

The Classic Australian Wooden
Power Boat Association Inc.

Postal Address:
18 Grandview St
Moonee Ponds
Vic 3039

Phone: 03 9370 2987
E-mail: nh35_stormy@bigpond.com

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

President's Pronouncements:

It's been a rough few months around the country. I think we've had it all - drought, extreme heat, hurricanes, devastating floods and bushfires and an earthquake or two in Victoria. I hope everyone came through OK.

The minutes for last year's AGM will be posted on the website shortly, so keep watch.

I am heading to Paynesville for the Victorian Chapter Wet Together at the end of the March, so hope to catch up with a few of you there.

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

Greg

Around the Traps

General:

- The club's web based Bulletin Board has been a great resource for us over the years, offering a quick and easy way for members and non-members alike to exchange information on boats, restoration issues, parts wanted and for sale, events, etc.

Unfortunately, we have lost control of the Board, with it being run by a non-member who refuses to hand the administration back to the club. No-one in the club has any effective input into what appears on the Board, its development, etc. This is not a problem while everything is happily idling along, but becomes an issue when problems do arise.

Because of this, a new Board has been set up at www.cawpba.com/phpbb. It is unfortunate that we will most likely lose a large chunk of our history when the old board is closed down, but we have rebuilt the Board before and I am confident that we will rebuild it again. All it needs is you.

Queensland and Western Australia:

- We are currently looking for a local rep in these states to raise the profile and awareness of the club. I have many contacts in each state to assist you. If you are interested in taking on this role, please contact Greg on 03 937 029.

2008/2009 Committee Members

PRESIDENT

Greg Carr
AH: (03) 9370 2987
Mob: 0408 937 029
Email: gca42796@bigpond.net.au

VICE PRESIDENT

Paul Siddall
Mob: 0419 826 377
Email: lema033@bigpond.com

SECRETARY

Alan Price
AH: (03) 5367 1941
Mob: 0403 838 193
Email: a_mprice@bigpond.com

TREASURER

Darren Goldberg
AH: (03) 9783 5952
Mobile: 0418 171 042
Email: darren@monetpress.com.au

COMMITTEE

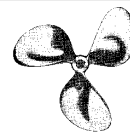
Dave Pagano Mob: 0413 766 501
Bob Carter Mob: 0418 101 626



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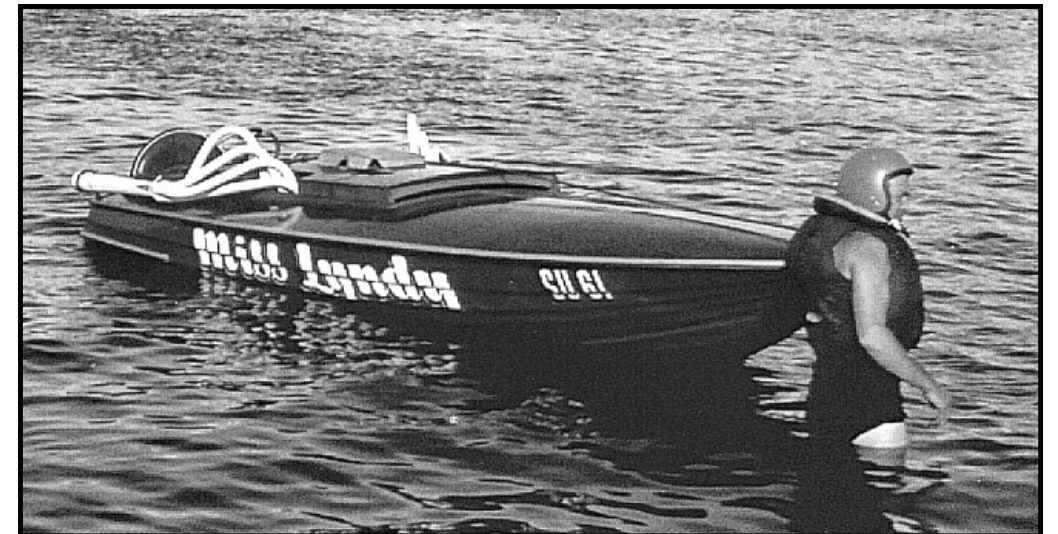
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THE HOLLOW LOG

Volume 9, Issue 2

April 2009



Miss Lyndy re-surfaces. More on page 7.

