

The Classic Australian Wooden
Power Boat Association Inc.

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We're on the web
<http://www.cawpba.com>

President's Pronouncements:

At the risk of repeating myself, just when we think there are no more to discover, three more classics come out of sheds around the country. Two are featured in this edition of the newsletter and the other will be included in Issue 4. All these boats are very original, having been locked away for many years. Interestingly, all are from more rural areas, something to be said about having big sheds to poke them away in. So, for all of you who are still looking for that elusive gem, don't ever give up, you just never know.

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

Around the Traps

General:

- Some stats for those interested. The new look website is now attracting an average of 62 visitors each day compared to 40 per day under the old site format. 93.89% of website visitors are from Australia.

Our Bulletin Board is averaging 3.7 posts per day, which is quite slow compared to what it was some months ago. All the same, at the time of writing, we have 54 registered users and over 400 posts.

- It's that time of the year again. Subscription renewal. Please note the postal address change.

- Don't forget that this edition of the newsletter is also available in colour by downloading from the website. The page is not available to the general public, so you will need to contact me for the download page address.

NSW:

- Congratulations to Dave Pagano who won his class in the recent Bridge to Bridge race on the Hawkesbury. Dave was driving his 350 Chev powered hydro *Atomic*.

Vale

- Sadly, we lost member Ron (Ronny) Crouch in early June. To Ronny's family and friends, our thoughts are with you.

2008/2009 Committee Members

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COMMITTEE

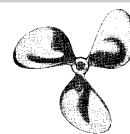
Dave Pagano Mob: 0413 766 501
Bob Carter Mob: 0418 101 626



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THE HOLLOW LOG

Volume 9, Issue 3

July 2009



Victorian Chapter weekend at Paynesville

Hello . . . is anybody there?

My gosh but it's quiet out there.

When I say that, I am referring not only to our interest and activities with wooden power boats, but also everything else as well.

I thought it's probably just that winter is settling in again, slowing activities down. But we even seem to stop communicating as well. Telephone, email and website Bulletin Board are extremely quiet. I don't think it's just us though. A few other websites and Bulletin Boards that I haunt (not necessarily boat related) are also very quiet.

Maybe the southern states have an excuse because of the cold winter temperatures (and the struggle to float a boat because of the acute water shortage), but I would have thought the more northern states would still be fairly active. Maybe they are keeping "Mum" about their mild temps so as not to upset us southerners. I was still thinking about getting a few boats on the water at Carum in Melbourne until we had a couple of days with the top temperature hovering around 11° and associated showers and hail. It was a fairly brutal reminder that winter had arrived. Roll on summer (but please rain like hell in the meantime).

All that said, there are a couple of things happening in July. The 2nd through to the 6th sees the club putting some boats on show at the Melbourne Boat Show after having a year off in 2008. We are in the main hall this year, the display being combined with the Wooden Boat Association and a couple of other wooden boat related groups. This will put on a real timber boat show for the public amongst all that new GRP hardware. We have been allocated a generous area and the CAWPBA will have five boats on show.

Following up later, from July 30th until August 3rd, we will have boats on show at the Sydney Boat Show. This is the first time we have been invited to display as a club in Sydney, presenting us with a great opportunity for some excellent publicity. We hope to have at least eight boats on show in Sydney, including the Merlin powered hydroplane, *Aggressor*.

Please drop by to these shows and say hello (depending on where you live, of course). We are always on for a chat. If you are able to man the display for a time, please let either myself (for Melbourne) or Dave (for Sydney) know.

Coming Events

July 2009

- Committee Meeting, 4th. Venue and time to be confirmed. Refer 0408 937 029

- Melbourne Boat Show, Melbourne Exhibition Centre, 2nd - 6th. We have boats on display again and in the main hall this year, not the concourse as previous. Refer Greg at nh35_stormy@bigpond.com or 03 9370 2987 or 0408 937 029 for details.

- Sydney Boat Show, Sydney Convention & Exhibition Centre. July 30th - August 3rd. The club has been invited to put some boats on show in Sydney this year. Refer Dave at davehotboats@hotmail.com or 0413 766 501 for details.

