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

### President's Pronouncements:

I hope you all had a safe and happy Easter.

A little late with this issue as I was under the pump for some good quality content for you deserving readers. Please, if you have something that you think might be suitable for the newsletter, send it to me. Even if you don't think it's good enough, send it along anyway and let me decide. Members and readers of this newsletter are hungry for all classic boat related articles and will always appreciate your contributions.

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

Greg

## Around the Traps

### General:

• The club's old Bulletin Board was shut down recently. As many would remember, we lost control of the Board, forcing us to set up a new one. Sadly, a lot of excellent information and club history was lost with the disappearance of the Yuku Board, but we are now well and truly moving ahead with our new Board.

### New South Wales

• Sadly, member Mike Benn passed away recently after a short illness. Our sincere sympathy has been passed on to Mike's wife and family.

### Victoria:

• Member Richard Olsen has sold his delightful 1973 Seacraft so as to concentrate on getting his Lewis clinker back on the water. *Jarra* remains in Gippsland, just a bit further west now.

• I hear an "un-wetted" skiff has been purchased by a Victorian member.

• Unfortunately, we had to cancel a couple of planned outings. The Yarra cruise was abandoned because of "iffy" weather and the Paynesville Wet Together due to lack of interest. We will look to get something going in a couple of weeks, before the cooler weather settles in. Keep an eye on the Bulletin Board for any announcements.

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### November 2010

• Lake Mulwala Power Festival, incorporating the 2010 World Championship Grand Prix Hydroplane Championships. The CAWPBA have been invited back this year for static and on water displays.

• **Please check for confirmation of dates and venues**

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## Coming Events

### April 2010

• Seacraft Syndicate Annual Regatta. 10th - 11th, Echuca, Marool. Refer <http://ssboc.com.au/> for further details.

### June 2010

• Yarra River cruise. Proposed 19th. Cruise up the Yarra from the Williamstown ramp. Depending on time, maybe a detour up the Maribyrnong. Contact me on 03 9370 2987 or 0408 937 029 or email if you are interested.

• Vic/SA Get Together, Hamilton. Expressions of Interest are invited for a weekend in Victoria's western district. Please contact 03 9370 2987 or 0408 937 029 or email me ASAP.

### July 2010

• Melbourne Boat Show, 1st - 5th. If you are interested in displaying your boat, contact me on 0408 937 029 or [info@cawpba.com](mailto:info@cawpba.com).

### October 2010

• CAWPBA National Regatta, Narrandera, NSW. 30th & 31st. For details, contact 03 9370 2987 or 0408 937 029 or email at

## 2009/2010 Committee Members

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## Club Contact Details

### New South Wales/ACT Chapter

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### 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](mailto:gca42796@bigpond.net.au)

### Membership Update:

Vic	40	WA	2
NSW	24	Tas	2
Qld	4	SA	6
NT	1	USA	1
<b>Total</b>	<b>80</b>		



## The Classic Australian Wooden Power Boat Association Inc.

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# THE HOLLOW LOG

Volume 10, Issue 2

April 2010



Close racing in South Australia in the 1960's

## Melbourne Wooden Boat Festival

Greg Carr

The inaugural Melbourne Wooden Boat Festival was held in Melbourne's Docklands area in February.

I was approached some months ago about whether the CAWPBA would be a supporter of the festival. I was certainly keen as I had been involved in a couple of earlier attempts to get a wooden boat festival going for Melbourne, neither of which got up. Happily, this latest one did.

The weather over the weekend was hot and sunny, although the strong northerly wind was a bit of an annoyance on the Saturday. Sunday was calmer and the rain and possible thunderstorms tipped for the afternoon didn't eventuate.

We had a total of 11 boats on show, an excellent representation for the club, with nine boats on hardstand and two in the water. These included *Chrisie* (John Maskell), *Electric Girl* (Doug Bam-berry), *Friski* (Colin Bailey), *Hang On* (Ric Schoeneur), *Hi Boy* (John Maskell), *Lincoln* (Paul Siddall), *One and Only* (John Maskell), *Redskin* (Scott Botterill), *Steinway* (Darren Goldberg), *Stormy* (Greg Carr) and *The Jet* (Frank Wicks).

It was wonderful to have Paul Siddall and Colin Bailey and their families come across from Adelaide as well as Frank and Linda Wicks from north of Sydney. Thanks for the effort folks, it

really was appreciated by myself and also the festival organisers.

