

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.users.bigpond.com/
NH35_Stormy/](http://www.users.bigpond.com/NH35_Stormy/)

Editor's Note:

Winter again, the quiet part of the boating year with the cooler months upon us. Not much boating activity, particularly in the southern states.

Planning has started for Narrandera with shirt designs being looked at. With the feedback I have received so far, I expect to see more boats there than last year. If you are planning to head to Narrandera this year, please let me know as soon as you can to make the planning process a bit easier.

Please, keep talking to me

Greg

Around the Traps

General:

- “Ezyboard”, the club’s internet based Bulletin Board operator, was the victim this month of a malicious attack by someone who’s shallow life obviously doesn’t offer much else for them to do. The attacker erased a considerable number of posts, going back more than 12 months, meaning we have lost a huge amount of data. While Ezyboard backs up the data, it seems that the back-ups were also attacked. It was a real shame to have this happen as the Board was a great resource as well as an excellent way of getting information out to members very quickly. At the time of writing, we were still waiting to see if our data could be recovered. Here’s hoping. I suppose it just makes one more determined to build it back up again.

Victoria:

- Congratulations to Darren, Liz and Luke on the new addition to their family, a daughter, Mia. Rumour has it that Darren is pretty busy trying to work out how to fit a car seat to his skiff GEERLOOSE.
- I hear that restoration work on *Assassin Too* is progressing well with the engine rebuilt and putting out some scary horsepower.
- Rumour has it that there may be a couple of boats in the water at the Water Sports Centre at Carrum on Tuesday morning, July 5th.

SA

- The Sydney based Lewis skiff *Flamingo* has been sold by owner Ken Warby and has found a new home in South Australia with Colin Bailey. The boat is basically sound and complete except for an engine. I dare say we will see it in the water again quite soon.

NSW

- It looks like a race class for rear seater hydros might be coming back. Dave Pagano’s *Atomic* and Andrew Petty’s *The Bug* headed to up Taree earlier his month to compete in the event. More on the day later.

Queensland:

- We are currently looking for a Club Representative for Queensland. If you would like to volunteer for this, please let me know. There’s nothing difficult about it, more a contact and liaison point for the local members and you get to bathe in a lot of glory. Glory? OK, so there’s no glory.

ABN 65 890 727 612

ALL GRADES
TIMBER
& HARDWARE

Rick Di Maio

Cnr. Sussex St & Lily St
North Coburg 3058

Ph: 9354 0124
Fax: 9354 9357
Mobile: 0418 379 067

Coming Events

July 2005

- The Melbourne Boat Show, June 30th until July 4th at the Melbourne Exhibition Centre. This is always a successful show for us. We will be in the concourse area again and staying Saturday night at the “Grand Hotel”. Contact Greg Carr on 9370 2987 for details.
- The Adelaide Boat Show, July 21- 24 at the Adelaide Convention Centre.
- The Sydney Boat Show, July 28th until August 2nd at the Darling Harbour Exhibition Centre and Cockle Bay.

August 2005

- Visit to the Loch Sport Marine Museum in Gippsland in Victoria. Date to be advised. Interested? Contact Greg Carr 03 9370 2987.
- The Perth Boat Show, August 17 - 21 at the Perth Convention and Exhibition Centre.
- The Brisbane Boat Show, August 31st - 4th September at the Brisbane Convention and Exhibition Centre.

September 2005

- NSW Wet Together, Budgewoi. 25th. Contact Dave Pagano on 02 4578 4444 or Rob Cranfield on 0402 075 216 for details.

October 2005

CAWPBA National Rally. The BIG one! Lake Talbot, Narrandera, NSW. 22nd - 23rd. Contact Greg Carr on (03) 9370 2987 for details as well as to let me know you are coming. It is important for planning that we know what numbers are coming.

① *Please check for confirmation of dates and venues*

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



Club Contact Details

New South Wales Chapter

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

Queensland Chapter

Queensland Rep needed. If you are interested, please send me an email or give me a call on 03 9370 2987.