October 2009

- Committee Meeting, 9th. 18 Grandview St, Moonee Ponds, Vic 8:00 pm (proposed)
- CAWPBA National Regatta, Narrandera, NSW. 24th & 25th. For details, contact 03 9370 2987 or 0408 937 029 or email at nh35_stormy@bigpond.com

March 2010

- Geelong Wooden Boat Festival, Royal

Geelong Yacht Club, Geelong, Vic. 6th, 7th & 8th. Refer <http://www.rgyc.com.au/>

- Just a note to say that the Sydney Classic & Wooden Boat Festival, normally held in March, has been rescheduled to later in the year. Details will be posted once confirmed.

❶ Please check for confirmation of dates and venues

Bauch Timber Floorz

Sanding and Polishing of
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Contact Brian on

0417 346 132

Club Contact Details

New South Wales/ACT Chapter

For further information, contact Dave Pagano by phone on: 02 4777 4558 or 0413 766 501 or by e-mail: davehotboats@hotmail.com

Queensland/WA 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

South Australian/NT Chapter

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

Victorian/Tasmanian Chapter

For further information, contact Greg Carr by phone on: 03 9370 2987 or 0408 937 029 or by e-mail: gca42796@bigpond.net.au

Membership Update:

Vic	36	WA	3
NSW	28	Tas	4
Qld	2	SA	8
ACT	2	NT	1
USA	1	Total	85

Paynesville Get Together

Earlier in the year the feelers were put out about a wet together for Victorian Chapter members. Good water was always going to be a problem, meaning travel distances might dictate a weekend instead of a day trip. Paynesville on the Gippsland Lakes was proposed, meaning a weekend for Melburnians and those beyond. The venue looked really promising, but the feedback was poor, so we let it slide and started looking closer to home again.



A little while later, some really good feedback from Gippsland started to come in, like "What's going on? We've got enough down here to do our own thing". That was the trigger we needed. A get together was arranged for the end of March. Short notice, for sure, but we were running out of time with weather and the proximity to school holidays and Easter.

The weekend turned out to be an absolute gem. A wonderful venue, with clear water and sandy beaches, it was a real contrast for those of us used to muddy water and muddier banks sprinkled with stones and rocks. Dawsons Cove is located in Newlands Arm, just around the corner from Paynesville. Its waters are sheltered from most weather, meaning good water for our style of boats. The sun shone on both days, with light winds and temperatures in the mid 20's.



We had eleven boats turn up to support the weekend. Predominately local boats, they included *Rebel* (Max Curtis), *Aries* (Harry Stewart), *Jarrah* (Richard Olsen), *Rosita* (James Frecheville), *Pheonix* (Gary Morgan), *Classic* (Marcus Andrews), *Ebony* (Ian Wagstaff), *Woodside* (Cameron Dean), *Electric Girl* (Doug Bamberry), *Turbo-Fire* (Brenda Carter) and *Stormy* (Greg Carr). We even had a 25' Halvorsen cruiser grace our shores.

The days were relaxed with a mid-morning start on both days. Saturday was special with some boats being towed in by classic and vet-



eran cars. More classic cars turned up as well, putting on an impressive display in their own right when lined up on the nearby grassy bank.

These meetings provide an excellent opportunity to meet and talk to people only known via email and Bulletin Board communication and this one was no different. They also allow us to look at boats only seen in pictures or imagined from descriptions.

As is often the case, a few boats made life difficult for their owners. *Stormy* teased me for a couple of hours until a broken wire to the fuel pump was discovered (well found, Doug). *Ebony* was having issues with keeping welsh plugs in and *Rebel* with keeping water out after jumping a largish wake. Otherwise, all went well.

A very enjoyable Saturday evening was spent by many of the group having an excellent meal at a local Paynesville restaurant.

We were fortunate to have a local amateur photographer taking some photos of the boats on the Sunday. I think most of us put our boats through their paces in front of his lens. As a result, I now have some great shots of *Stormy*.

Sunday morning also saw us do a slow cruise through the channel between the island and the mainland, putting on a display for the locals.

It came to an end all too soon, with a few of us having to leave mid afternoon for the long haul back to far off places, like Melbourne.

With Paynesville and Dawsons Cove being such a wonderful spot, along with unlimited water, I'm wondering if it just might be the place for an annual Victorian wooden speed boat pilgrimage.



