



THE HOLLOW LOG

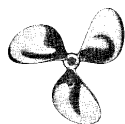
The Classic Australian Wooden Power Boat Association Inc.

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Goolwa 2012, Rebound and Renegade hooking in around a turn buoy. More next issue.

Emmachisit?

I was vegging (is that a word?) out recently after coming of nightshift, thinking about the wooden speedboat scene and where it is at.

Things are pretty quiet again, it would seem, with apparently not much happening. But, I think that's an incorrect assumption. Looking at the number of boats that are for sale out there, particularly on Ebay, shows there is still plenty of interest. While many boats are passed in, many are also changing hands. As most know, I try to keep some sort of track on these old boats and what's happening with them and their number is certainly steadily increasing. I became aware of approximately 80 previously not known of (to me) wooden speedboats in 2011. So far this year, there has been another 38 surface. I have just under 850 that I know of. These boats include runabouts, raceboats, plywood hulls, outboards, clinker hulls and a few hydros of significance. There are many more that I have not recorded for various reasons. I know many of you also know of boats that are stored away.

I think we are still finding a value for these boats, what they're worth. From the feedback I get, with

Greg Carr

the prices paid being for old boats being all over the place and creating uncertainty, potential buyers are worried about paying too much, so err on the cautious and let dearly wanted projects slip past them. While many sellers have unrealistic ideas on what their old boat is worth and ask way too much, the majority of buyers also have unrealistic ideas on the worth of a boat and are reluctant to pay what is really a fair price.

I'm often asked how much a boat is worth, something really difficult with little more than a couple of rough photos to go on, but often when I do say what "I" reckon it's worth, it goes with the qualification that all these boats are sold for what the buyer is willing to pay. The old adage still carries - one man's trash is another man's treasure. I usually add that there is usually a big gap between what the boat is actually worth and what it will realise. Alas, that is the situation.

Those of us that have been in the scene for a few years keep saying that it will settle soon, but we are still waiting. I think it will be a while yet.

Tassie Road Trip

It all starts with that innocent “Google” search “Hydroplanes for sale”. Those with the disease have all typed in something similar. I have wanted to own one of these works of art for some time. Dave P. (Bootlegger) tells me that driving a hydro is a rush of adrenalin like no other (well, almost like no other).

My “Google” search revealed ‘TheBugHydroplane’, a 14’6” Jones design with a fresh 202 Holden engine. It looked good and was worthy of a phone call to Andrew Petty, the owner. Andrew revealed that he had sold the boat 2 years earlier, but Andrew was kind enough to pass on the details of the new owner.



Dave P saying goodbye

One thing led to another and the deal was done, with the new owner, subject to inspection. I hastily organised a flight to Sydney, but no trip would be complete without checking out Dave P’s stash of goodies.

Within 48 hours I was the proud owner of TWO hydros. The race ready, “The Bug” and “Crazy Baby” (ex Miss Boron 2, Gold Dust etc) in need of restoration.

On my return to Hobart, my wife was a little bemused when I revealed I had purchased two boats instead of one. I am sure all reading this article can imagine how this conversation went. My wife agreed/conceded that it was a long road trip to Sydney only to bring back one boat – God bless her!



Thanks Chivs - last on and last off

I scrambled for some last minute tickets on the Spirit of Tasmania for my trusty 1970 Ford F350 (with a 20 foot flat tray). Arriving in Melbourne on the Friday the 16th December, I had until Sunday to be back on the Ferry for the return crossing. Failure to catch the Ferry would mean ditching the truck and precious cargo in Melbourne until the end of January.

Stuart Beattie

With not much room for error or breakdowns, the chances of success according to my friends were ‘fair to average’, but I was confident that my truck would not let me down! Driving up to Sydney was relatively uneventful, highlighted by my meeting with Jon (Hookster). I had on board a fuel tank and manifold to deliver to him and we had arranged to meet on the main highway just outside Albury. This alleged exchange of goods looked like something straight out of a crime stopper advert, but on this occasion everything was above board!



Close encounters on the Spirit of Tasmania

I am not sure if it was good planning or good luck but I made it back to Melbourne on time and onto Hobart safe and sound with 2 hydros, a new Labrador puppy (‘Darcy’) and a barrel full of stories to tell.

A special thanks to Dave P for all his advice and help. Also, thanks to Ian Anthoness (owner of ‘The Bug’) for going above the call of duty to deliver all the gear to Dave P’s residence at short notice.

Lessons, thoughts and anecdotes from a very successful trip:

- Don’t let your new puppy off the leash as it will most likely head for the nearest puddle of mud and result in your truck smelling of wet dog for over 1000 kilometres.
- Temporary fuel caps are just that – ‘temporary’.
- Ear plugs are required to prevent industrial deafness when driving a 40 year old truck.
- Rest stop long drop toilets are disgusting.
- After taking a wrong turn, trying to do a u-turn in a dead end street



Mobile fuel bowser

with a combined truck and trailer length of 14 metres requires un-hitching the trailer.