South Australian Chapter

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

Tasmanian Chapter

For further information, contact Alan Mansfield by phone on: 03 6428 2290 or by e-mail at: amansfie@southcom.com.au

Victorian 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



THE HOLLOW LOG

Volume 5, Issue 3

June 2005

The Classic Australian Wooden Power Boat Association

Inside this issue:

The Williamstown
Heritage and Maritime
Festival 2

The restoration of
Oh! Buoy, Part I 3

Victorian - South
Australian Wet
Together 4

A quick dip at
Carrum 6

Boat profile - *Torea* 7

Around the Traps 8

Coming Events 8

Club Details 8



*Interested in advertising in
this publication?*

Contact 03 9370 2987

*Articles in this publication
may not be reproduced
without the permission of the
publisher and/or writer*

Circulation this issue: 90

The Local Scene

There’s been a few things happening since the last newsletter, including a couple of major events.

April saw Melbourne’s “Williamstown Maritime Association” put on another successful maritime festival and it has all but cemented the festival as a regular event.

Also in April was the Victorian and South Australian “Wet Together” at Lake Leake, near Mt Gambier in SA. This was a successful gathering with 10 boats turning up. It was great to see partners and kids there as well, making it a real family day, something that boating seems to do so well.



Line up at Lake Leake in South Australia

the vast majority of boats attending these events were your typical Aussie clinker runabout. During the years since, though, I have noticed a considerable

(*Caroline*, *Silver Gull*, *Misfits* and more), *Century* (*Lizzie*), *Abbate* (*Cassata*), *Riva* (*La Belle Limone*, *Suz-Ann*), and others. These boats have obvi-

ously been in Australia for many years and are only now starting to emerge. Many of the imported hulls have had major restoration work done and are not only magnificent to look at, but are a real asset to the local scene.

Such is the popularity of these boats that reproduction classics similar to these are now being produced in Australia. Paul Dewhurst has been building early Hacker style hulls for years now, exporting most of them to the US. James Frecheville and Craig Strike are now also building these

replicas, also using modern construction methods and materials. All this says something for the local scene and the interest now being generated in wooden powerboats, both old and new.

It just keeps getting bigger!

Chris Craft Capri at Williamstown

Talking of events and get togethers, I try to attend as many of them as possible and when I can’t, I have some good sources who provide me with pictures and information on them.

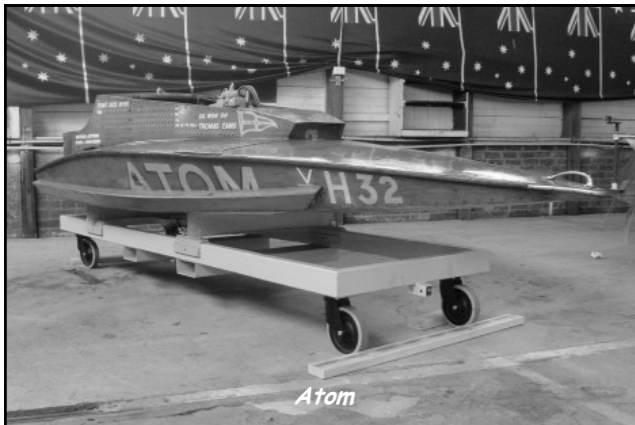
Looking back to the mid 90’s,

increase in the number of carvel/batten seam hulled runabouts appearing. These include the medium size boats built in SA (*Lincoln*, *Dragon*, *Lola*, *U Botla*, *Sante Fe*, etc) as well as the generally larger imported hulls such as Chris-Craft

Williamstown Heritage Boat Show

After what appeared to be a slow start, the Heritage Boat Show again ended up a great success, showing everyone just how much the public enjoy events such as this.

The Association had on show two classic boats and a reproduction 1924 Hacker this year, but total power boats on display numbered eight. These included *Stormy*, *Busy Bee*, *Atom*, *Nautilus II*, *Rosita*, *Misfits*, an unknown runabout and *Erica*.



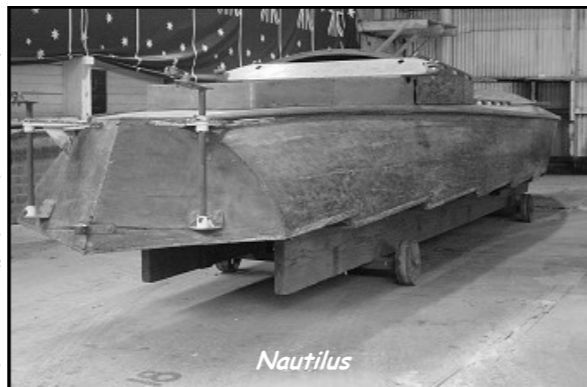
Atom, a 12' racing skiff, was on loan from the Museum Victoria. This boat was built in the mid 1950's by owner and driver Stan Hammond. Powered by a 1200cc Austin four cylinder, the little skiff won over 115 circuit races and claimed 35 championship wins and speed records during its 15 year career. *Atom* managed a top speed of 60.8 mph.

