

**The Classic Australian
Wooden
Power Boat Association**

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Editor's Note:

Again a little late with this issue, but more a problem with content this time. I need a constant supply of information to make this newsletter work. Please send in anything, however small or large, you think will be of interest to others. Believe me, it *will* be of interest. We all crave information and the more I get, the more you will get via the newsletter, so . . .

Please, keep talking to me

Greg Carr

Classic Boat Insurance

Regular visitors to the Club's website Bulletin Board would be well aware of the efforts of member Keith Laws in securing a deal with a major insurance company for insurance covering wooden speedboats. This has long been a thorn in the side of many owners in that insurance companies were simply not at all interested in taking on the insurance needs of wooden speedboat owners.

Thanks to Keith, we now have an option for quality insurance on our woodies through Club Marine Insurance.

Terms and Conditions are available, but in a nutshell, are as follows:

1. The Classic Wooden Power Boat Owners Association Scheme will be reviewed each year
2. Only financial members with the Club can apply to receive scheme benefits
3. All craft must obtain a satisfactory inboard inspection and condition report and supply a photograph prior to acceptance of risk
4. Maximum liability cover is \$1 million
5. Liability cover extended to cover social

skiers and skiers in club organised time trials

6. Policy extended to cover boats in Club organised time trials excluding boats exceeding 60 knots
7. The rate charged for Section 1 cover (damage to the boat) will be 2.5% of the sum insured, plus liability cover, Section 3 and all government charges.

Liability cover can be extended to \$5 million for additional cost.

To obtain a quote, all members of the Club should phone the Club Marine Victorian Office on (03) 8591 1950 and quote their membership number (available from Greg Carr or Keith Laws), which will allow an underwriter to provide terms.

For boat inspections, it is understood that most boat dealers who sell Club Marine Insurance can carry them out.

Apart from the fact that insurance is now available to us, the big bonus is that we are also covered during Club events.

Thanks Keith.

Coming Events

April 2003

- Victorian Chapter Get Together, National Water Sports Centre, Bangholme, Melbourne, April 27th.
- The Nostalgia Cup (Classic Powerboat Racing), Taree, NSW, April 19 & 20
- The Sydney Speedboat Festival, Australian Maritime Museum, Darling Harbour, Sydney, April 26 & 27

May 2003

- The Bridge to Bridge boat race, on the Hawkesbury River between the Brooklyn Bridge and Windsor, NSW, May 4th
- The "National" Australian Classic Wooden Powerboat Get Together, currently planning for late 2003. Possible venue is Wagga, NSW. Early stages yet, but keep this event in mind.

① *Please check for confirmation of dates and venues*

Club Contact Details

The South Australian Chapter

For further information, contact Paul Siddall by phone on: 08 8520 3651 or 0419 826 377 or by e-mail at: siddall@adelaide.on.net

The Victorian Chapter

For further information, contact Greg Carr by phone on: 03 9370 2987 or 0408 937 029 or by e-mail at: NH35_Stormy@bigpond.com

The New South Wales Chapter

For further information, contact Dave Pagano by phone on: 02 4578 4444 (after hours) or by e-mail at: davehotboats@hotmail.com

The Queensland Chapter

For further information, contact Chris Lawrence by phone on: 07 5594 2517 or

via e-mail at: chrisles@onthenet.com.au

The Tasmanian Chapter

For further information, contact Alan Mansfield by phone on: 03 64 282290 or email at: amansfie@southcom.com.au

The Classic Australian Wooden Power Boat Association

For general information, contact Greg Carr by phone on: 03 9370 2987 or 0408 937 029 or by e-mail at: NH35_Stormy@bigpond.com or write to the address at the top left of this page.

Merchandise

Caps and polo shirts sporting the Association's logo will be available again within the next couple of months. Enquiries/orders to Greg Carr via email.