It was a great venue with the hardstand overlooking the water and plenty of room on the finger docking for the on-water boats. Boats of all shapes and sizes, from three masted sailing ships to canoes were there, all 120 of them.

Three classic power boats new to the scene were shown by member, John Maskell. John is the owner of three Chris-Craft boats, *Hi-Boy*, a 1959 18' Continental, *Chrisie*, a 1957 18' Holiday and *One and Only*, a 1938 17' racer. While the Continental and the Holiday were impressive boats, the racer was the one that generated a lot of interest. The boat is so unusual with its mahogany planking and maple trim. It is apparently the only one of its type built by Chris-Craft.

Not a club boat, but worth a mention for its sheer presence on the water, was *La Belle Limone*, Greg Sinclair's 28' Riva Super Aquarama. Watching the boat come in and dock in the capable hands of James Frecheville was a delight, with its twin 320 hp 454 ci V8 engines burbling away. Very special, that boat.

Our boats were somewhat spread out across the length of the site, which wasn't really conducive to a good club display, but was done to mix up

... to page 2



the different types of boats on show. This made it difficult to stay with the boats and talk to the public as well as man the club's table in the Associations & Clubs marquee.



We had plenty of visitors over the weekend, including several club members who dropped in for a visit. A table was set up with several photo albums of boat pictures and restoration projects, some timber water skis and a TV running a slide show and some video for the public to look at. Unfortunately, I forgot to take the DVD player home on Saturday night, only to discover it missing on Sunday morning. That meant a walk into town to buy another one. Very annoying.

Overall, I think the festival was a success. Although crowd numbers were down on what the organisers had hoped for, the people with the boats on show agreed it was a great weekend and that it most definitely should be done again in 2012.



### Yarra Cruise

We had organised a cruise down the Yarra River on the Monday following the Melbourne Wooden Boat Festival and on Sunday afternoon it looked like we would have 5 or 6 boats participating.

Unfortunately, Monday arrived with showers and the weather bureau predicting winds to 30 knots coming in at around noon, which was pretty much the time we would be coming back out of the river into the more open waters at Williamstown. I have seen these waters rough up and was nervous.

After numerous text messages and phone calls, we decided to call it off and wait for another day. That turned out to be a lousy decision as the rain blew away, the sun came out and the predicted winds didn't arrive until quite late in the afternoon. But, who was to know?

Unfortunately, the one person we didn't contact was Brian Bauch, who had driven down from Bendigo for the run.

I had decided to head to the ramp just in case anyone turned up and found Brian there ready to go. To his credit, Brian and his mate put the boat in and did the cruise anyway. They travelled as far up the river as Herring Island and said they had a great day with excellent feedback from the public as they passed by. The water was chopping up a bit when they came out of the river, but was still quite OK.



Just cruizin'

We will definitely be making another date for this cruise, so stay posted.

### Raven Update

Since the last update, Glenn has painted the bottom below the water line and applied the first coat of stain (Japanese maple) to the hull above the water line.

Glenn has also managed to track down the name of the original owner of the boat and is now in the process of tracking down the person himself. Coincidentally, I was talking *Raven's* third owner, Keith Pearse, at the Melbourne Wooden Boat Festival. Keith used to live in Bendigo but is now in northern Queensland. Keith has been talking to Glenn about the boat and has given Glenn some original equipment that had come off the boat years ago.

It's an amazingly small world.



