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### Editor's Note:

Elsewhere in this issue I have appealed for contributions to the newsletter. I am a one man band in this and simply cannot chase up all the information needed to make this newsletter a decent "read". Please send in anything you think might be of interest to members. You would be surprised with the interest generated by a photo, a maintenance tip, some news, even a rumour.

Please, keep talking to me ....

*Greg Carr*

## Around the Traps

### New South Wales

- Andrew Petty's classic hydroplane *The Bug* is back on the water after restoration. The 14' 6" Holden powered Jones hull looked and sounded superb on a recent outing on the Hawkesbury River.
- *Surferoo* is progressing in the hands of Rob Cranfield. Gunwhales are being replaced before some serious deck refinishing can happen.
- I hear a Chris Craft Riviera is now in the hands of Paul Pagano.

### South Australia

- Another big skiff will soon be back on the water thanks to Paul Siddall. Paul is currently carrying a out a major restoration on the 16' Lewis. Not much is known of the boat, other than it was last registered in Victoria.

### Victoria

- Darren Goldberg is progressing well with the restoration of his Simpkin runabout *Toledo*. A few cracked ribs along with some problems in the stem and gunwhales will keep Darren busy for a while. Mind you, he is receiving some expert advice from the boats builder, Keith Simpkin.
- Greg Carr has finally started on his 16' Lewis skiff *Yenom*. The boat has been stripped down and some rot problems in the gunwhale and

top plank on the port side are being addressed. A badly split transom is being looked at as well.

- For some time, Goulburn water in Victoria had placed a speed limit of 10 knots for power boats on Lake Eppalock. Mind you, they hadn't banned power boats, just imposed the speed limit. Thankfully, it seems common sense has prevailed and they have removed the limit. Mind you, water is still being allowed to run out of the lake faster than it is going in.
- Craig Balme has decided to sell his 18' Chrysler powered clinker *Yandy V*.
- Leigh Falcke has added another craft to his increasing collection of boats. Leigh has come across a 14' skiff that had been set up for drag racing using a 351ci Ford. Hmm, scary stuff!
- Well, it was a really tough decision, but duty calls and I have decided that I must again fulfill my obligations to my employer. I have been asked to return to France for a month to "help out" and who am I to say no. I will be departing mid November and returning to Oz just prior to Christmas. It's tough, I know, but it is yet another sacrifice I must make. Now, just what was the name of the delightful Bordeaux red that went really well with that stinky rind washed brie from Normandy?

Au Revoir



# THE HOLLOW LOG

Volume 3 Issue 4

October 2003

## The Classic Australian Wooden Power Boat Association

### The Hollow Log and You



*The 2003 Melbourne Boat Show*

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## Coming Events

### February 2004

- "A Gathering of Wooden Boats." This event is being put together now. Not only power, but a wooden boat event covering all types of craft. Melbourne Docklands Feb 14/15th. More info as it comes available. If you are interested in putting your boat on show in this event, please let me know ASAP. There will be an opportunity to run the boats on the water as well. If you are willing to assist in any way with this event, please contact me.

### March 2004

- The Sydney Classic and Wooden Boat Festival. March 6/7th. This is a big event for classic powerboats. The National Maritime Museum, Darling Harbour, Sydney.
- NSW Chapter Wet Together, Hawkesbury River at Windsor, 8th March. This is the traditional follow-up day after the Sydney Wooden Boat Festival.

① Please check for confirmation of dates and venues

## Club News

### 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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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 are available again. Caps are available now and shirts on order. Enquiries/orders to Greg Carr via email.

Shirts are \$27.00 each and caps \$18.00 each.



I was toying with producing this edition of the newsletter in full colour.

Each issue of the "Hollow Log" costs us around \$50.00 to print in black and white with two upgrades in paper quality/weight. After being quoted \$600.00 to have this issue

printed in colour, I made an executive decision and decided to stick with black and white. Mind you, the print place said I could get it done for much less at a larger printing company than them, but that I would still need to do about 1,000 copies, which is about 900 more than I

get done now.