The Classic Australian Wooden Power Boat Association

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THE HOLLOW LOG

Volume 3 Issue 2

March 2003

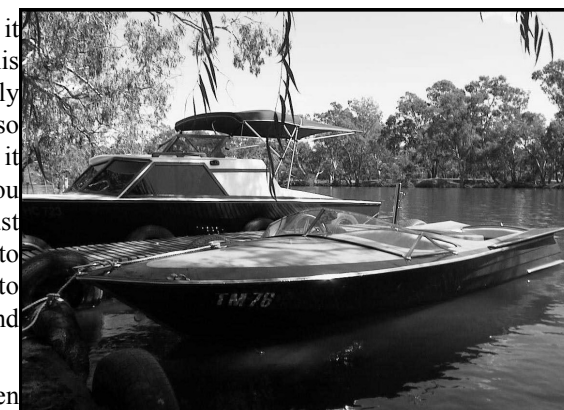
Only just made it

Well, here we are again with another issue of the *Hollow Log*. To be perfectly honest, I had grave concerns about whether this issue was going to make it at all. I had only one article available, and that was a disaster in itself (more on that later). It wasn't until I made an appeal for content to a few key people that material became available (thanks gents). I am now in the enviable position of having too much material for this issue, so you will have to wait until July for the Goolwa and Nagambie Get Together reports.

The disaster report mentioned earlier is on the Retromobile/Retronautique show held in Paris in February. The automobile part of this world renowned show was excellent, but the boat part was very disappointing. I spent a lot of time writing up this story when I

thought it was this issue's only article, so I've left it in and you are just going to have to grin and bear it!

It has been a busy part of the year for us with summer here and a few Gatherings having occurred. First off we had a setback in NSW which led to the late cancellation of another Hawkesbury Wet-Together. Victoria finally got its act together and put some boats on the water at Nagambie. The SA Chapter had another successful weekend during the Goolwa Wooden Boat Festival with another excellent turnout of boats. Victoria will again



Pleasant days in Nagambie, Vic

put some boats on the water at Carrum late in April.

Other important news in this issue is to do with boat insurance.

OK, that's it - enjoy!

Zarak

Zarak was found by Dave Pagano, who was originally going to restore the boat himself.

I contacted David by phone after reading an article in Powerboat magazine (Dec '98). He invited me to his Mum's place to see his collection of boats and memorabilia. It was then that he told me of a boat near my place in Villawood (Sydney).

I went to this place but couldn't find the boat. I rang David three weeks in a row before I finally found *Zarak* - a 13' Everingham skiff that was a bit "neglected"! It was right where David had said, but covered by a vine. When I pulled the vine away and saw it, I walked away. I went back couple of weeks later (the bug had bitten me) and contacted the owner. After haggling over the price, I ended up bringing

Peter Moir

it home in November 2001.

Spending just one or two hours on it when I could, the restoration started. The deck was discarded as it was rotten, the top planks on both sides were replaced and the second plank down on the port side was partially

continued overleaf....

replaced. I had no idea what I was doing so contacted Dave

Boat Handling

For those wanting to improve their boats handling characteristics, or just newly setting up, I can recommend a study of "How to set up an Inboard Runabout Parts 1 & 2 as set out in The Hollow Log Newsletters Vol. 2 Issue 3, June 2002 and Vol. 2 Issue 4, October 2002. My boat went very well in a straight line, with no porpoising or any other vices in that straight line. However, like a lot of heavy old boats, she only liked to go straight and turns were rather ordinary.

I spoke to Keith Simpkin who, as many of you know, has had considerable experience in building and setting up power boats. I told Keith of my boat's reluctance to change direction and he advised the centre fin might be too far forward. Inspecting the boat we found the fin was located under the front seat area. Keith's recommendation is that centre mount boats have the fin mounted under the engine flywheel area. This necessitated moving my fin about 500mm towards the rear. This gave an immediate improvement in turning but I still had a problem in that the steering wheel was still too hard to turn.

The rudder was then cut down by about one third in area (it was a big rudder). This did not improve turning but drasti-

cally reduced the effort at the steering wheel without any further adverse effect on steering.

Referring back to the Newsletter I noted the picture of *Melodee*, in Part 1, showed

a small fin about 170mm long by 400mm

high located on the port side. Falling for an old trick that if one fin improves handling, two should do so much better, I fitted one on each side of the stern – bad mistake – handling deteriorated. Back to that tried and true method used on *Melodee* and left one fin on the port side and removed the other – result – instant improvement.