### Merchandise For Sale

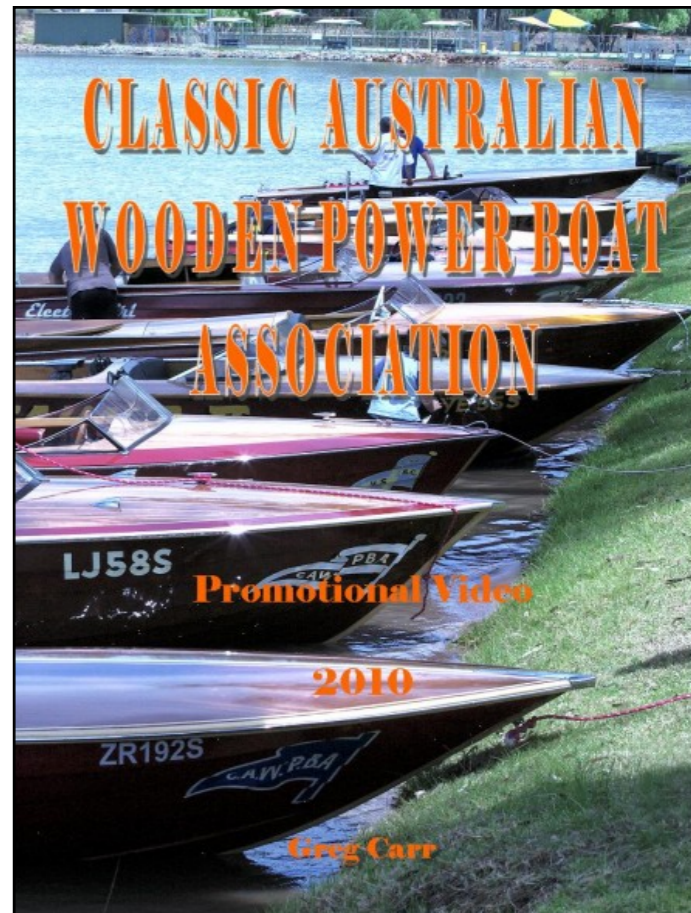
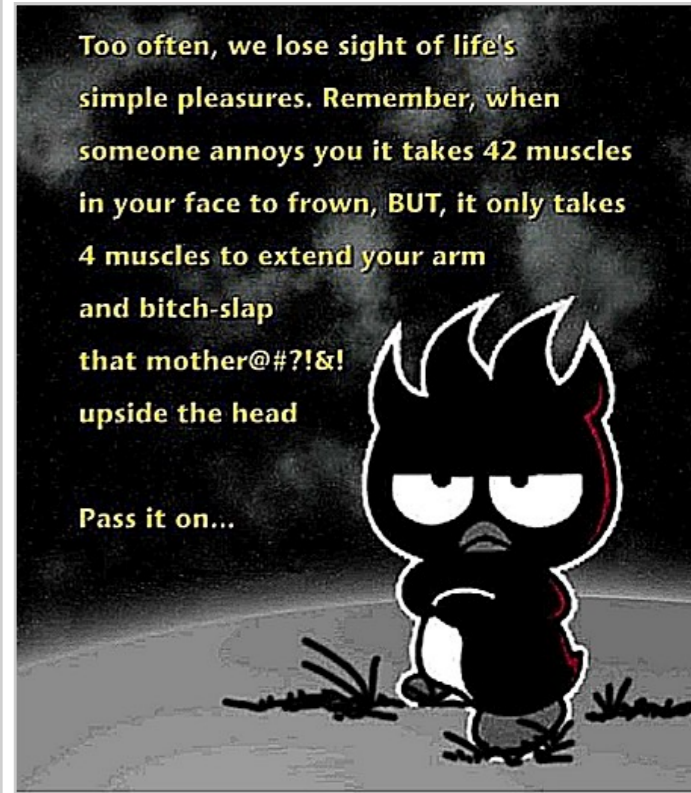
A CAWPBA demo DVD was produced for the recent Melbourne Wooden Boat Festival. It consists of two 3 min 20 sec videos of various classic wooden power boats in action. One of these two videos has a musical background while the other has the normal soundtrack. Also included is a 22 minute slideshow of different wooden speedboats, raceboats, etc., with a musical background to further entertain you. The DVD comes in a black book style case with sleeve.

The price is \$20.00 each, including postage and handling. \$13.00 from each sale will go to the club to help top up the coffers with the remaining \$7.00 to cover production and postage costs.

If you'd like a copy, please email me at [nh35\\_stormy@bigpond.com](mailto:nh35_stormy@bigpond.com) or phone me on 0408 937 029 to order your copy.

I figure that they can't be too bad - I haven't had any returns as yet!

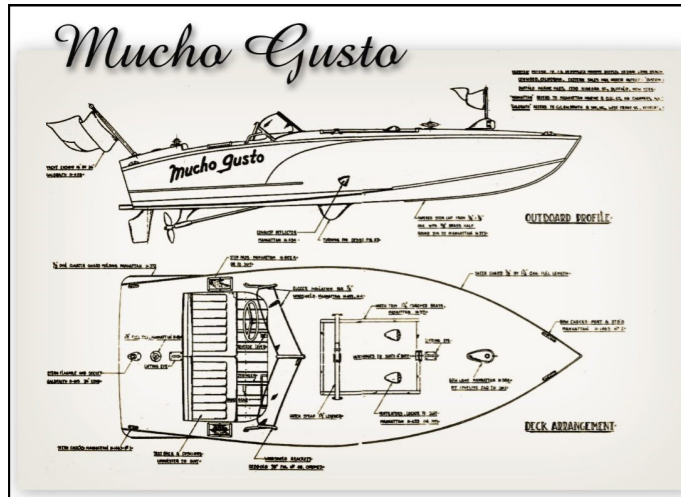
Quote for Today  
"Lack of money is the root of all evil"