Staying Afloat

There has been considerable discussion over the past two years about the club's expenses and membership fees. For many years our concern was whether members were getting value for money in that our only real costs was the newsletter. They were the good old days when we could still avoid insurance and associated costs. Well, it was good while it lasted.

To run events, the insurance issue just kept on coming up. One example is Narrandera this year. We will need to obtain a Waterways licence to allow the closure of Lake Talbot for our exclusive use, a need that was highlighted by a couple of incidents with the public last year and a chat with a Waterways officer. If we do not have insurance, this simply won't happen.

Obtaining insurance had proven difficult as the companies contacted would not continue negotiations once they heard the words "classic wooden speed boats". The club eventually managed to obtain liability insurance from Nautilus Marine through Fergusons Financial Services last year, just prior to our Narrandera event.

The annual cost of insurance is not cheap, coming in at approximately \$1,000 for committee cover and \$3,000 for general liability. This made a considerable impact on our finances and will do so again this year when we renew.

If we continue to incur these sorts of costs on our

current income, the club will be broke within two years. With this in mind, the committee is continuing to look into other methods of revenue raising, including newsletter advertising, sponsorship, event entry fees, maybe even chook raffles at events, etc. We are in discussion with Nautilus Marine about an arrangement where the club receives some sort of reimbursement when a member insures their boat with the company. The company is offering CAWPBA members very competitive rates.

Unfortunately though, what it also means right now is a membership fee increase. Various figures were bounced around before a \$20 increase was decided on at last year's AGM. This increase was considered a reasonable amount, taking the annual membership fee to \$50.00, a figure the majority agreed was still very realistic for membership to a club.

This increase will not solve our problem, but will assist towards covering our costs. The fee increase will become effective from July 1st this year and will be reflected in your membership renewal.

We are actively looking for sponsors and other revenue raising methods. If you know of a potential sponsor or advertiser, please let us know. Circulation of this newsletter is officially about 90, but it is far more widely read than that figure and reaches many more people.

Coming Events

March 2009

- Victorian Chapter Wet Together, Paynesville. 28th and 29th.

This event has received late but reasonably good coverage via the website and the club's Bulletin Board, but this will very late notice for those of you without access to the above.

The event will be held at Dawson's Cove in Newlands Arm. Dawson's Cove is about 16 km by road from Paynesville. Dawson's Cove has a good ramp and sandy beaches. Like Narrandera, it will be a causal and relaxed affair.

For those interested we intend on having a meal at the Paynesville Pub on Saturday night.

For details including maps, etc, contact nh35_stormy@bigpond.com or 03 9370 2987 or 0408 937 029 ASAP.

April 2009

- American Motoring Show. We have been asked to display some classic boats among the thousand or so American built cars that will be on show. Sunday 5th. Flemington

Racecourse members carpark from 10 am.

- Heritage Afloat Festival of Wooden & Classic Boats. Lake Macquarie, NSW. 11th & 12th. For details, see <http://www.heritageafloat.com.au/>

- Seacraft/Syndicate Boat Owners Club regatta. Merool Caravan Park, Moama. 18th & 19th.. Refer www.ssboc.com.au

July 2009

- Committee Meeting, 2nd. Venue and time TBA

- Melbourne Boat Show, Melbourne Exhibition Centre, 2nd - 6th. We may have boats on display again, is to be confirmed. Contact nh35_stormy@bigpond.com or 03 9370 2987 or 0408 937 029.