So, here we are in glorious black and white again. Someone suggested that black and white suits the era of our boats and maybe that's true. Mind you, we do have a full colour website.

I hope you enjoy this issue.

## An Appeal

Again I have received many queries about what had happened to the newsletter.

Fact is, the newsletter was late because I had so little content to put in it and spent ages scratching around for something. Sure, I could put any old thing in, but you people deserve more than just "fillers". While I can continue to fill up space with old magazine articles, even if they

make for good reading, I don't think you want a newsletter full of them.

What the newsletter needs are articles submitted by you people. Tell us how your boat is going or how its restoration is going, if that's the case. Send me a picture and a few words on the last time you had it in the water, anything. People are interested. Members want to see

other peoples' boats, they want to know how you use your boat, what other people think of it. They want to know what's going on around the country.

So, at the risk of being a nag, I am appealing again for contributions to the newsletter. Good quality content is out there with you. Just type/write something up and send it in with a picture, if appropriate. I will do the rest.

## "Lizzie" back in the water

**L**izzie is a 1965 Century Resorter. The Century Boat Company was a major manufacturer of carvel hulled runabouts in the USA.

Arriving in Australia in around 1995/96, the boat disappeared until recently. It appears that Lizzie has been undergoing an extensive refurbishment at Pheonix Marine in Sydney.

Of mahogany over American oak frames, the boat is standard for the model. Power is from a Gray Marine "Fireball" 175HP V8. This is the racing engine for the model and should push Lizzie easily to about 45 knots.

Pheonix Marine currently have another project underway, that of a New Zealand built carvel hulled speedboat, *Miss Auckland*.

Both these boats should be at the Sydney Wooden Boat Festival in March 2004.

More pictures and information on these boats can be seen on the Pheonix Marine website. There is a link to the site on the Links page of the Classic Australian Wooden Power Boat Website.



*Back in the water on Sydney Harbour*

## Lewis Skiff restoration

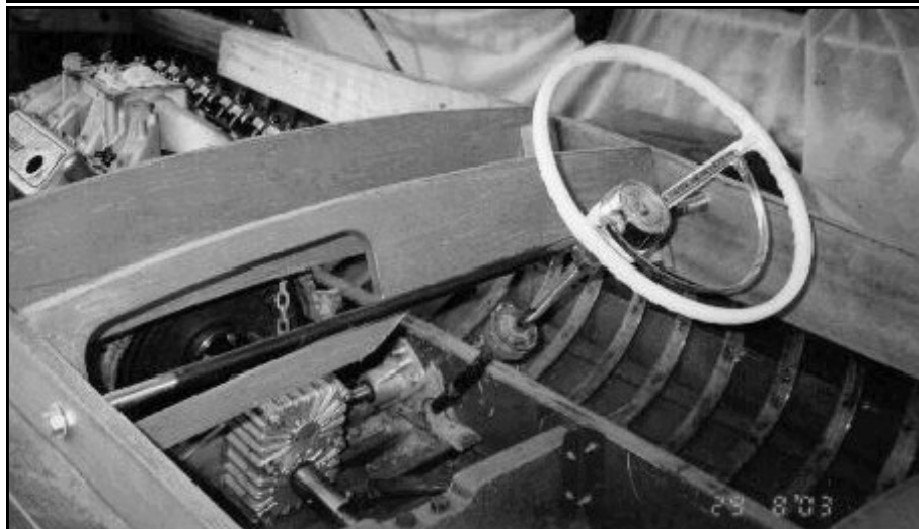
**A**nother big skiff in the form of a 16' 6" Lewis will soon again be on the water thanks to Paul Siddall. Paul started work on the ex - Victorian boat in August this year and is making excellent progress.

The boat is to be powered by a 327 ci Chev V8 and the engine and gearbox have already been trial fitted in the hull. Several parts were missing for the gearbox/engine coupling and have been manufactured to suit.