I have reasoned that this positioning of the fin would be with a left hand prop. A right hand prop requiring the opposite location maybe – I am open for comment on this. (Ed note: *Melodee* was a race boat which probably had a gearbox but



Dave's boat "Puff"

would have definitely been set up to do left hand cornering, which it achieved extremely well).

What have I gained from this? Well, I gained a handling improvement with my boat by a little experimenting. It proved the boat was not set up correctly for the previous 45 years, so if you are not happy with your boat's performance, don't hesitate to experiment. It also helps to talk to the people who have experience in this area so you don't make obvious mistakes.

Zarak - from page 1

who explained over the phone how to attack it.

I replaced the planks with new ply, then came the next job, replacing the rotted tuck. David again explained how to do this. Following this my number one son-in-law and I built a new trailer which was done in two weeks of spare time. With the timber work finished we decided to fibreglass the whole hull over.

Then came the detail work on the deck. Cedar timber was brought and shaped for the deck then screwed in. After approximately six to eight weeks of undercoating and rubbing back it was time to paint. My other son-in-law is a spray painter so we took it to a spray-booth and applied four

or five coats of two pack polyurethane on it.

Next step was the engine. The grey Holden 138 cid was rebuilt by P. Knott Automotive, taking approxi-

mately six weeks by the time he completed it. Dave and I then started putting the deck ply back on. A new stainless steel fuel tank was fitted under the deck and a new seat was built and upholstered by Craig's Trim Shop at Holsworthy. All fittings are to be re-chromed by Mirror



"Zarak" as found

Finish Custom Metal polishing.

I was hoping to have it finished for Taree, but now I am not sure, so look for it around the Get Togethers in the near future.

Dave Powley

The Australian Wooden Boat Festival

Tasmania's rich maritime history was on show at the Australian Wooden Boat Festival held on the Hobart waterfront in February 2003.

Other attractions were performances by Theatre Alfresco and songs and poems by a variety of artists.

The boat show also featured trade stalls, demonstrations of scrimshaw, figurehead carving, blacksmithing, ropework, craypot making, steam plank-ing, caulking and a boat building forum.



Tex Charles' 16' Arapaho

An estimated 40,000 people attended the Festival over the three days, attracted by more than 330 wooden boats ranging from the square riggers *Lady Nelson*, *Enterprise* and *One and All* through to the 50 ft fully restored steam yacht *Preana*, traditional fishing boats, yachts, dinghies and models.

The ever popular Quick and Dirty Boat Building competition was keenly contested by teams of novice builders who drew their inspiration from the superbly crafted wooden dinghies on display nearby. They had limited materials and only 3 hours to build their craft before putting them to the test in a race around Constitution Dock.



Leif Dahl's Lewis Omen

There were five wooden speedboats on display, two on the water and three on their trailers.

Mistral, a 22 ft fully restored carvel hull that was originally built back in 1953 and

is now owned by Michael and Stuart Ferrall of Launceston was there again. *Mistral* underwent a nine year long restoration beginning in 1992, just making it for the last Festival in 2001. She was built by Ron McKinnon of Longford in Tasmania and was originally powered by a 283ci Chevrolet which has since been replaced by a 350ci Chevrolet.

The hull is half inch King Billy Pine with the West Epoxy system treatment and glass fibre over existing timbers. The deck is Brazilian Mahogany with Huon Pine inlays. Instruments and deck fittings are mostly Chris-Craft.

Arapaho is a 16 ft twin cockpit plywood clinker runabout which had just been completed, hav-

Alan Mansfield

ing been built over a two year period by "Tex" Charles of Kettering. Tex had previously built two boats many years ago when he was involved in racing and decided he would have a go at building again as he had some spare time on his hands. *Arapaho* is powered by a 350ci Chevrolet and Tex said she has only done about 5 hours work. He has finished her off beautifully right down to the timber plugs covering the screws on the deck. Tex has joined our club and is now offering *Arapaho* for sale.

Leif Dahl had his restored 18 ft twin cockpit runabout *Omen* on display. She is powered by a 390ci Ford V8. Unfortunately I didn't catch up with Leif to get some history on his boat.

Also on display was a small outboard powered plywood runabout and a 1930's style gentleman's launch.



Michael and Stuart Ferrall's 22' Mistral

The weather remained fine throughout and the organisers said "Although the numbers of boats had now reached their capacity, the Festival would continue to grow in other areas.