## Mucho Gusto design

The *Mucho Gusto* hull was designed by David D. Beach, a prominent American Naval Architect. The plans were published in the early 1950's in various magazines and boat building annuals. The 14 foot hull was designed to take a 25 HP Crosley marine motor, but could be powered with any engine up to a recommended 45 HP.



The hull was popular as it was easy to construct and looked good both on the water and the trailer.

There is a couple of examples of this design still existing in Australia. Both are fitted with six cylinder Dodge side valve engines.

A similar design was used in South Australia to establish a Stock Racing class using a standard hull type and engine.

To establish this class, David Beach was consulted about his design and while the Crosley 44 ci engine was the standard American stock class at the time, it was decided to use the Holden 135 ci 6 cylinder



"Woody" survives in Queensland

engine in Australia. Beach modified his design to take the Holden engine and the "Raceabout" class was established. (also refer the Hollow Log, Volume 3, Issue 4, *Nostalgia: The 135 ci Raceboat Class*).

Unfortunately, the class did not prove a great success and the only known survivor is *Miss b-Havin*. This is an extremely original example of the boat, never having made it to the water.

*Mucho Gusto* plans are still available today.



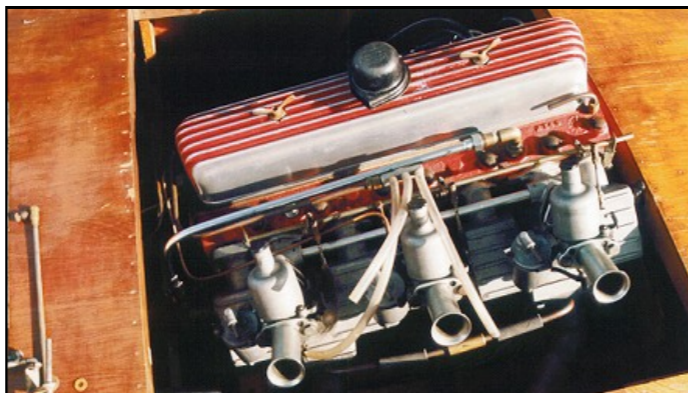
*Inbred* survives in NSW



Side Valve Dodge installation in "Inbred"



"Miss b-havin" survives in NSW



The Holden installation in "Miss b-havin"

## Bairnsdale Motor Expo

The Bairnsdale Motor Expo was held in early March and three members, Max Curtis (*Rebel*), Brenda Carter (*Turbo-Fire*) and Richard Olsen (*Jarrah*) put their boats on show.

By all accounts, the show was huge, with an enormous range of classic and vintage cars, bikes, machinery and models on display.

The boats received plenty of interest from the large and very appreciative crowd.



## Geelong Wooden Boat Festival

I dropped into the Geelong Wooden Boat Festival to have a look around and found two wooden speed boats on display. One was member Scott Botterill's *Redskin* and the other was *Cool Runnings*, owner unknown. Both boats made an impressive show.

Unfortunately, some thunderstorms rolled through and the rain settled in, putting a dampener on things. Luckily, it was not quite the battering that Melbourne was copping at the same time.

Scott had his Dad, John, with him for the show and once the organisers found out that John Botterill was there, he was literally swamped by people wanting to talk to him about his boats. Several boats at the show were actually built by John. Video and magazine interviews were hastily organised, recognising the importance of the Botterill contribution to boat building in Victoria. Instant celebrity status!





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# Binx Restoration

The last issue of the Hollow Log featured a sneak preview of a run-about restoration currently underway. In this issue, owner Paul Siddall gives us some background on the Binx runabout and explains the restoration progress so far.

