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### Editor's Note:

Many thanks to those members who contributed to this edition of the newsletter. Apart from making my life easier, it gives you, the readers, a better spread of articles. We even had a non-member contribute in this edition. But, please don't let it stop there. I have a whole next edition to fill, so why not send something in. There are many of you spending plenty of hours in sheds busily working away on your projects that we would dearly like to hear about, so why not oblige us.

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

Greg

## Coming Events

### April 2006

- Melbourne Boat Show. July 6 - 10. The Melbourne Exhibition Centre. We will have some boats on show again this year in the concourse, so drop by and say hello. Contact Greg Carr on (03) 9370 2987 for details.

### October 2006

- CAWPBA National Rally. The BIG one. 28th & 29th, Lake Talbot, Narrandera, NSW. Contact Greg Carr on (03) 9370 2987 for details.

*Note the date change for this event*

### November 2006

- Hammond Ski Craft Get Together. 10am on the 19th. Hawkesbury River, Windsor, NSW. All Hammond boats are welcome (including fibreglass). Contact Mark on 02 9905 4194 or Dian on 0418 622 120 for details. *Please note that this is not a CAWPBA event.*

① Please check for confirmation of dates and venues

## Around the Traps

### General:

- They really do keep popping up. I recently heard about a late 1960's built un-launched runabout sitting in the back of a shed on a farm. Built at home by a professional boat builder, the project, based on a Ski Craft hull, was never completed, but is now very close. I believe the hull is fitted with a brand new (yep, ex factory, no miles) 6 cylinder Holden, marinised by Repco. More on this one later.

### Current financial members:

Vic	38
NSW	28
SA	7
Qld	6
WA	4
Tas	2

### Victoria:

- We received some good publicity via an article that appeared recently in the Weekly Times in Victoria. The article referred to the recent get together at Lake Nillahcootie in April (see page 3) and was accompanied by a large coloured photo. The newspaper is a widely read publication targeting the rural community.

### SA:

- Adrian Ousman is making good progress with the restoration of his Lewis, *Torea* (see Volume 5, Issue 3). The boat has been stripped right out, the deck and some framing removed, hull cleaned and varnish being stripped using a heat gun. Adrian is also well progressed with the restoration of *Cherdith*, another Lewis runabout.

### NSW:

- Dave Pagano has been busy on getting his Merlin powered hydro Aggressor ready for the Sydney Boat Show. Dave has put in a huge effort over the past couple of months to get the boat ready for display at the Sydney Boat Show as well as for a boating magazine article.
- For those interested, it seems there is a Classic/Vintage/Timber class in the Bridge to Bridge race. It also looks as though there might be an opportunity to put a on static vintage boat display next year. We will keep your posted.

### Queensland:

- It looks like *The JET* has found a new home in Queensland with Renault enthusiast Frank Wicks. The tiny late 1950's Victorian skiff held numerous speed records and Championship titles during its brief career. The boat is powered by a highly developed 800cc Renault 4 cylinder.

### USA:

- By now, two runabouts will have departed our shores for a new home in the USA. The boats, an Everingham twin cockpit (*Cardinal Puff*) and a Lionel Duffin walkabout (*Lotus I*) will join Ken Warby in Cincinnati. The boats are to be part of Ken's private collection and will be put on display to show the Americans some classic Australian boats. They will also be taken on the US classic boat circuit for exhibition and demonstration.

## Merchandise:

Club caps and polo shirts are still available. Several shirt sizes are in stock with other sizes available on order.

Caps are \$18.00 each and shirts \$27.00. Enquiries/orders to Greg Carr via email.

*Quote for Today:*  
*"If your ship doesn't come in,  
swim out to it"*



# THE HOLLOW LOG

Volume 6, Issue 3

July 2006

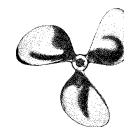
## The Classic Australian Wooden Power Boat Association

### Looking forward to summer



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Well, here we are well into June and the start of winter. While the weather for the majority of us is not conducive to boating, it gives many owners an opportunity for some maintenance and others a better chance with their projects without those warm weather distractions that summer brings. This then allows us to have days out like the one being enjoyed by the happy group pictured above. There's plenty more on that day and others inside. Please enjoy.