October 2009

- CAWPBA National Regatta, Narrandera, NSW. 24th & 25th. For details, contact 03 9370 2987 or 0408 937 029 or email at nh35_stormy@bigpond.com

① *Please check for confirmation of dates and venues*

Club Contact Details

New South Wales/ACT 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/WA 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

South Australian/NT Chapter

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

Victorian/Tasmanian Chapter

For further information, contact Greg Carr by phone on: 03 9370 2987 or 0408 937 029 or by e-mail: gca42796@bigpond.net.au

Membership Update:

Vic	35	WA	3
NSW	29	Tas	4
Qld	2	SA	7
ACT	2	NT	1
USA	1	Total	84

Invader

Invader, a 16ft Lewis skiff, was built in 1967 by the Lewis Bros. and the hull was constructed from specially selected marine plywood. The original owner approached Frank Lewis saying that he wanted a skiff that he could also occasionally take the kids for a ride or ski with. Subsequently a seat up the front was incorporated into the design which is very unique.



The boat was originally fitted with a 302 Ford Windsor V8 which was purchased in the USA and shipped to Australia. Set up with a Haynes Hellyer V drive, the boat reached speeds in excess of 70 miles an hour. The boat originally ran exhaust pipes straight off the engine but later, when it was retired from racing, the exhaust configuration was changed to run through the transom.

The boat had a very successful racing career, winning numerous titles and trophies and belonged to the Burrendong Speedboat Club. It also raced at Lake Agellico in NSW before the boat was retired to a shed and the engine removed and fitted to a race car.



I first heard of the boat 10 years ago, but at the time, although very interested, did not have the storage space for another boat. A few weeks ago I was going through a folder and found some photos of the boat that the owner had sent me in 1998 as well as his contact details. I gave him a ring and the boat was still sitting in his shed and after quite a bit of negotiating, a deal was done. Understandably the

Adrian Ousman

owner was reluctant to sell his pride and joy of 40 years and it was quite an emotional time for him parting with boat.

Not having seen the condition of the boat's trailer in person, the boat was sent to Adelaide on a car trailer. The transport company said that they could not believe the amount of interest the boat generated on the journey.



Since arriving in Adelaide I have stripped the hull out, removing the V Drive, engine mounts, various pipes and bits and pieces from the hull and am in the process of giving it a good clean out. Having bought the boat unseen and relying on some photos, I was expecting the grease in the hull to have penetrated the planks. Luckily a few hours of cleaning revealed that all the planks were still well coated with varnish and the minor grease that was in the hull scrubbed off.



The hull itself is in excellent original condition and the restoration will largely be a cosmetic one. The deck however will be changed with the front cockpit removed to regain it's true skiff appearance.

The original owner is currently sourcing some old photos and slides of the boat in it's heyday.

A 302 Windsor will be sourced and refitted to the boat.

Adrian will keep us updated on Invader's restoration progress.

Miss Lyndy

I received a phone call from a club member about 18 months ago and he told me that he knew of a skiff that a chap had and might be for sale. So he gave me the number and I did the usual thing and rang the bloke. Well, he was on the money.

This chap had a skiff and it was his uncle's boat which he bought from him before he died. He said was going to restore the boat and it wasn't for sale.



We got talking and I had heard of an old tale about a old chap giving a skiff to a couple of young lads and said if you get it going you can use it. Well they got the skiff going and scared the pants of themselves so much they took it back to him and told him "No thanks, far too scary". As it turns out the tale was true and this was the boat. The chap lived in Victoria so I asked him that if I was over that way one day could I drop in and get some pics. He said no worries.



A few months ago my partner told me that we were invited to a family get together in Naracoorte and the memories of the skiff came back because it was down that way. I agreed and thought that I could kill two birds with the one stone and have a look at the skiff when I was down there. Well it wasn't as close as I thought - a 500km round trip - so I thought what the heck, it will kill a day. So I gave the chap a ring before going there to see if it was still OK to have a look and he said yes. Just by chance I asked him if he had decided to sell the boat yet and he said he was thinking about it, but wasn't sure. I told him I was still interested and we could talk when I got there (I can tell you that the family get together was looking more interesting now).