The old deck has been removed and the hull has been sanded, prepped and painted. The boat has been flipped back to right side up and has had all the cockpit and engine bay timbers renewed and fitted. Paul is using silver ash for this. At the moment, the boat is in the process of having its new deck installed.

Very little is known about this skiff and Paul is looking for any history he can find on it. What is known so far is that it had a Victorian registration plate fitted to the transom, carried a Victorian Speed Boat Club registration number that was thought to be VS 140 at one time and that its last known whereabouts was under a lean-to behind Pitstop Motors in Mannum in South Australia.

To keep up with the restoration, keep an eye on the Club's website where I will be updating the progress regularly.



*Quote for Today:*

*"Budget: A mathematical confirmation of your suspicions"*

ber of boats and charge only 5 for plans plus cost of printing.

Full details of the engine and hardware will be supplied, with notes on hardware now available, thrust conversion for Holden, mounting plates, trailer design, etc., on request to the S.A. Council of the A.P.B.A. The side view of plan is published with the photograph of "Nobby".

To suit this type of two-seater a name was necessary, and it has been suggested that the title "Raceabout" is quite a good one, from the "Racing Runabouts" of the U.S.A.



*Surviving Raceabout "Miss b-havin"*

## Victorian Get Together - August

**Greg Carr**

**T**he Victorian Chapter had another "dry" Get Together recently. It was probably a good thing having it indoors as the weather was cool, actually, it was just plain cold, with frequent rain squalls passing through.

Members and their families numbered 17. There was plenty to talk about and plenty to look at in the form of books, videos and photos that were brought along.

New members Alan Price and family and Ian Barber were warmly welcomed.

Darren had his video of the Victorian Chapter Wet Together held earlier in the year at the Water Sports Centre. There was some great footage on the tape and the boats certainly got a good work out considering the atrocious weather.

Some more video of recent past events such

as Goolwa and the Hawkesbury river was shown as well as old footage of speedboat and hydro racing.

The BBQ was another success with our expert chef Peter Adcock working his magic on the snags and steaks.

There was a bit of dialogue going about the next Wet Together for the Victorian Chapter now that some serious rain is happen-



*There was always something to look at or talk about*



*Dirty movies? Nah, probably just boats.*

ing in Victoria. Most lakes are still a long way from being really usable for power boating, but the water levels are certainly improving. All the same, there are lakes with good water and the time is fast approaching that we will grace such lakes with our presence.

If anyone has some suggestions, let me know



*"Trust me, this is the best way to learn."*

## 135ci Raceabout

This article has been reproduced from an article appearing in *POWER BOAT & YACHTING* magazine, Dec 1954.

By J. Freeman  
President,  
South Australian Council

South Australia has put into action its stock class speedboat.

News from South Australia about the new Stock Class Speedboat that has been introduced by the Adelaide Speed Boat Club, and which has now really shown its paces. The photograph shows Paul Bruer, sports writer for the "Advertiser", having a tryout with Roy Marten, who is the Secretary of A.S.B.C., and one of the new stock class fans. Roy's boat (now named "Nobby" in honour of Bert Noblet, who built this first prototype and then handed it over to Roy) has shown itself a fast, safe boat, and from the photograph can be seen the action on a fast turn in which the non-trip chines give a clean, skimming glide over waves and washes, with no vicious habits.

The S.A. people have taken the matter of Stock Racing seriously and have gone the whole way to set up complete specifications for this particular class, so that there can be complete standardization of a field of boats.

The objects of the Stock Class are:-

1. Uniform performance, so that handicapping may be eliminated, or nearly so.
2. Preventing the obsolescence of boats which causes competitors to drop out, thins the ranks of those few who can constantly keep spending more for new equipment.
3. Provide good close racing, with emphasis on driving skill more than B.H.P or L.S.D.
4. Reliability
5. Minimum maintenance on Hull and Motor.

In choosing to start off with the 135 c.i. displacement class, the decision was to take advantage of the Australian Holden engine and a hull that appealed to most enthusiasts.