You don't necessarily need more to keep improving as it could continue to be refined in the way it is presented and the quality of experience.

They are the sorts of things that are evolving all the time."

Retronautique continued

Toulouse early.

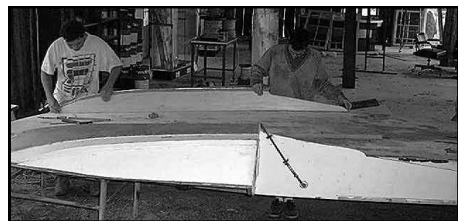


I could find out nothing about this large "Swisscraft", a Chris-Craft look-a-like.

The following morning I headed off to the "real" Malekoff station, bought a ticket from the machine (what an ace, I can work these things now) and went down onto the platform and waited. I even figured out which train to catch as there were two different destinations from the line. I got on my train and passed all those stations I was supposed to have passed on the way out the previous day. Got to Montparnasse Bienvenue station and went out to catch the bus. Piece of cake. Arrived at the airport at 10am and went up to the counter to check in, only to find squillions of people doing the same thing!

Around the Traps

Dave Pagano's Chris-Craft *CC* is up and running again after some hull work around a troublesome rudder post bearing and seal.



Andrew Petty, with some help from Dave Pagano, is reportedly working hard on getting his hydro *The Bug* ready for the Sydney Speedboat Show. I hear a whisper

I thought "I haven't got a hope in hell of getting on this with my standby ticket", and I was told just that by the Air France women behind the desk. She said forget it until 4:30pm at the earliest—something to do with the start of school holidays in that part of France and the collapse and shut-down of another airline the day before. Well, she was right. Over six hours I waited at that damned airport. I discovered that while it really isn't a very exciting airport, it is a very expensive one. Try \$A10.00 for a small orange juice and a donut. How about \$A23.00 for a beer, an excuse for a hot-

dog and a bag of potato chips (I thought I was getting hot chips). Yeh, I can here you all saying that you wouldn't have bought it. Well, hunger is hunger I'm afraid and I had breakfast at about 7am.

I finally managed to get on a 4:30pm flight and two hours later I was home.

The weekend was disappointing knowing that

this show has previously displayed many prestigious boats including the likes of "Ferrari" hydroplane, etc. Not so this year. Maybe there will be something else come up during the next couple of months. One thing for sure is that you can rely on your intrepid international reporter to be there if there is.



This 1921 Alda 4B with its 3.6 ltr 4 cylinder is actually a motor car. The timber bodywork was superb.

Greg Carr

that the boat might appear in May's Bridge race as well.

Jeff Lockhart's boat collection is such now that he has had to build a huge new shed to accommodate them.

Bob Carter's Lewis skiff *Rebound* is on track to make an appearance at Carrum in late April. A few early engine starting problems didn't hold Bob up for long.

Darren Goldberg assures me he is still getting a boat sometime.

Greg Carr is still going to make a start on *Yenom*, one of these days.

Rob Cranfield has decided to end his long courtship with Therese and has gone and married the girl. Congratulations and best wishes to both of you. Rob, how did you find the time?

Brett McIntyre is progressing steadily on his carvel hulled *Sante Fe*.

Doug Bamberry is getting his Lewis *Electric Girl* back towards original, having recently fitted a 327ci Chev.

Congratulations to well known Victorian boat builder Peter Adcock who recently celebrated 40 years of wooden boat building.

The Toledo story

We all dream of finding that dust covered classic wooden clinker sitting tarped up in the back of a garage - shaking the inch thick dust off the cover to reveal a boat that hasn't seen water or sunlight for decades.

Well I'm here to tell you people it still does happen.

I received a call at the office from a guy who had been given my name by Keith Simpkin. He had been assured I would know just what to do.

Toledo, a 1960 solid kauri plank Simpkin clinker, needs to move from under the landing, somewhere it had been living for the last twenty odd years.

"It is a pretty tight fit" I was told. Umm, this might be tricky, so I'll get Keith Laws on the line - he's done most things...

We organized to meet at Doug's place (the one and only owner of *Toledo*) on the banks of Lake Mulwala on the Victorian/NSW border.