I set off from Naracoorte at 5.30 am (couldn't sleep), following the GPS, and I can tell you that the thing took every short cut it could,

Paul Siddall

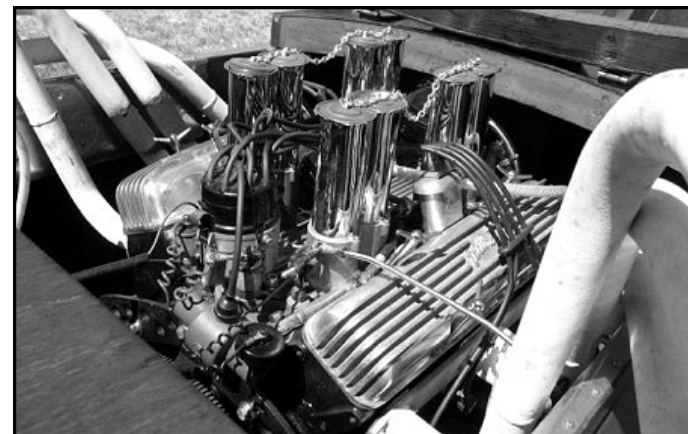
even to the point that I didn't see a white line on a road for 200km! I can also tell you that I was glad to get there after a 3 hour drive.



When I arrived I couldn't get in his shed fast enough to have a look and when he pulled the covers of I was even more impressed. It was a 16 foot Lewis that had a new deck and the rest of the boat was original. I was extremely excited and when he lifted the engine cover there was a fuel injected 327 Chev sitting there and that was it for me - I had to have this boat.

After a couple of hours of talking he had decided to sell the boat to me and the deal was done. He said to me that I could come back and pick it up, I said no problems and that I would take it now after digging it out of his shed (with one hand mind you as I had just has surgery done on the other). The money changed hands and I now own a 16 foot Lewis skiff.

The boat is in not too bad condition. I will have to have a look at a couple of planks but apart from that it should be OK. The owner told me that he had rebuilt the motor and it was ready to go.



If any one has any information and photos on this boat I would be very happy to talk to them (0419 826 377).

Quote for Today :

"Some days we are the flies, some days we are the windscreens"

easy to rule out. The choice was then between doing up the old Chrysler with limited after market parts availability or go with the ubiquitous small block Chev – a relatively cheap option and an engine for which there is a plethora of aftermarket engine and marine conversion parts.



Eventually we settled on the Chrysler option. We definitely wanted the engine to fit in under the hatch – the Chrysler just missed out but we felt confident of being able to reduce the overall height with some reworking on the carby and inlet manifold.

But the comment that tipped the scales came from CAWPBA member, Leigh Falke. He as much as said that anyone can do a 350 Chev, but in years to come people will look at the Chrysler and go ‘wow, so that’s a Chrysler’.

So the 318 Chrysler went off to the engine builder, Greg Wood, the same guy who built the exceptional 327 Chev engine for Rebound.

With the engine, there were quite a number of limiting parameters to frustrate Greg. It had to fit in under the engine hatch, it had to have a dry sump and the drive was off the timing case. The lack of height limited the induction system to the stock Chrysler inlet manifold and a squat 2 barrel Holley carb. Much to Greg’s frustration there was no point to doing a trick cam or any high flow headwork.

When we bought Turbo Fire it already had a dry sump, albeit one built way-back-when. It was a rudimentary affair with lots of copper lines braised together. It leaked like all get out, but when the engine was stripped down the bearings were in great shape. It worked but it leaked.

The dry sump set up was one for which there was no alternative. It is expensive but when you don’t have a viable plan B, there is no option but to have sump built, get a 3 stage pump, lots of plumbing & fittings, a purpose designed oil tank, filters and breathers... phew!

Trust me – if you don’t need a dry sump, don’t do it.

The only other aspect of the engine that was a bit different was the cam. The camshaft that was fitted to the engine had too much valve

overlap letting compression out the ports. The new cam was custom ground for the application. The 318 Chrysler is regarded as a low revving, low compression engine so there is no point in trying to make it into something that it isn’t.

Greg did a great job with the engine. He carefully selected the most appropriate components to work with one another and spent lots of considered time assembling the package.