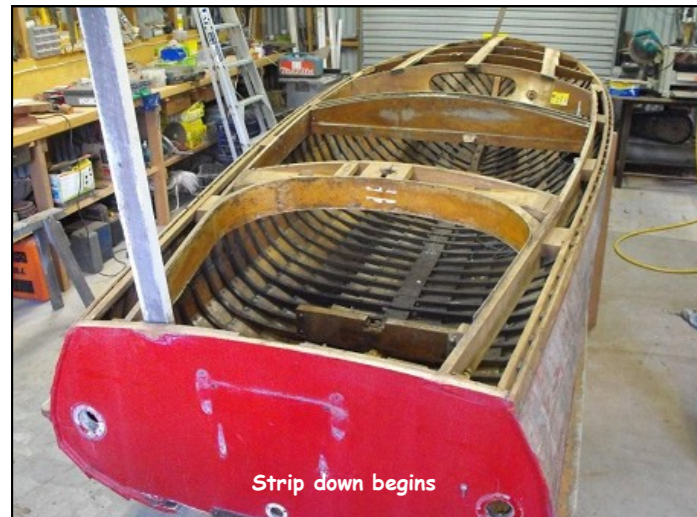
As many of you would know, I bought a 17' Binx some time ago after a long time trying to get the boat. I did a story on the boat in the Hollow log in January 2009. Well, after I had a good look at the boat, there was no way that I could do the work on the hull as it was too far gone for me. I contacted Ron Johnson in NSW and asked



The boat as found

him if he wanted another project, as he was about to do the finishing touches to my Everingham rear-mount that he was already working on and that I was about to pick up (photos and story on that boat to come).

Now, I don't know if everybody knows about Ron, but he was in partnership with Frank Lewis when Frank died and they built boats under the name of Lewis and Johnson and I can tell you that he is one top bloke and a fine craftsman as well. So when I went to pick up the rear mount I dragged the Binx up with me.



Strip down begins

I don't know if you have ever seen a craftsman in action, but Ron walked around the boat looking at and scraping the boat with a small bit of tin and telling me what sort of timber it was and what we could save. I can tell you that there wasn't much to save! Ron told me that he thought that he could save the top planks on either side

# Paul Siddall



and I looked at him very strange. So after a bit of discussion, we agreed that he would put all new planks on it as there was no point leaving two old ones. Then, the next point was what are the ribs like and it had a few cracked ones. Ron told me that they were very skinny and that's why the planks had cracked. So, after some more discussion we agreed that it would have all new wider ribs. After we had agreed on what to do with the boat, Leanne and I loaded up the Everingham rear mount and headed back to Adelaide.



The old narrow ribs removed

Now, you must understand that Ron is doing the boat in his spare time as he is still working full time and I don't think that this chap ever sleeps because it wasn't long before he sent me some pics of the boat showing where he had got to with it. And I can tell you that



Only the keel and stem remain

when he sent me the pics, I nearly died! You just don't seem to think about things when you do them, but I found out that when you take



Not much left

the planks off the boat and the ribs out there is not to much left - a transom and a keel! After my heart had started to beat again, I rang Ron to talk about the boat and he informed me that it was all that was



Planked up

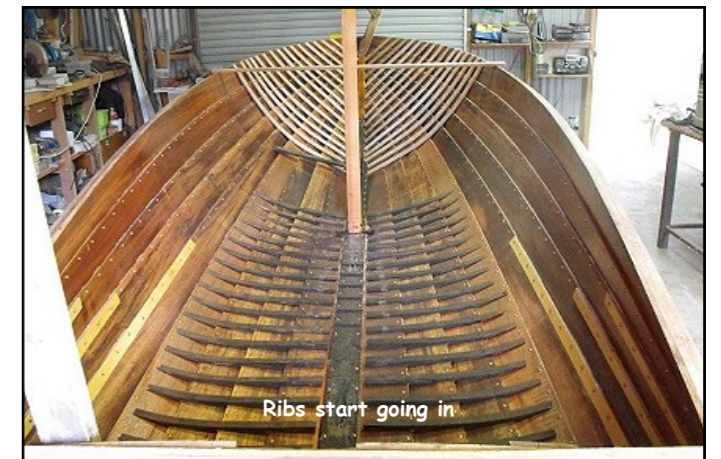
left of it. I said to him that he could have built me a new boat and he said "yes, but this boat had a great shape" and he had bought the new planks and already had the four bottom ones on.



Planks varnished on the inside



I spoke to Ron at the Nats last year and he told me that he was thinking of retiring and I told him not to rush on the boat and relax a while, but as Ron is it wasn't long before he had sent me some pics with the boat replanked and the next thing was the ribs. With the ribs now done the boat has been varnished inside and the deck is the next thing to do.



Ribs start going in

I will follow on with this story and the build as the boat comes along.



Fitting of ribs completed