Much discussion took place before the Club Committee agreed to specify Holden engine only, but it had to be one engine in every

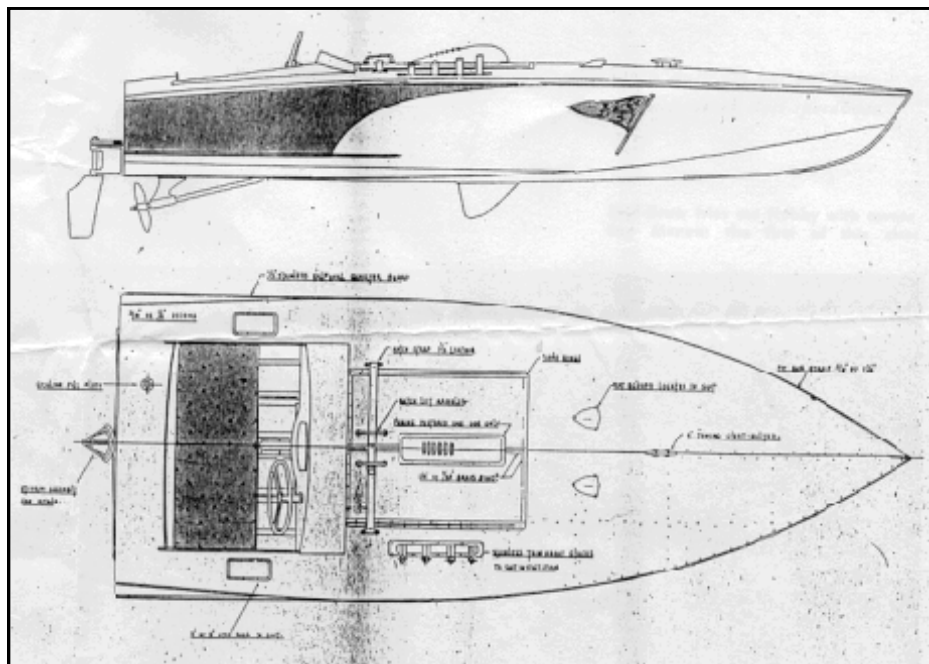


Paul Bruer tries out Nobby with owner Roy Marten; the first of this class

boat, and it was, of course, obvious that in every respect, the Holden was at least the equal of any other engine. The specifications of the American stock engine class for the Crossley (44 cubic inch) stock class was followed, prohibiting the variation of structural and functional specifications, and adapted to suit the Holden engine.

Specifications for the Hull were decided on in collaboration with Mr. David Beach, prominent Naval Architect of the U.S.A., and the final design as agreed upon was designed by Mr. Beach specially for the Holden motor which was completely specified to him.

The performance of the prototype lived up to almost exactly Mr. Beach's forecast of a speed of 45—48 m.p.h (timed mile trial of 46 m.p.h.). The boat rides well, takes rough water with no tendency to veer off, and has a safe feel about it. Cost of production is fairly low, local builders quoting £140 for the hull complete. The plans are now available from the S.A. Council of the A.P.B.A., 83 Anzac Hwy, Glenelg, S.A., or from Theo Falstead, Esq., 15 Park St, Sydney, from which any handyman could build his own boat. The cost of plans from America was £40, but on a system of amortization the S.A. Council has arranged to spread the cost over a num-



## The 2003 Melbourne Boat Show



Simpkin rearmount and Yandy IV

It was another great week for the Victorian Chapter at the Melbourne Boat Show in July. Six boats were on show and all were

and Tod Kelly's Syndicate *Fleetwood*.

It was also wonderful to have so many volunteers manning the display. There were at

located this year, we were given excellent exposure. Boats displayed were Derek McLaughlin's Hartley Sports Cruiser *Bonded Pleasure*, Leigh Falcke's Winton runabout *Sabre*, Craig Balme's runabout *Yandy V*, Darren Goldberg's Simpkin rearmount *Steinway*, Bob Carter's Lewis skiff *Rebound*

two separate occasions people (non members) had heard that *Rebound* would be on display and made sure that they came to have a good look at the skiff.