The major challenge came right at the end of the project to bring the bolt on components together. We had to mount the oil pump, alternator and water pump. The water pump proved to be the easy one as we had always planned on using a cam driven pump. This mounted easily to the Robbie Marine timing case dog clutch assembly.

At the flywheel end we opted for two Gilmer drives operating off a common flywheel mounted drive unit. The oil pump was mounted to port side of the block, down low and out wide to accommodate the oil lines. The alternator was on the starboard side, higher and above the starter motor. There was quite a bit of engineering that went into this end of the engine.

So the Chrysler was finally shoe-horned in and out a few times, to figure out where the various bits and pieces would fit. There was only one spot for the oil tank and only one size tank that we could use.

But bugger! The engine didn’t fit under the hatch. It missed by about a centimetre and that was after Greg & Don had done all they thought was possible to reduce the height. Undaunted and determined to not cut a hole in the hatch, Don lost sleep over the problem but came up with a few more tricks to cut down the height of the carby, adaptor and the flame arrestor. Right angle boots had to be fitted to the distributor leads and timber had to be machined out of the hatch frame to fit the high end of the Mopar rocker covers, distributor and flame arrestor.



Finally the engine was primed with oil, the ignition timing set and fired up. The 318 Chrysler obviously doesn’t make a heap of power and the small block Mopar is also renowned for being a low revving unit. But as the driving force in a family ski boat, the Chrysler does the job admirably.

Was the Chrysler the right option? Most probably. The Chrysler parts are available, but nowhere near as readily sourced or with the broad choice compared to a Chev. Chrysler or Chev – both would need to have been dry sumped so there is no benefit either way on this issue.

To be concluded in the next edition of The Hollow Log

Project Boats

Vintage Storm

Vintage Storm is a late 1950’s 15’ Jack Eddy runabout that was used as a tour boat in Wollongong, NSW. Little more is known of it.

When purchased by current owner Ron Crouch, the boat had been substantially pulled apart, with all deck structure and bulkheads removed and the transom pulled out (right).

The boat will undergo a full restoration in the near future.



The Bat

The Bat is an unknown circa 1960’s 15’ runabout, purchased by owner Darren Crawford in 2007 and is currently being rebuilt for Darren’s wife, Donna. The boat is presently upside down, has been fitted with a new transom with the hull being repaired and readied for paint.

The boat was previously known as either *Cassablanca II* or *Cassandra II*, then *Mustang* and then *The Bat*. If someone can shed some more light on this boat’s history, Darren is keen to know.

The boat will be renamed *The Rose*.



Member's Boats

As some of you may be aware, a couple of years ago Dave Drewer obtained a small runabout called *Venom*. It was about 12 foot long, and with a bit of looking he worked out that it was a small skiff in its original days. So, with his new baby just arrived and him taking a couple of weeks off to look after his wife (I think he had better ideas), he just happened to find the time to start to convert the boat back to a skiff. He is yet to put it in the water, but I was told that it would be only a couple of weeks and it would be ready.

Dave reckons it should be better as a skiff because as a runabout it was more like a submarine.



Venom, as a runabout



Venom now



A skiff reborn

Paul Siddall

Turbo Fire

This is the second of a three part series on the tracking down, purchase and restoration of a Lewis runabout by owner, Bob Carter. This article is a great reference for potential and current restorers.

Hull Re-Build

With the engine out and all the hardware stripped off the hull, Don carefully pulled the deck off retaining all the timber components to either be re-used in the rebuild or used as patterns later on. Nothing that was on the boat was discarded until Turbo Fire was 100% complete and on the water.



The engine bearers came out and were shipped to my workshop for refurbishment. This involved lots of scraping and sanding on the longitudinal bearers. The cross bearers were replaced with new meranti timber. There was also new steel angle iron and new stainless steel bolts, washers & Nyloc nuts purchased and fitted. I like using steel backing plates for the bearer assembly. They look neater and spread the load much better than flat washers which tend to pull into the timber. I also like to make up new copper bolts that pass through the cross bearers and the keel.