- Don't listen to Chris (Chivs) when he advises that when travelling on the Spirit of Tasmania - "last on first off" is not true !



My son Max finds a stowaway on board

- Listen (smell) to the warning signs when your puppy passes wind as there is usually something more sinister to follow.
- TT Line charge a disproportionate and exorbitant amount of money to travel Bass Straight. The only thing worse than a monopoly is a government owned monopoly!
- Driving in and around Sydney is a nightmare for a Hobartian – I don't know how the locals do it?
- Remember your sim password for your mobile phone. It saves borrowing someone's phone at 5.30 am to call your wife for help.
- It is important to maintain eye contact with Police Officers who strike a casual conversation about your boats at a highway rest stop. Distraction from items such as number plates can be important ... I can't say more as it may incriminate me.
- Don't get involved in a road rage incident when you are accused of not indicating – when your indicators are not actually working, and yes I did check them before I left Sydney – must've blown a fuse.
- My Ford F350 could really use a fifth gear – it is a long drive to Sydney and back at 85 km/per hour.
- My truck used so much fuel, even the petrol tanker following me transferring fuel via a hose attached had to stop to be re-fuelled.



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South Australian Wet Together

The South Australian Chapter headed off to Mypalunga for a day in the boats in January. Mypalunga is situated on the Murray River about an hour and a half's drive from Adelaide.

The weather was superb and a great days boating was had by all.

Boats there were Paul Siddall's carvel *Lincoln*, Colin Bailey's *Lewis Jan II*, Dave Drewer's Everingham *Jayme II* and Scott Wilson's *Lewis Hi-Fi*.

Looking at the pictures, it really is good to see the Murray with so much water in it again.

This was another one of those days organised quickly and without fuss when a couple of members thought it was time to get together and muck around in their boats. A quick phone around and a date was set. It's really just that easy.

Many thanks to Scott Wilson who sent the pictures in.



North Queensland Wooden PowerBoat Club

The North Queensland Powerboat Club had its first outing in Townsville in March year.

Organised by Glenn Hickmott, the group had about 10 boats, including some fibreglassics, attend over the weekend, which is a terrific first effort. People travelled from as far away as Mackay, Tinaroo and Mission Beach.

From all accounts, it was a great weekend. Congratulations Glenn.



Fiona

The last issue of the Hollow Log featured the freshening up of *Fiona's* hull and engine by owner Travis Owen. After struggling to find the time to finish off the refurbishment due to work commitments, the boat was relaunched in mid January.

Travis said that apart from the carbies over-fuelling a little and a couple of dribbles while the planks took up, the boat was very well behaved.

The boat looks a treat Travis.



Newbuild

An update to the progress on Ron Johnson's new clinker runabout, pictured right.

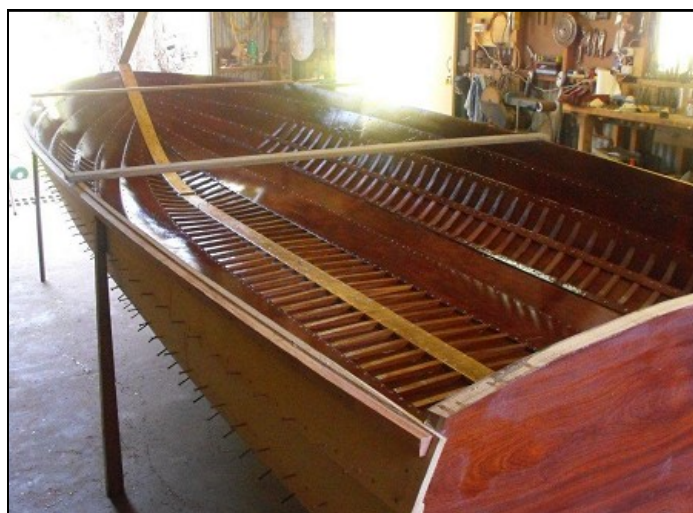
Build details are 18' long with a beam of 6' 10", half inch plywood planks and spotted gum ribs.

The pictures here show all the wedges in and ready for ribs.

Following up on the last article, Robyn didn't need to take a holiday to avoid all that roving. She was saved by son Michael, who put in a day or so helping Ron with the roving.

The latest update from Ron is that the ribs are finished, engine beds in and deck frame ready for the deck.

Below is a preview of a Lewis currently under restoration in Ron's workshop



Australia Day 2012

What a day! After much debate about the impending weather and the chop which might rise in the afternoon, we decided it was definitely a day not to be wasted and the *Man Wah* was launched early morning, and we made our way up the Yarra.