One boat that came to light was the skiff *Miss Chif II*. This boat made quite an impact on the Victorian raceboat scene in the late 60's and early 70's. *Miss Chif II* is currently undergoing restoration in Melbourne.

*Sabre*, a 1959 Winton runabout that has yet to be launched, certainly created some interest. Many people thought that the boat had been restored and couldn't believe that it had never been in the water. A picture of the boat along with owner Leigh Falcke appeared in the Melbourne Herald-Sun newspaper as well as the national Modern Boating magazine.

All in all another successful few days for us.



Winton runabout *Sabre*

different from those shown in previous years. As in previous years, the boats were displayed on the concourse area. More centrally

least two people there at most times and up to six at others. The stand was never left unattended (thanks Leigh), meaning somebody was always available for the public to talk to.



Assuming "The Position"

Many new contacts were made. From these contacts, some became members, others valuable sources of information and history and others again with leads to other boats either derelict or in sheds.

Word certainly gets around. On

## Help Needed - Victorian Members

For some weeks now I have been involved with a small group of enthusiastic and dedicated people who are in the process of organizing an event called a "Celebration of Wooden Boats". This event is planned to be held in the Docklands area in Melbourne over the weekend of February 15-16, 2004. It is intended that this event will be developed and eventually become the Victorian Wooden Boat Festival.

The event is being supported by the Docklands Authority, Lendlease (the developers of Victoria Harbour) and Parks Victoria.

As I am heading back to France in mid November for a month, I am looking for someone to take my place on the committee. There is nothing difficult in this task and it is a great opportunity for us to help develop our club.

If you are able to give up a couple of hours one night per week to attend the meetings, contact me on 9370 2987. Please don't sit back thinking that someone else will put their hand up. More than one person is perfectly OK, in fact the more the merrier as far as the organizers are concerned.

This is a great opportunity and will be a terrific event. Please help.

Boats are also wanted for display in the event. It is intended that there will be demonstrations of the boats on the water as well as a land based static display (under cover), so please let me know if you are interested in attending. Of course, interstate boats are most welcome.

## NSW Wet Together - Windsor

Greg Carr

Although the turnout was disappointing, the day was a good one.

Having been overseas for most of the year I decided to head up for this weekend to say hello and catch up with friends.

After any easy drive from Melbourne I arrived at Dave Pagano's on Friday afternoon. Dave immediately put me to work in helping put his Lewis skiff *FF Sure's* engine back together. We worked into the evening before the engine was successfully started and it was decided the boat would be a goer for Sunday.

On Saturday, more boats were readied for the big day. Rob Cranfield came to help and Darren Goldberg, who had also come up from Melbourne, dropped in. *Cee Cee* was given a once over, and luckily so as it turned out. After sitting idle over the cooler months, the fuel pump decided it would call it a day. After a few determined attempts with swapping pumps and parts from other pumps, Rob decided a pump overhaul kit was called for. That done, the old red motor sparked into life again, declaring itself a goer for the day.

Dave would take another boat on the day, his hydro *Crazy Baby*. A quick drive over to where the hydro was stored to put the battery on charge guaranteed problem free starting on Sunday.

There were some concerns over the weather for Sunday as it was cool and quite windy all Saturday. As it turned out our fears were allayed and Sunday was calm, warm and sunny.

We arrived at the Windsor ramp about 9:30 and after a chat with others already there we started putting the boats in the water.

Andrew Petty arrived with his newly restored hydro *The Bug*. The 14' 6" Jones hull with its immaculate Holden 6 cylinder looked superb.

"Cool Boats" book editor Graeme Lloyd came along to do a photo-shoot of the various boats that turned up and it wasn't long before *The Bug* and *Crazy Baby* headed off up the river for the exercise.