With the deck removed, you get a whole new perspective about how these wonderful boats were built. Without any disrespect to this fine pedigree, the deck framing is a fair way short of precision timber work. Maybe the adage of 'what you don't see doesn't matter' applies here, but then again the boat has lasted a very long time, much longer than the Lewis brothers no doubt ever intended.

The first task was to fix and tighten up the deck framing. Joints that had opened up were re-fixed and glued with epoxy. Timbers that were not fair were built up and faired back in. Where steel nails had

been used, they had long rusted out and were replaced.

Then a new transom was cut and fitted. This comprised two laminations of marine ply with the third and outer lamination fitted after the deck was fitted but prior to painting the hull. Through this process, the hull was carefully chocked so as to be as level & as true as possible on the work trolley.

With the deck tight and the new transom in placed, the hull could be rolled over to begin work on the planking. To get the hull shape right, a tight deck is imperative.



The process of removing planks commenced with the garboard, the plank closest to the keel. Ultimately four planks either side of the keel (8 in all) were removed and replaced. The planks were carefully taken off one at a time. Where the nail could be ground off at the rove end, this was done with a narrow (10mm wide) belt sander and then the remaining nail was tapped out with a long pin punch.



Nails hammered into the keel or stem received a different treatment. The head was centre punched and then drilled off. With all the nails either removed, or ripped off, the plank could be levered out. The old plank was then used as a pattern for the replacement.

Instead of replacing the planks with solid timber, the new planks were cut from marine ply. The overlapping edges of the planks were faired and bonded with the 3M 5200 product. This is a wonder product for timber boat renovators – it has good working life, great gap filling qualities, is flexible and adheres well to timber.

During the project, one of my task was to source materials and com-

Bob Carter

ponents. Who would have thought that copper boat building nails and roves would be difficult to obtain? The best advice is that they can be scarce at different times, and this stuff is expensive too.



With a total of 8 new planks fitted, the inside of the boat looked odd – fresh new timber alongside the original timber that had many layers of yellowing varnish applied over the years. The only solution was to get in with a narrow 10mm wide belt sander and sand off all the old varnish. Then the inside of all the old planks and new planks were stained before being sprayed with a clear finish. The result is very pleasing.

While still upside down the hull was primed and painted with two pack paint finish coats.

Back up the right way on the jig, the bearers went back in, then the deck was next to be fitted. Marine ply was backed with light fibre-glass cloth and resin to give strength and resist rot from underneath. The old deck proved to be an excellent and invaluable pattern.



With the deck fitted Turbo Fire was at long last starting to look like a Lewis boat again. The exceptionally fair lines of this old beauty were now showing through. The old coamings that had been fitted in the cockpit cut outs were sanded and re-used. The deck was stained to the original colour and varnished with about 6 layers of two pack clear.

The classic wings finished off the deck and were fitted last of all. Having the old wings proved invaluable due to the compound curve of the deck. The framing was re-used with new ply fixed all round.

Along the way all the chrome work on the boat had been removed

and sent to the platers for re-plating. Bright new chrome work is really worth the effort as alongside fresh paint, the whole boat sparkles on the water.

While the timber work was being done, lots of other bits and pieces were coming together... fuel tank, upholstery, instrumentation, steering, rudder, prop, foot pedal etc.



Sourcing some of the old gear can be a time consuming challenge. The original steering wheel was still with Peter Rich and he kindly shipped it down to us. It was an original off an EH Holden and obviously had signs of wear and tear. So this was sent off for refurbishment with a new Holden red centre button sourced off eBay along with a new chrome horn rim.

For the patient restorer there is quite a bit of original boating hardware that comes up for sale on eBay.

Turbo Fire was ready for her engine.



The Engine

When we bought Turbo Fire, it came fitted with an old 318 Chrysler. We fired it up on the trailer and it started and ran okay and had good compression.

A refurbished old Lewis deserves a great engine. But here we faced a dilemma. Do we go back to original with a 327 Chev with 6 pack of Strombergs, do we re-work the 318 Chrysler or do we go with a small block 350 Chev.

As this was to be used as a family ski boat, the hot 327 Chev was