Doug was right, she was pretty tightly packed in there, but without too much trouble we hooked up the Monaro and gently negotiated her out.

What a sight! It was just like "the dream" we all have - the dust, the spider webs, the unmistakable Simpkin shape, and everything was still there, all in the right places.

Here are some pictures and commentary:

Fresh from under the landing. You can



see that there was not much clearance. Note that the dust even gets under the covers!

Doug, Keith and myself "assumed the position" for boat studying. Doug gave us



a rundown on the boat with the same enthusiasm as he would have had on the day he brought it home.

Doug was very upset with the condition of his baby, so before we could do any-



thing, Toledo gets a quick bath to get rid of the dust and cobwebs.

Before

and after. The original 1960 Smiths



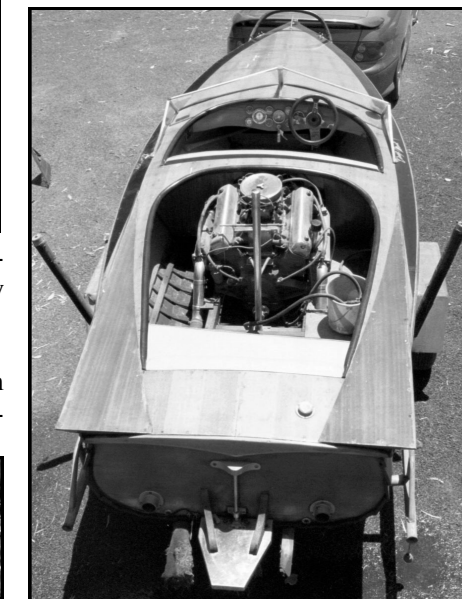
gauges in the cockpit, before and after a simple "chamois" over.



Bird's eye view of the lines showing the

Darren Goldberg

"open" 292 Y-block Ford V8 engine and of course the "wings" and beautiful cockpit shape



Great example of the flowing hull shape of Keith Simpkin's boats from side on, and the original, very sound pipe trailer complete with hydraulic dampeners on the springs.



Toledo is a true classic wooden powerboat which has provided 43 years of enjoyment and fond memories for a family, and with some TLC has a lot more to give.

"Quote for Today"

A leading authority is anyone who has guessed right more than once

(This is especially so with old wooden speedboats)

Retronautique, Paris

While in France I heard about a show called Retromobile. Retromobile is an expo held each year in Paris that displays some of the world's absolute classic motor vehicles from years gone, whether they were known for speed records, production numbers, styling, functionality, etc. For several years now,

very thick fog right down to ground level and the second, pilots don't land aircraft as well as electronics do. It was a beautiful smooth landing, you hardly knew you were on the ground.

Anyway, first thing to do was find my hotel, which was only a few hundred metres from the venue at the Paris Expo.

Tired of getting lost all the time in France, I had it all planned out. Catch the Orlyval train at Orly Airport. That would take me to the start of the Metro. On the Metro, two train changes and get out at Malekoff Plateau de Vanves, my station. From there I would

turn left and walk 200 metres to my hotel. Piece of cake – I had maps, names, distances, everything. Yeh, wrong!

The guy at Orlyval said the best thing was for me to catch the Air France bus to Montparnasse Bienvenue station, a major train station in Paris. Then I would only have to catch one train instead of three. Sounds

good. "What was that? Catch the bus at door 'D'. OK." Fifteen minutes later I find door 'D'. Oh well, at least I'm here. I then wait 15 minutes for a bus. Just before it arrives, I watch another bus pull away from door E and where do you reckon its destination sign said it was going? You guessed it, Montparnasse Bienvenue! The bus that rolled up to door D was going somewhere else, so off I go to door E and wait for the next 'right' bus.

On the bus I get and away we go, eventually being dropped right outside the railway station. Walk inside – jeez it's big! I head off looking for a ticket counter to ask about getting a ticket (of course, they all speak English). Every counter seemed to have about 2000 people queued up and knowing the French and their lack of urgency for everything, I figured I had better go and check out the ticket vending machines. There were four or five different rail companies or options and trying to sort out which one I needed via one of these machines was proving hopeless. One thing I did know was the name of my station and that it was on line 13. I eventually find a station called Porte de Vanves Malekoff. Nearly the same name as the station I wanted, definitely on the same line - it must be the one. I bought my ticket, patting myself on the back and thinking how clever I was. Wrong again.



