank lap along a distance of about 6 inches. The next plank down wasn't a whole lot better. I thought s#%t, I hope that takes up quickly! I pointed it out to Tim, who decided instantly that we should return to the bank and make arrangements to pull the boat back out and go and buy something plastic. Staying ever so cool so as to instil the confidence in his son that only a father can do, I said "Don't worry, she'll be right. It'll

Greg Carr

Launceston Wooden Boat Rally

The 2008 Wooden Boat Rally was held at Launceston's Seaport Marina on the 9th and 10th February 2008.

The Marina precinct on the Tamar River is ideally located for the event, being within walking distance from the city. Organisers said it was bigger and better than last year and with the fine weather exceeded all expectations.

An estimated 10,000 people attended the rally over the weekend to inspect the 54 wooden craft of all shapes and sizes along with a display of vintage engines and model boats.



Miss Kitty

Television and newspaper coverage helped to promote the event and support from businesses around Seaport enabled the event to be a huge success.

Simon and Elizabeth Dudley with their speedboat "Miss Kitty" won the perpetual trophy for the best restored boat at the Rally. It was great to see a wooden speedboat take the honours.



Fury

"Miss Kitty" is a 1960's plywood bonded inboard ski boat with a 186 Holden Red motor with direct drive. She has undergone a 2 1/2 year refurbishment that included the complete replacement of the bottom

Alan Mansfield

ply below the chine and a new Australian Red Cedar deck. The gunwale, trim and dashboard are fashioned from 180 year old Australian Red Cedar salvaged from the owner's home renovation in



Mistral, Tekton and Miss Kitty

Launceston. The owners carried out the work with assistance at times from family and friends. "Miss Kitty" has been named after Elizabeth's deceased aunty.



Splinter

Other speedboats in attendance on the water were "Mistral", "Tekton" and "Splinter" and on shore was "Fury".

Quote for Today:
"Few wishes come true
by themselves"

2008 Sydney Classic & Wooden Boat Festival cont'd

with the cracked plank. The original owner's family and friends have since spent numerous hours bringing the boat back to its original race condition. This included refitting many original parts that were removed from the boat prior to its sale after retirement. The boat was completed just in time for George Kilpatrick (80 years old) and his jockey Gordon Brown (77 years old) to put on their original "Taft" life jackets and peaked motor cycle helmets and do an exhibition run in the 2006 Bridge to Bridge Classic. It was great talking to family members about the boat and its restoration. It was also wonderful to see the recognition given by people who could remember the boat from its racing years.

Other boats on show included hydroplane *Predator* (Rolls-Royce V12 powered hydroplane) and runabouts *Lola* (1936 Crosby carvel), *Suz-ann* (1962 Riva), *Comanche* (1963 Lewis), *Dirty Red* (2002 carvel), *Quick* (clinker runabout) and the skiff *Inbred*.

The highlight of the Sunday occurred at midday when the Merlin engined *Aggressor* was started while on display on its trailer. The engine roared to life in a sound and smoke show. The dark exhaust smoke caused by unburned fuel emanating from the exhaust stacks helped with the overall effect of the start. That deep rumbling noise that only a Merlin (12 cylinders, 27 litres, etc) produces was enhanced by the bounce off the concrete wall that was behind the boat. Spectators stood in awe of this engine, rarely seen and usually only heard from a great distance as it pulls an aircraft through the air.



After a several seconds of running the engine was shut down, only to be followed by another loud roar, this one coming from the enthusiastic and very appreciative crowd who clapped and cheered the effort.



All up it was another very successful festival for all boats and again provided us with a great opportunity for the promotion of our boats.



The weekend came to a close with the anticipation of the traditional Monday on the Hawkesbury outing for our group hanging there. This was to be something special with the running of *Aggressor*, but you will have to wait for the next newsletter to read about it.



Member's Boats

South Australian member Chris Schaeffer should be very close to now to having relaunched his 16' runabout after an extensive 12 month restoration.

The hull is a Len Hedges design, drawn up in 1961. Chris's boat was built by a gentleman in Mt Gambier in 1965. Originally fitted with a Holden 179, the boat has been re-powered with a 350 Chev.

I'm really looking forward to seeing this boat, having seen colour pictures of it. The black and white pictures here do not do it justice and Chris tells me the colour photos don't do the boat justice either.



Australia Day 2008

Once again the organisers of the Penrith Lakes Australia Day celebration invited the CAWPBA to attend. This is the third time that we have attended this venue.

Each year we have been offered more time on the water (a positive sign that we are being accepted at this venue). Although numbers were down on previous years the event proved a great success. This venue is fantastic and with our boats being docked in the water all day they looked simply magnificent.

We had available over 4 hours of time, two hours in the morning and two hours in the afternoon running our boats (*Comanche* ran around all day). After 4pm we all ran our boats 'till we had enough, taking lots of people for rides.

In all six boats attended *Aggressor* (Hydro), *Comanche* (Lewis runabout), *Cassata* (Abbatte), *Inbred* (Skiff), *Quick* (Clinker runabout) and *The Jet* (skiff).

The organisers and spectators were very positive regarding our display and seem keen to offer this venue for a stand alone display. Imagine a boat display to rival the likes of the USA and Europe.

Dave Pagano



Comanche and Cassata

Hopefully next time we will be able to fill the docks with vintage boats at this truly perfect international show venue. Bring on 2009.