Busy Bee, an early 60's Col Winton skiff, attended this year for a bit of novelty value and for the fact that it raced against *Atom* during the 1960's. The boat stole the show with many people showing more interest in it than the better preserved boats sitting alongside it.

Stormy, my own Eddy runabout, was back again and sporting a new deck.



Rosita, member James Frecheville's reproduction 1924 Hacker mahogany runabout, was also on show. James brought the uncompleted boat across from Paynesville for the weekend and displayed it as a work in progress. James will have the boat on display in its finished state at the CAWPBA stand at this year's Melbourne Boat Show in July.



Nautilus II was there as well, on loan from the National Trust of Australia (Victoria) via the Melbourne Maritime Museum. This multi-step hydroplane hull is amazing for its age and was still being run up until the 1970's. On display next to *Nautilus II* was the second engine used to power the boat, a 1914 Sturtevant V8 aero engine, also on loan from Museum

Victoria. *Nautilus II* won the Griffith Cup (now Australia's most prestigious powerboat race) in 1914 and 1915 and was at the time Australia's fastest speedboat. This boat is significant on the world stage, not just Australia, and if the hull was in America, it would be displayed proudly in the Smithsonian or one of the better known maritime museums. Unfortunately, *Nautilus II* has languished under a tarpaulin in an old warehouse for the past 12 months or so, out of public view, and was destined to return there.

Also on show was *Misfits*, a 1960's Chris Craft Capri. The rare 24 footer (most Capri's are 21') had just come out of a 4 year restoration in the hands of Mal Botterill. The boat was superb and its sheer presence certainly caught everyone's attention.

Trapped between *Misfits* and Craig Strike's reproduction classic runabout *Erica*, was a 15' speedboat of unknown origin. The

restored clinker hulled runabout was very original, right down to its Holden grey six cylinder motor. The boat's shipwright restorer/owner said he came to own the boat after his brother bought it and then couldn't raise the \$500 it cost, so told him that he had to buy it, which he did. The runabout was restored and is now in regular use.

As part of the volunteer group putting the show on, I was kept fairly busy over the weekend and missed seeing many people. If I did miss you, I do apologise. Still, I did catch several members who dropped in to say hello and have a look.



As in the previous year, the show was put on as a Maritime and Heritage Show, but from feedback it seems the public wanted to see boats. Personally, I hope that it heads the way of having boats as the main theme with complimentary heritage and maritime displays. This arrangement works successfully at the Sydney, Goolwa and Hobart wooden boat festivals.

The go ahead for the Williamstown site to be developed as a maritime precinct has been given an official blessing by the Victorian state government. Congratulations must go to the Williamstown Maritime Association for all their hard work in achieving this.

TOREA

TOREA, meaning 'sea worm' I am told, was ordered as a race hull from the Lewis Brothers by an accountant in Unley, a suburb in Adelaide, in the early sixties. The original owner is believed to have used the boat in the riverland for recreational use and it was never raced. I am not sure where it was used, nor the original owner's name. It is still baffling why the original owner would order a raceboat for recreational use. The owner had the boat until work commitments forced him to sell. It was advertised in the Adelaide Advertiser for sale in 1970.

Stansbury, South Australia, and won a local trophy. The boat was always kept in immaculate condition. Every time it was used the engine was flushed with rainwater and the hull washed down. When not used, a sprinkler was placed up the front of the boat to keep the planks swelled. The only problem that the owner ever had with the boat was a thrust bearing in the engine which needed replacement.