"Miss Atlanta", a superb cravel hulled runabout powered by a very original 100HP Mercury outboard

Greg Carr



Although showing signs of use, this Evinrude was offered for sale in its original packing case

On the train and away I go. I checked my map and saw that I was to pass through four stations before arriving at mine. No such luck - we just kept going. We didn't go through any stations and I was thinking to myself how this was not looking good. All of a sudden I see a B&B Hotel whiz past the window and I thought "I bet that's mine". About a kilometre or so down the track we started to slow down for a station – Porte de Vanves Malekoff. I figured this must be right and there is another B&B hotel close by. I came out of the station and turned left to find the street did not run the right way. It was also supposed to be called Boulevard Charles de Gaulle. Nothing like that around here. I walked around in circles for a while (I do a lot of that in France) trying to pick up a reference from my basic map. No good. I figure I need to head back to the hotel I passed while on the train. After a few hundred metres and a couple of turns I stumble across a petrol station. The bloke on the counter went

white when I spoke to him in English, so I stuck the map on the counter and pointed to where I thought I should be. He studied it, pointed at Malekoff Vanves and said "Oui". I then said "Boulevard Charles de Gaulle" and he responded with "Oui" again and pointed to a road across from the service station. One kilometre later and I walk pass the entrance to a Metro railway station and lo and behold, the name was Malekoff Plateau de Vanves, and not 200 metres down the road was the B&B hotel I saw from the train. It might take me a while, but I

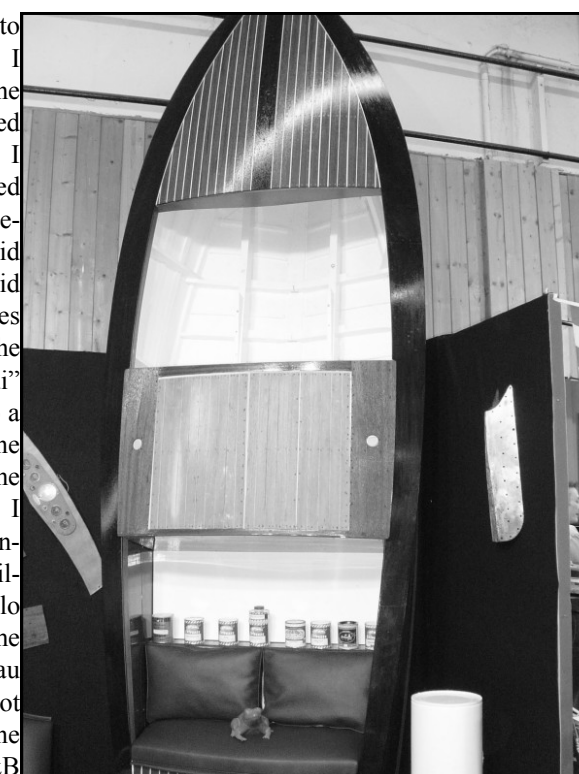
always get there in the end!

After checking in I headed off to the expo. Easy, plenty of signs to show the



I would guess this 14' outboard powered clinker about at being of 1950's vintage.

way. I arrived at the site and - problem, this place is huge. What building do I go to? Where is the entrance for that matter? There were very few people around and they all seemed to be going somewhere else. I spotted a bloke with a camera and



This partly restored 16' Chris-Craft was displayed standing on its transom.

thought that he might be a good one to follow and he led me straight there.

Inside I head. What a sight. One magnificent classic car after another, most better than the day they came out of their respective factories. I walked past fairly quickly, thinking I will get to the boats and do the cars later on.

Walking towards the back of the pavilion I couldn't find anything remotely nautical. I eventually get to a rear corner and spot what looked like a Chris Craft. Fantastic! Found them. I continued on to get in amongst them when I realised there was a grand total of five boats there. I couldn't believe it. I had endured all the stress of getting here for five boats? I couldn't even get anyone to talk to me. Why talk to someone in English when you can talk to someone in French? Can't say that I blame them really.

I had a look around at the boats then went on to the cars. That evening I figured I had seen as much as I was going to see boat wise, so I decided to head back to