## Gone, but not forgotten

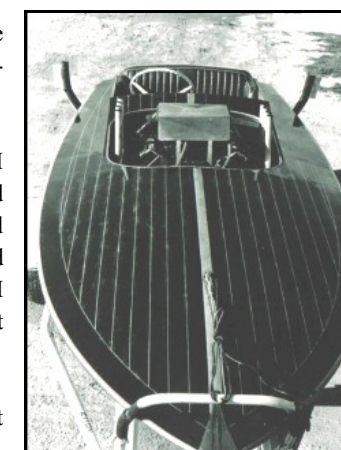
As a kid we had a shack in Mannum, SA. Across the river we used to get petrol from a place called Pit Stop motors and out the back under a tarp was an old wooden race boat. Being a kid and wanting to know everything, I remember asking the chap about the boat and being told it was an old race boat that he had bought and was going to fix it up. I remember going past the boat for years and

it still sitting there until the place closed down, when it disappeared.

Well, as the years went buy I still remembered the boat and the fuel station as we still skied there, but it wasn't till I started to get into wooden boats that I wondered more about the boat and what had happened to it.

I had been told of a 16 foot

## Paul Siddall





at Mannum behind a servo and that it had come from Victoria at some stage as it had a rego plate on the transom. Unfortunately, when you ring the registration department they wont tell you anything about that sort of stuff, so it ended up being a boat with no history.

I had started to fit the boat out with a 351 Windsor and began to put a deck on it after I had done the bottom, but the history always had been itching in the back of my mind. Because of the doubt, I wasn't sure which way to go with the rebuild so, it all came to a halt.

I was at an old speed way meeting recently and was talking to a chap about wooden race boats. He told me that he had raced them years ago and then we got talking. The

three damaged planks and he also had to put a new transom in the boat. In doing that he had to shorten the boat by about four inches.

I told him the length of my boat as I thought

that it was a funny size, which got him even more interested. He asked me a question that he said if I had the boat I would know. He asked me what the deck was like and what it had on it. I told him that I think at some stage some one had put lines on it and they

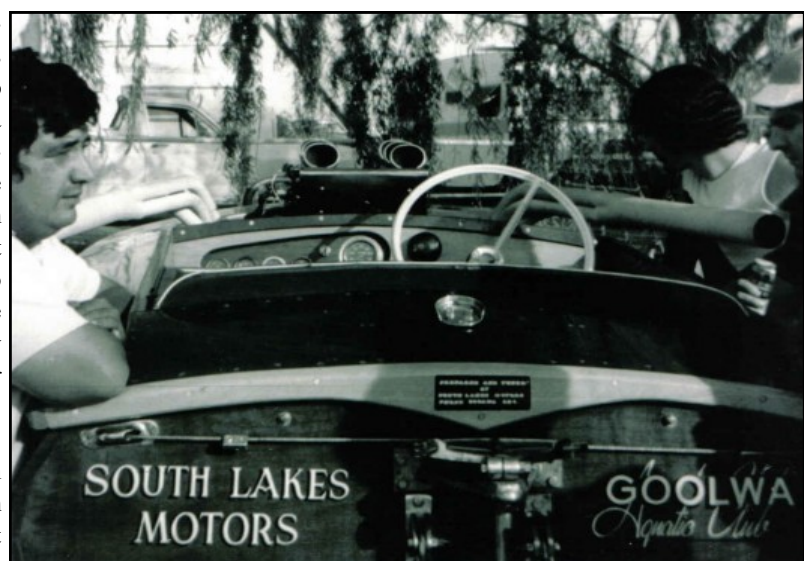


chap happened to be Digger Treager and his last boat was a hydro called THE STING. It was a very successful boat and ran a big block.. Digger's brother built my other boat, called Starfire. We got talking about skiffs and he told me about one that he raced. It was called FURY and he later sold it to a chap that raced it for awhile as a skiff and then converted it to a runabout. It was raced that way for awhile and then he thought that it went to Victoria.