TOREA in the 1960's

The new owner would keep the boat for the next 14 years. When purchased, the boat was revarnished and restained. It was used extensively around the Point Turton area of the York Peninsula, South Australia, and occa-



TOREA in the 1960's

sionally at Barmera in the riverland, with many people skiing behind the boat over the years, which, due to the torque of the early 313 Chrysler V8, could easily pull 5 skiers. A regular group of people used the boat, until interests changed and the owner decided to sell. *TOREA* only ever raced once at

The boat was sold in the early eighties to a local who, after using the boat a few times, removed the deck for some reason. I am told the deck, front windscreen, deck fittings and original wings were taken to a rubbish dump. *TOREA* lay in pieces for years until a local

offered the owner \$400 for the boat with a view to just buying the boat for the engine. It was sold and the original engine was transferred into another clinker boat, and *TOREA* lay in a shed at Warooka.

TOREA was spotted in the early nineties lying in the shed and the new owner bought *TOREA* with a view to restoring her, but other commitments got in the way, and *TOREA* sat for another 15 years in a shed, until the owner decided to sell.

TOREA has not seen water in over 20 years. The hull itself is in excellent condition, with no broken ribs or planks, and is entirely

original down to the original stain.

The boat's new owner, Adrian, will restore her back to original. In terms of hardware,



TOREA now

aside from the original windscreen fittings, and front deck cleats the boat is complete. Many original photos of the boat are available, which will be used in its restoration.

The original trailer had seen better days, and *TOREA* was carefully hoisted onto a truck



TOREA now

for the careful trip home. Now at home, the restoration begins.

Quote for Today:
"You can't have everything.
Where would you put it?"

..... from previous page

were many “peat holes” under the water that allowed you to sink rapidly up to your waste, often meaning you had to be pulled out by someone. At one stage we thought we’d lost Dr Sizzle. In his cries for help he was heard to say “I’m going down!”

Many of us had a bit of a panic at the end of the day when we were told that we needed to rinse off the mineral deposits remaining on our boats quickly and that the deposits would affect the paintwork if not washed off correctly. We were advised by a local to rinse the paintwork with rainwater and chamois down before washing in the normal way. Personally, I had a brand new paint job on my deck and wasn’t all that keen on having it spotted and was spooked a bit when after rinsing with rainwater (yep, the park had a big tank of rainwater) and chamoising down, the marks still remained. With the boat back home on Monday, a detergent wash cleaned all signs of spotting away. Gladly, no-one else had any problems either. Mind you, the minerals in the water certainly took the polish off the alloy metals on a couple of the boats.

Saturday evening saw the BBQ back on with

Dr Sizzle at the helm cooking up some more culinary delights by way of his gourmet sausages and hamburgers.

The marvel of modern technology was appreciated by all when Daniel Foster produced his laptop computer and put on a slideshow of fantastic digital photographs he had taken of the day’s activities.

Everyone was a little weary after a warm day on the water and before long many started drifting off to bed. There was some discussion about heading back to the lake the following morning, but no-one was committing due to the long drive home and work on Monday.

The decision to head back the lake on Sunday morning was made easy for everyone by the rain that began falling early and then

settled in. The rain actually stayed with many of us all the way back to Melbourne.

Although the weekend was a short one, it was another terrific opportunity to put some



Even the kids were entertained

boats in the water, catch up with friends, meet new members and enjoy each other’s company. It gave many of us the opportunity to see some new boats and even go for a burn in them. It was just another “great” boating weekend. Roll on Narrandera.

A quick dip at Carrum

Despite a wintry day early in January, a couple of boats took to the water at the National Water Sports Centre at Carrum in Melbourne.

Darren Goldberg’s Lewis skiff *GEERLOOSE* and Doug Bamberg’s Lewis *Electric Girl* were given a workout in what were sometimes quite blustery conditions.

Darren was giving *GEERLOOSE* another tryout after some more “fine tuning”, getting the boat back in order and running smoothly

after so long in storage. The skiff did a fair amount of work on the day, having several drivers, all of who were impressed with the boats performance. The Chev sounded superb and the hull sat on



the water nicely at speed.

Paul Siddall, across from South Australia, did not miss the opportunity for a drive and was suitably impressed. I kept hearing, amongst much

laughter, comments about having to tie the deck down and the deck heading in one direction while the rest of the boat goes in the other! Maybe some tightening down of the deck is in order.

It was also good to see *Electric Girl* back to her old self again after stripping off the aluminium plate from under the cavitation plate at Narrandera last October. The Lewis run-about looks and sounds as good as ever.