Readying "The Bug"



Cee Cee, Crazy Baby and The Bug



The Bug and Crazy Baby ready to run

The boats sounded fabulous as they headed off in the distance with *The Bug's* newly rebuilt Holden sounding very healthy and *Crazy Baby's* Buick V8 sounding like a much bigger motor than its actual 3.5 litres.

*FF Sure* was launched on the return of the two hydros. After some initial starting problems brought about by the engine's dislike of having its exhausts in the water, the 350 Chev eventually burst into life. This skiff is still a very

impressive looking boat on the water. And it is still very quick!

Dave has made the boat a lot more user friendly now by fitting a water pump. It was definitely a success as the boat cruised around for some time only a bit above idle with no overheating problems.

Of course, while all this was going on, *Cee Cee*, driven by Rob Cranfield, was in the water being kept busy taking people for rides and acting as a camera platform. The old girl is certainly showing her age now (over 70 years), but was reliable all day. Sporting a new flag-pole and "largish" flag, the consensus was that the drag created by the flag would have knocked about five knots off her top speed.

Another boat to come along was Neil Blyth's Kencraft runabout *Mystress* (Kencraft boats were built in Queensland during the 1990's). This recent build (1996) runabout is powered by a turbo-charged Mazda rotary engine driving the propeller through a three speed automatic gearbox. I was given the opportunity to drive the boat while taking owner Neil for a wake board. The engine is amazingly responsive with excellent torque, easily pulling Neil out of the water. Later, with Neil in the boat, an opportunity for a high speed run presented itself and was taken advantage of. The boat accelerated very quickly to over 50 mph and was still going before I backed off. Very impressive.

All credit to Neil for his persistence with the concept of this motor/gearbox/hull combination. I understand he had many doubters of

## Bangholme

Darren Goldberg and I decided it was time to wet some timber recently and headed off to the National Water Sports Centre at Bangholme in Melbourne.

Apart from it having been nearly two years since *Stormy* had been in the water and that the hull was showing signs of being very dry, I needed a fix and was hanging out to go for



Cee Cee

the suitability of a rotary motor in a boat, but most now agree the boat/engine combination

to a beach area just past the bridge. Rob set up the BBQ and lunch was cooked.



Cee Cee and Mystress

is a success. Much credit to Neil also for the engineering and setting up of the engine in

*Cee Cee* running along

the hull. There was not a lot of room for it to fit into, but it is all there and snug and with minimal modification to the existing ducting, plumbing and accessories layout as originally fitted to the motor. Refer to The Hollow Log Volume 2 Issue 4 for a description of *Mystress* and her refurbishment.

In the early afternoon the boats headed up the river

After lunch and a chat, it was time to call it a day for most. Neil asked me to drive his boat while he had a wakeboard behind it. It seemed that it had been a while since he had been up behind a boat and he had never been up behind *Mystress* after spending all his time getting the boat up and running.

We headed off down the river with Darren in the back taking some great video of both the boat and Neil.

Typically, all good things must come to an end and we headed back to the beach to collect cars and then on to the ramp to pull the boats out.

One disappointment was that just after pulling the boats out we were found by Paul Pagano. Paul had just managed to get there with his



Darren and Leigh attending to some minor details

a burn. Darren's Simpkin *Steinway* had been in the water more recently, but that was still some months ago. Darren also needed a fix. Leigh Falcke and Graham Jennings also came along.

After some pretty ordinary weather through the week, we fortunate to crack it for a mild and sunny and calm day.

I had managed to start wetting out the boat about two days before, Darren wasn't much better prepared. It was only after arriving at the centre that I realised I didn't even know whether the boat would start. Heck, the battery had been sitting in the hull, unused, for 20 months! At least I had taken the leads of the terminals I suppose. Talk about being unprepared. Well, no doubt about it - about 20 or so compressions and a bit of choke and away she went. As for *Steinway*, no problems with starting there either.

Having the two kilometer stretch of water virtually to ourselves, the boats got a good work out.



Stormy and Steinway

All in all, a good day, even though both boats limped in at the end of the day, but then, that's boating.



Long shadows at the end of the day