When I told him about the one that I had in my shed and that I was looking for the history on it, he quickly became interested. He told me that he didn't think it would be his because his was a bit special. He'd bought the boat at an auction after it came of the back of a trailer on the way back from a race meeting in VIC and hit a tree. The boat had

made a runabout out of it. He looked at me and said "Well, I think that is my boat and that the lines were there from new". A time made to look at the boat to make sure.

He came down to have a look and pointed out certain things about the boat to



prove it was his old skiff called FURY. Then he told me to come around to his place as he had a heap of photos of the boat. He told me that the boat was very good in its day. He ran a 313 Chrysler and then a 283 Chev with 6 carby's.

Digger has been very helpful with the information. so I now have a boat with history and I have got a chap that is very keen to drive it again.

As it's turned out, the boat that I saw behind an old fuel station some 30 odd years ago happened to be the Lewis skiff that I now have sitting in my shed. It just goes to prove the point that if you look hard enough and long enough, you might just find that old boat that you remember as a kid.

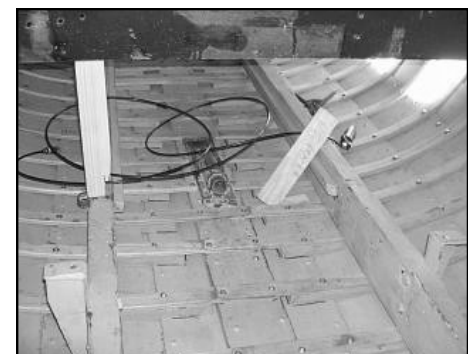


### Touche'

In the previous issue of the Hollow Log, we ran a story on a South Australian based Eddy runabout called Touche'. That article made reference to another Eddy called Touche'. The following and very timely article is about the latter NSW based Touche'.



I have owned the boat since 2001 and tracked it back through 3 previous owners. The earliest owner I was able to talk to, said he purchased the boat from a Donald Lomax who said the boat was built by Jack Eddy in the mid 50's and



raced at Lake Albert in Melbourne, ending its career there as starter boat with the Victorian Speed Boat Club. The next owner took it to Yarrawonga, and I would guess this is where a roughly fitted ski pole found its way onboard, fitted through the deck and crudely attached to the inlet manifold by steel



rod and exhaust clamps (this "modification" has since been removed to Sims Metal).

A cosmetic restoration was performed along the way covering up a considerable amount of dry rot in the area of the cavitation plate and the last meter of keel and garboards, lucky no damage to the tuck. Over the years oil had taken its toll on the aft ribs, whilst 8 sister ribs had been somewhat poorly fitted to the port side adjacent to the engine. Still when built who expected them to last 50 + years.



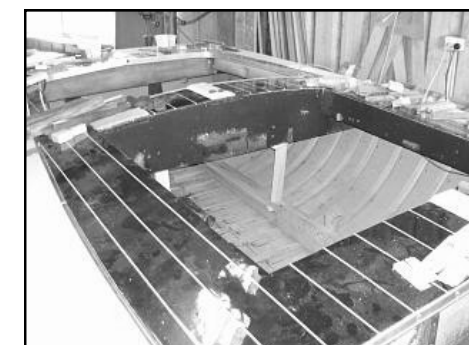
The Decking / Planking is in good condition as is it seems with the motor, having the heads off and checking bores and valves prior to running it some two years ago.

Domestic projects have stopped me devoting time to restoration, also after some screw-driver poking it became obvious to me the



required repairs were beyond my skills. As luck would have it a fellow member of the Wooden Boat Assoc. lives down river from me and is a shipwright, although not working full time in his trade was willing to save my boat, working in his spare time. So two years later, 19 new ribs, new cavitation plate grafted into new section of keel and garboards Touche' is

### Phil Lorking



coming home. I plan to strip and refinish the hull by next summer and hopefully attend some events next year.

The last registration papers I have show Registration No. DN 682 in year 2001.

My good wife, when any reference to the boat is made, calls it the "Money Box", but as I remind her, she owns a wooden boat also.



I would like to thank Greg Carr, Keith Laws and Leigh Falcke who have tried to find earlier owners as I would like to find the original registration number. We have the facility to (at a price, of course)



use personal numbers, as long as they end in "N".