Turbo-Fire restoration, the final installment

Bob Carter

The Trailer

Turbo Fire's trailer was in pretty sound condition. The base frame carrying the axle and bearers had been converted from timber to steel by the Rich brothers during their ownership period. The main timber bearers running lengthways are original. My son Ross tidied the trailer up with new lights and wiring, bearer carpet plus a coat of paint. We changed the wheel hubs and fitted new Ford rims with light industrial tyres to ensure tyre compatibility across our little fleet of wooden boats.

Launching Day

The re-born Turbo Fire had her first outing at the National Water Sports Centre, Carrum. This was just a few days before we were to depart to Narrandera for the 2008 nationals.... just one year late!

Gladly everything went like clockwork, a real credit to both Don McClymont and Greg Wood.



The engine starts easily and feels strong. Off the line it is a little sluggish, feeling as though it loads up. The problem is most probably a lack of air getting through the carby, a by-product of my determination to get the engine under the hatch.

We're running a 12" x 15" Lundberg cupped prop and it is probably a bit big in pitch. This is not the prop that came with the boat, (although it is the same size) so we need to switch to the original at some time to see if that works better.



On the water, *Turbo-Fire* is a delight.

Although she is 44 years old, she handles like the classic that she is. The hull has the most beautiful lines, a wonderful look that has made the Lewis an enduring classic.



It tracks nicely, it rolls up on the gunwales when pushed in a turn and wets the passenger on the low side. There's barely enough room in the rear dicky seat to fit in an adult, one who has to sit cross ways with their knees up under their chin.

What more could any boating blue blood ask for from a Lewis?

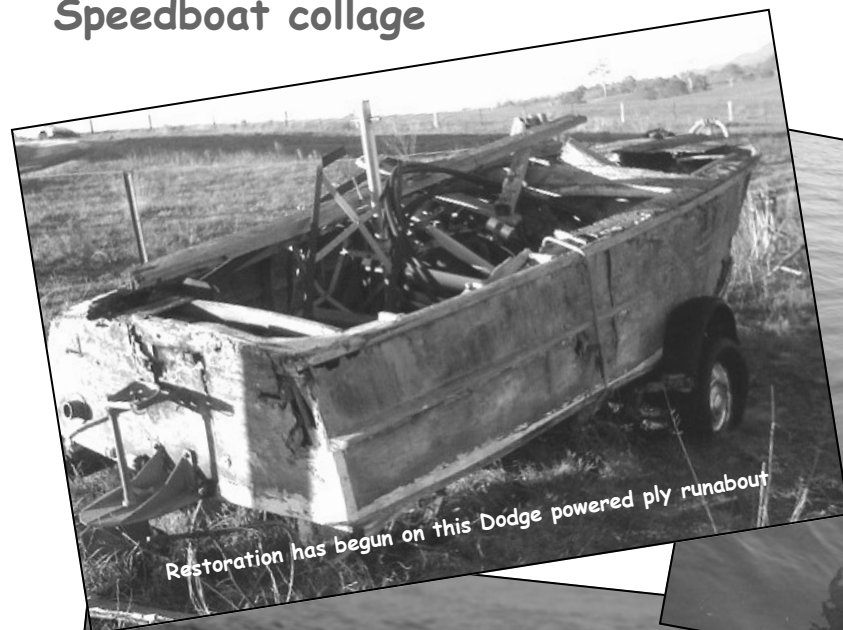
Bob can be contacted via email at bobcarter@connexionpr.com.au or by phone on 0418 101 626.



Proud owner Brenda Carter getting acquainted with her new pride and joy at the 2008 Narrandera National Regatta.

Quote for Today:
"Man prays for a long life,
yet he fears old age"

Speedboat collage



Restoration has begun on this Dodge powered ply runabout



Recently built crackerbox style



Members Barb and Richard in their Seacraft



Found on a scrap heap



Nice rig Max



Starfire and Glued & Screwed at Mypalunga, SA

American Motor Show

The CAWPBA were again invited to put a display on at this years SHANNONS - AOMC American Motoring Show.

Six boats on show this year amongst the one thousand or so American cars, trucks, buses and caravans that came along. The boats were *Electric Girl*, *Huff 'n Puff*, *Hustler*, *Redskin*, *Steinway* and *Stormy*.

Crowds were again excellent, with the cool weather and threat of showers failing to deter the public.