The restoration of *Oh! Buoy*, Part I

Member Steve Henry decided he needed a project to keep himself busy at home and after seeing the runabout *Oh! Buoy* up for sale on the club’s website, decided it fitted the bill perfectly. Steve purchased the 16’ clinker and set to work immediately.



Getting a positive ID on the boat, believed to be an Everingham, was made that little bit more difficult by the fact that it had been



modified in the cockpit and dashboard areas. The tell tale flattening off of the stem as it comes up under the deck still points towards its Everingham roots.

After relieving the boat of its 292 ci Ford Y



block engine and all other hardware, it was time to strip the fibreglass sheathing from the hull and deck and find out what was underneath. With the glass removed Steve found that there was substantial rot in a few planks around the transom as well as in the transom itself. Steve decided that this work would be done prior to turning the boat over and continuing to strip the glass from the bottom of the hull.

The transom was removed as well as the sections of planking affected by rot. The planks are of solid timber (not ply)

and while originally thought to be red cedar, were later identified as meranti. A new transom was fashioned and built up using the original as a pattern.

With good access to the inside of the hull, the tedious task of removing years of paint and grime from the bottom of the hull was started. Steve commented that while stripping he had plenty of time to study every detail of every inch of the hull. Six layers of paint were removed along with Sikaflex, epoxy, fibreglass

and even putty. A split was found in each of the planks alongside the keel. Steve believes these were the result of the poor alignment of the trailer beds and the boat’s engine bearers.

Although he says he spends only about one hour each week day working on the boat, Steve’s progress has been amazing.

As the internal paint came off it showed the timber at the bottom of the hull to be in quite good condition, apart from the splits mentioned previously. Also re-



vealed was a substantial repair that had been carried out on one plank from just forward of the engine right up to the stem. This repair was still solid so needed no further attention. As a bit of a break from paint stripping, the



remainder of the deck was removed, revealing the need for new stringers up front and a trial fit up of the transom was carried out. The transom was a perfect fit.



The newsletter will continue to follow the restoration of Oh! Buoy.

Vic - SA Get Together, Lake Leake, SA

Greg Carr

The Victorian and South Australian chapters staged a combined get together in April. The event was held on Lake Leake in South Australia, which is about a 20 minute drive out of Mt. Gambier.

After some concerns about April weather not being suitable for a boating weekend (cold, wet), Saturday turned out very warm with the temperature in the low 30's. Unfortunately, as is the case in the southern parts of Australia, the only way you get temperatures like that at this time of the year is when they are brought down from up north by the wind – and blow it did. The wind, quite strong for much of Saturday, whipped up the water, creating a fair chop, but never enough to dampen the enthusiasm of a few mad keen woodie owners.

knew it, the BBQ was heating up and dinner was on. There was no shortage of meat as Dr Sizzle (aka Leigh Falcke) brought along a huge number of gourmet sausages and hamburgers to feed the multitude. Many thanks Leigh, who, I've been told, didn't just make the sausages, but "crafted" them, using only the



Foreshore area



Two classics

A good turn out of 10 boats included:

Rebound – Bob Carter (Vic)
Steinway – Darren Goldberg (Vic)
Electric Girl – Doug Bamberry (Vic)
Stormy – Greg Carr (Vic)
Screwit – Ross Foster (Vic)
Runabout – Alan Price (Vic)
Puff – Dave Powley (Vic)
Cheryl D – Paul Siddall (SA)
Cougar – Alan Siddall (SA)
Comanche – Colin Bailey (SA)

Members Dave Dinning, Colin Shallcross and Dave Drewer and family also came along for the weekend.

We were all based at the excellent Blue Lake Caravan Park in Mt Gambier, right next to - you guessed it, the famous 'Blue Lake'. With most people arriving on Friday afternoon and Lake Leake being a bit of a drive away, we all congregated and settled down for a chat and a beer. Time slipped away and before we

finest quality ingredients. With plenty of liquid refreshment, good food and great company, time flew by and before we knew it, it was time to hit the sack in readiness for the following day on the lake.

Saturday broke bright and sunny, although the wind was on the up. We eventually got ourselves organised and headed out to the lake. The trip there turned out to be somewhat of an epic journey – it's amazing what a difference one wrong turn can make! Descriptions of the roads to the lake varied from country lanes to goat tracks and they all fitted at some stage. We travelled over smooth bitumen, rough bitumen, dirt, gravel, corrugations - you name it, but all eventually got there.