## The Lochsport Antique Marine Engine Museum

I had been hearing about the Lochsport Antique Marine Engine museum for a few years, but could just never seem to get there. The closest I got was when I met owner Peter Alexander at the Glenmaggie District Boat Club 50th birthday celebrations last year. Peter had brought along "The JET", one of his collection.

The museum is located in Lochsport, a small town situated on the Gippsland Lakes in Victoria's east, about 250 kilometres from Melbourne.

As the museum's name implies, the theme is based mainly on vintage outboard engines and Peter has a huge collection housed in a

at various boat and machinery shows. When people saw the display and word got around, Peter was told of other old engines and things just grew from there.

The museum has several boats as well, mainly outboard powered hydroplanes. Of considerable



Vanguard powered ski boat

interest was *Shifty I*, a hydroplane that set and still holds the Victorian 500cc 'C' class speed record. The boat's original German Konig race engine is still fitted.

Another one that caught my eye was "Hot Dog", a 1928 single stepped American built Pen Yan outboard powered hydroplane. This boat was re-

marked for its method of construction. The hull is carved with an interesting method of internal bracing.

Also of interest was *Ski Time*, a 14' inboard midmount powered by a four cylinder Vanguard engine. This boat is another one of those great examples of a very honest and totally original family ski boat. The plywood boat is still in excellent condition, as is its timber trailer, and I dare say if a battery and a fresh tank of fuel were put in the boat one morning, you'd be skiing that afternoon.

If you are in the area, the museum is certainly worth a look. Be sure to give Peter a ring on (03) 5146 0697 before heading off and let him know you're coming. On entering the town, just follow the signs.

markable for its method of construction. The hull is carved with an interesting method of internal bracing. Also interesting is that the hull is sheathed in buffalo hide, which is still in very good condition considering its age. The deck areas have the skin stretched directly over the frames. The technology in the boat was fantastic for the day, considering it was built expressly to take



Just some of the collection of engines and boats



The 1928 Pen Yan single step hydroplane

large shed built specifically for their display. Over 60 engines are presented, ranging in age from 1916 up until the 80's. All sorts are there as well, from little Seagulls for fishing to serious, record breaking race engines, megaphones and all. One engine in particular caught that my interest was a 1960's "Tornado" outboard, similar to the old Seagull motors. What was of interest was that it was built by Seacraft Manufacturing, Mordialloc, Victoria. I think Seacraft only ever built a couple of outboard hulls and neither was built for fishing!

The collection was started some years ago when Peter, an outboard engine mechanic, collected a few antique outboards, but then caught the bug. He converted a tandem trailer to carry his collection about to display