Heading under the Bolte Bridge

We had the picnic lunch packed, a bottle of vino and some red lemonade for our son and Herring Island was the destination, with a deadline to be back at 'the tennis centre' to see the RAAF Roulettes at 1pm. It was gorgeous cruising along at the incredibly slow pace of 5 knots. It doesn't matter where we are, or what we are doing in the *Man Wah*, but it always turns some heads! There is nothing like an old woody to get people chatting or even shouting from the shore... 'Nice boat mate', 'She's a beauty', 'How old is it?' It makes owning a woody all part of the fun experience, a great conversation starter!

With the slow pace, the arrival at Herring was a little later than expected and we moored alongside two brand new fibreglass ski boats complete with 6 speaker stereo systems. But as people ambled down the sculpture island to the jetty, which boat did they look at and admire? Of course, it was the old, tiny (14ft) but very graceful *Man Wah*. Okay, the *Man Wah* isn't Australian built, but instead Hong Kong made in 1960. It was commissioned by an Aussie family and built by the Hong Kong Scientific Service Company so we felt compelled to change the usual Hong Kong flag to an Aussie one for the day... it looked so good it might just remain a permanent fixture.

If you haven't done it before, we highly recommend heading up the Yarra for next years' Australia Day, weather pending. The view of

Tina McCarthy



Moored at Herring Island

the Roulettes from the middle of the river was spectacular to say the least. They passed directly overhead and use the river as not just their visual guide, but also as their 'ditch' area should they come into any trouble... eek! We couldn't have had a better place to watch the action... only problem for the people on shore was should they watch the Roulettes, or the gorgeous wooden boat on the river?

Maybe next year we can organise a CAW-PBA Convoy for Australia Day!

We took the *Man Wah* to South Australia over Christmas and we lost count of the people who told us to come over for the next Wooden Boat Festival. They sure love a good woody in SA!



Kristian with the Roulettes overhead

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President's Pronouncements:

I was given a familiar looking WWII army duffle bag the other day. Upon opening it, I found several old ski-jackets. These would have been jackets I wore as a teenager when skiing behind old *Stormy* (yeh, it was getting old even then).

Two things jumped to mind. The first being I can't believe that I once fitted into them and how much they have shrunk while being stored in that bag for 40 odd years. The second was how far we have come in life jacket design. Some were full vinyl jackets with sealed air compartments for buoyancy - I remember them being "state of the art" at the time. Needless to say, there is no air in them now. Two others were a fabric type jacket with polystyrene blocks sewn in around the waste line. While I love the old stuff, sometimes it's good to move on (pictures next issue).

Many thanks to all who contributed to this issue. Please keep it coming.

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

Greg

Around the Traps

General:

- There has been a couple of really nice, original runabouts come up for sale recently.

An Everingham in South Australia in exceptional condition and an equally good Burton hull in Victoria. The Everingham's price was pretty scary, but the Victorian boat was more reasonable.

Also, many of you will remember *Yandy V*, an 18' clinker runabout powered by a Chrysler V8. The boat, now named *Stardust* and based in South Australia, is also up for sale.

Check the website if you haven't already seen them.

Victoria:

- There's plenty of work being done by Ross Foster on his un-launched 13' skiff. Ross has had his work cut out sorting out a few issues and shortcuts taken when the boat was built. It's been an interesting journey so far. I'll have some pictures next issue.

NSW:

- Heard a whisper that the boat owned by "Gelignite" Jack Murray is still about, apparently still with its original Ford Y block, but pretty rough from being left out in the elements for many years. I believe it has caught the interest of a retired boat builder.

2011/2012 Committee Members

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Coming Events

May 2012:

- Bridge to Bridge Powerboat Classic. Sunday 27th. Several classic boats will be entering the event this year. Refer <http://www.uhpbce.net/2012%20Bridge%20to%20Bridge.htm> or call Dave on 0413 766 501 for details

July 2012:

- Melbourne Boat Show. 5th - 9th. Melbourne Exhibition Centre. Note that the club will not be displaying this year. Ref www.biavic.com.au/melbourneboatshow/ for details
- Forster Keys Skiers and Boaties Reunion and Power Boat Display. 7th & 8th. Elizabeth Park, Forster Keys, NSW. Contact Fred Williams 0421 075 075 or Peter Brown 0412 605 953

August 2012:

- Sydney Boat Show. 2nd - 6th. Sydney Convention and Exhibition Centre. Note that the club will not be displaying this year. Ref www.sydneboatshow.com.au/ for details

*Please check for confirmation
of dates and venues*

Thought for the Day



Handle every stressful situation like a dog.

If you can't eat it or root it ...
Piss on it and walk away

Quote for Today

*"Don't let someone become a
priority in your life when you are
just an option in theirs"*

Club Contact Details

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Victorian/Tasmanian Chapter

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Membership Update:

| | | | |
|-----|----|-------|----|
| Vic | 46 | NT | 1 |
| NSW | 20 | Tas | 4 |
| Qld | 3 | SA | 12 |
| ACT | 1 | USA | 1 |
| WA | 1 | Total | 89 |