Lake Leake turned out to be a great venue. We were generously offered the use the Mt Gambier Aquatic Club's clubrooms for the day, although we didn't use them. Once the area was surveyed,

boats were quickly launched. For many of us, it was the first public 'on the water' appearance for three boats, *Cheryl D*, *Cougar* and *Rebound*. *Stormy* was also a bit different, sporting a new deck.

When *Cheryl D* headed out, she pretty well stopped the crowd. The sound of its side-valve motor was a treat. The boat ran constantly all day with pretty well everyone there either driving it or riding in it. The boat is such a good thing. Leading up to the weekend, owner Paul Siddall made a pretty determined effort to get the boat's highly developed flat head Ford motor running properly. It didn't miss a beat all day and I think it did it all on one tank of petrol!

Rebound was as spectacular as everyone thought it would be. In its heyday, *Rebound* was owned and raced by Edgar MacDonald with the Mt Gambier Aquatic Club at Lake Leake. After sitting on its trailer for the last 30 years or so, it was fitting that the first time back on the water was at Lake Leake.



Cheryl D in action



Some of the group

Even though the engine did not run as well as all would have liked, it still propelled the boat to some fair speeds and sounded like a World War II fighter aircraft when running down the back straight. Fabulous! Unfortunately, a lack of oil pressure eventually forced the boat back on the trailer for the rest of the day. Although disappointing, I think Bob and his pit crew (sons Ross and Michael) were still more than happy at having the boat back on the water and thrilling crowds. There is an excellent account of *Rebound's* day written by Bob on the club's web site.

Cougar made a few runs in the hands of Alan Siddall. The little 12' Simpkin skiff with its original Cortina 1500 motor still holds the Australian 1600cc class speed record it set in 1986. The engine/cockpit layout has been substantially modified over the years, with the engine driving the prop via an outboard leg now. All the same, the boat runs really well with the engine still sounding

very healthy.

Stormy's first appearance following a considerable amount of refurbishment was unusual. The boat was launched and pulled back to the bank. I jumped on board and was pushed out. The motor was started and I steered away, only to end up back at the bank. Strong wind, this! Pushed back again, same deal –

back on the bank. Next push was a big one to get the boat out far enough for me to get the engine above idle and make the rudder more effective. A boot full of throttle saw me back on the bank even quicker than before! Then it clicked. The steering was working opposites - it had been wrapped the wrong way on the drum – steer left, turn right. I thought, blow, I'm not going to mess with it now. It certainly made for interesting and challenging driving for the rest of the day. With the boat back home, it only took me



Team Rebound - final preparations

about 45 minutes to re-wrap it by myself. Damn – should have fixed at the lake!

Generally, all boats ran reliably on the day, although some people managed to get props tangled up with underwater PVC water pipes. The disentanglement exercise provided some light entertainment for all those watching from the bank.

Steinway did a good amount of work throughout the day. I think everybody had a drive at some time. It also served as a rescue craft a couple of times when boats needed a tow back - that's the price you pay for the luxury of neutral and reverse in your boat (we're all jealous Darren).

Comanche ran hard all the day, something the Gilflite hull seems to do so well. It's easy to see why this boat stirred up the owners of much newer boats when drag racing in SA a couple of years back.

The two ply runabouts that came along, Alan Price's (Alan, you are going to have hang a label on the boat) and Ross Foster's *Screwit* ran really well all day. These boats perform so well with their Holden sixes (136 and 186 respectively). Although the engines

have had work done on, they are by no means race motors, the boats go far harder than you think they would.

Dave Powley had a nightmare trip across from Melbourne. Enduring a leaking radiator and engine overheat problems for most of the way over as well as being sprayed by hot radiator water and radiator "stop leak", Dave arrived at the lake pretty well exhausted. *Puff* hit the water for only a couple of hours before it was time to head off again. Well done Dave and thanks, it was a huge effort.

Electric Girl performed well again. This is such a popular boat with everyone, which is understandable as it just seems to do everything right - looks good, sounds good and goes good!

An amusing aside during the day for most of us was getting bogged in the peat. There



Computer slide show - are folded arms a "blokey" thing or what?

..... cont'd on page 6