## Victorian Wet Together - Lake Nillahcootie

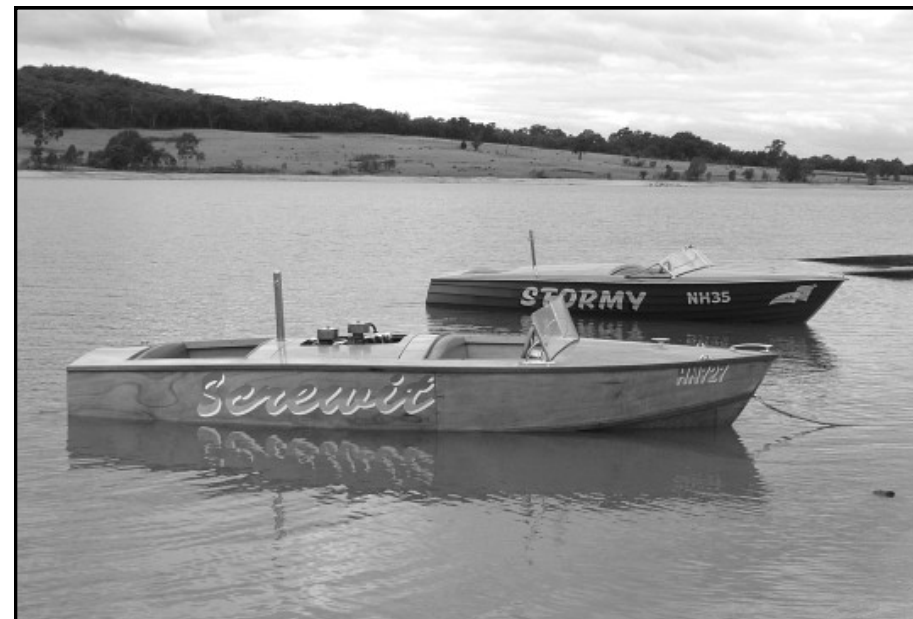
Greg Carr

We always knew the weather would be struggling a bit considering it was mid April in Victoria, and struggle it did for some temperature. On the drive up I saw 2 degrees on the car thermometer, but it did improve by the time I got to Lake Nillahcootie - it leapt to 9. As the day wore on and the cloud remained, so the temperature stayed low, hovering around the 12 degree mark. On the positive side, there was little wind, meaning flat water.

So, did a bit of cool weather stop the enthusiasm of a few hardy souls? No way! Five boats were there, including *Steinway*, *Screwit*, "Alan's boat" (he'll name it one day), *Stormy* and *Nova II*. *Screwit* just made

*Screwit*. The good thing was that he kept finding where they came from.

A BBQ lunch was had by all and a roaring but somewhat remote



few water skis brought along, but strangely, nobody actually went skiing.

The boats received a good work out with everyone enjoying the opportunity to give their boat a bit of a blast before locking them away until summer.

Lake Nillahcootie is a reasonable stretch of water in Victoria's north east and is one of the few lakes around with a good water level.

Disaster struck on the day when I pulled out my camera, only to find the batteries were flat. There always had to be a first time, but hopefully this will be the last. Luckily, Ross's son Daniel had his camera, with good batteries, and took some photos. A selection of them appears here. Thanks Daniel.

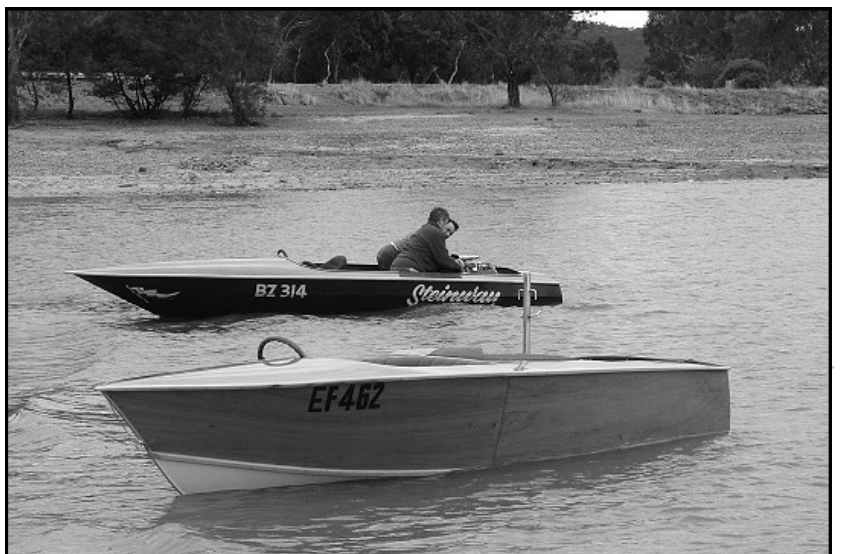
it, with owner Ross finishing a repair to a split in the keel around the skeg the night before. Unfortunately, *Puff* had been packed into its garage and was unable to escape and *Electric Girl* had some trailer woes, so neither made it. All the same, owners Dave and Doug came along anyway.

All boats got a good workout during the day and all were still running at the end. The only problems were *Nova* blowing a hole in an exhaust pipe, making it even noisier, and having one fuel tank break away from its mountings.

It was a bit of a worry too when Ross kept on finding nuts and bolts in the bottom of

fire was maintained by the kids, providing a good amount of heat for anyone needing a warm.

There were a



# Sydney's "Festival Monday"

Rob Cranfield

Sydney's "Festival Monday" has become an entrenched tradition on the Monday following the Sydney Classic and Wooden Boat Festival, which is held bi-annually at the Australian National Maritime Museum.

Thus far all have been held on the Hawkesbury River at Windsor and this year was to be no exception. I would describe this as THE best single day of wooden boating I've ever been to including any single day of the Nats. I've tried to work out why but really can't put a handle on it. We had eight boats on the water and a high attrition rate. We had people come from near and far as well as a reporter from the local weekly paper thanks to Dave Pagano's impromptu interview on Sunday am breakfast radio. The weather was absolutely brilliant, if not a little hot.

At one stage *Cassata* had to redistribute her human cargo, as she couldn't climb onto the plane! *"Rosita"* didn't stop for the whole day between rides, test-drives etc. and there was some talk of a run in the Bridge to Bridge. I don't think you Frecheville boys would run short of deck or shore crew if that were to happen.



A friendly gathering of mates and their boats



78 year old Noel Wenzel takes Rosita for a run

I had to drop Therese's car in to Holden for some work so was down at the ramp by 7:30 am, nothing unusual in that except that 2 non-club members were already there for the event. By the time the first boat arrived there were 8 non-club members of both sexes waiting to have a look, remember better times and to share their memories. At the advertised time of 10 am boats began arriving, as did many more of the public. We moved quickly to get craft into the water and the event under way.

Boat rides for the public were the order of the day early on with both *"Rosita"* and *"Cassata"* fulfilling their duties admirably.

both the festival and the Monday.

*"MyStress"* came off the trailer but her stay was short lived with a hole in the intercooler attempting to literally flood the engine. *"Red Ryder"* made it into the water but her stay was also short lived with an apparent blown head



Lounging around on the back of Cassata

pen.

*"Bernadine"* was having carburettor woes and several tuning runs were made along with a dash to the local auto parts store for a fuel pressure regulator, sadly, none of which alleviated the flooding problem with her Webers. I hope she's OK now Bernie, good on you for coming down for

gasket. The motor ran fine but the oil was thin and white. Di Fenton (recently married, congrats Di and Robert) brought along *"JOE"* and after some initial blowing out of cobwebs went well on their first run. On the second run she overheated and was retired for the day, mostly because of the copious amounts of oil in the bilge. Andrew Petty brought along his hydro *"The Bug"* and did several test flights during the day and was running well, although another prop may be tried. I want to thank Andrew in print for having the presence of mind to wear full safety gear when in the boat on the day. Any accident requiring the authorities would surely reflect negatively on us all. Darren

brought along *"Al-Falfa"* and that little skiff just ran up and down the river the whole day. If you want a triple "E" ride just flip the wheel to the right, plant your foot and HANG ON. She also exhibits the same trait as *"Zarak"* used to of attempting a right turn when you back off the throttle sharply, although owner Peter Moir seems to have this cured nowadays. A new motor is in the works for *"Al-Falfa"*, so stay tuned.

I tended to be the nominated boatman for the day so missed a lot of first hand stories. We had one guy come all the way in from Orange, at least one new discovery found an

owner on the day and two more were to be viewed. The banks never seemed to thin out of people milling about, looking and talking wooden boats. Photo albums were to be seen, lots of "I remember when...", "My uncle had a..." and the like. Several people brought family along and this seems to be a key to any successful event.



Young Reece Crawford enjoyed his day out with Dad



Diane Osmond and Lily in "JOE"

One attendee of note was Noel Wenzel who had competed in every Bridge to Bridge from 1947 (when he won driving *"Gee Whiz"*) to 1985. Noel is in his late seventies and had told his wife he'd be gone for about an hour, he was gone

doubt enjoyed every bit of the time.

Thanks as always to everyone who attended, particularly those with boats. Commiserations to those who fell foul of Murphy and his law. The pictures tell the tale, see you in 2008.

*I have not heard one bad word about this day. Apparently it had everything and it all just clicked: location, weather, the boats and owners and most importantly, an enthusiastic public.* Greg

## Melodee IV

During the Bridge to Bridge race that was run in May, George Kilpatrick (80) and Gordon Brown (77) did an exhibition run from the Butterfly Farm to the finish line at Windsor in their boat *Melodee IV*.

The boat, a timber Everingham runabout, was recently restored by the Kilpatrick family to allow George, with a special invitation from the Upper Hawkesbury Club, to do the run.

This same boat, driver and riding mechanic combination won the Bridge in 1964. The actual 1964 trophy, along with other trophies and memorabilia, was on display in the pits after the run.



## Nathan Mills