Our group attracted considerable interest for the public and within the group. Three boats that we don't regularly see (*Huff 'n Puff*, *Hustler* and *Redskin*) came along for the day, offering us a good opportunity to have a look at them ourselves.

Hustler was one boat we hadn't seen, having undergone a long restoration in the Ballarat area. The boat was recently purchased by Mario Bonnici of Melbourne. Mario completed the final details of the restoration and gave the boat its first post restoration run on the water a week or so prior to the show. Mario reported only a couple of minor technicalities occurred on the run. This boat is just immaculate and its Ford Y block V8 is a showpiece. *Hustler* has been pretty much confirmed to be the well credentialed raceboat, *Mandy*.



It was a good day enjoyed by all and offered an excellent opportunity to catch up with each other and have a chat. I think we were about the last to leave.

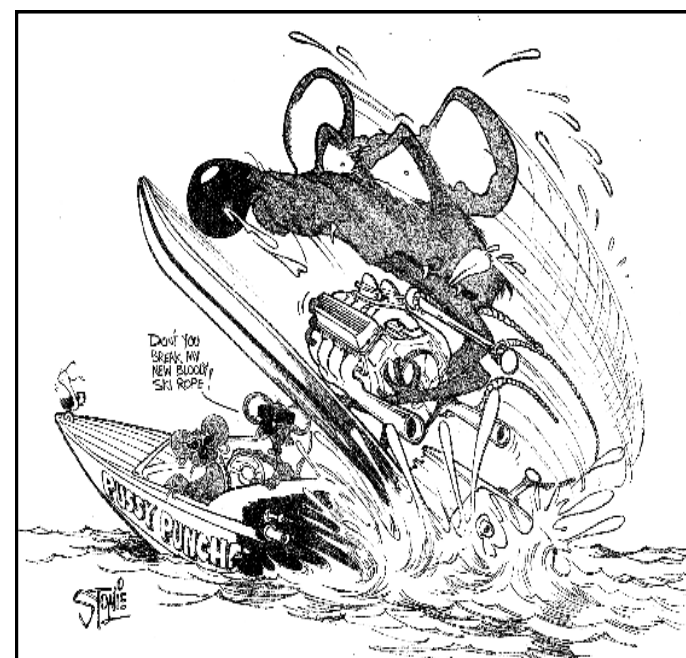
Thanks to those who brought their boat along and also to those who came in to say hello.



Please help

Member Steve Visser would like to hear from anyone knowing something about his skiff, *Pagan*. The hull is unusual for this type of boat, being what looks like cold moulded double diagonal construction. The engine is a 4 cylinder Vanguard.

Steve can be contacted by email at speedwaysteve1@hotmail.com or phone 0438 852 838.



Botterill runabout surfaces

I was contacted a few months ago by Paul Versteden from country Victoria asking for some advice about a boat that he had discovered. Paul didn't have a lot of information about the boat, but what he did know was that it was an ex racer, probably built in the late 50's, was fitted with a flat head Dodge six cylinder and importantly, still carried a name plate with J. Botterill and Sons, Melbourne on it.



The boat was a bit tired, having been removed from the shed it had been stored in for some decades and placed under a tree, albeit with plenty of tarps laid over the top of it, including its original boat cover. The boat's biggest issues were some rot in the transom and adjacent planks on the right side, most likely caused by cows rubbing themselves against the area and exposing the timber, and some springing of the deck. The boat was otherwise complete and original.

After a price was negotiated with the owner, the boat was Paul's. The trailer's tow hitch was not trusted for the trip home, so a tandem trailer was to be used. That didn't end up happening because of the very wide track on the trailer, so a tilt tray with a winch was organised. For the very reasonable price of a slab, the boat was transported to its new home.



Once in the shed, the engine was found to still turn OK. After some messing around, a battery was hooked up and the engine was cranked. Compression and oil pressure were both good with power through to the original Lucas Sport coil and then to the points, but not to the plugs. A quick scratch up with a points file and some corrosion removed from plug leads soon remedied that. Unfortunately,

with all the activity, a welsh plug disintegrated.

With the shaft disconnected and a bit of fuel in the carby bowls, the first attempt to start resulted with a pretty impressive backfire and accompanying flame from the single exhaust pipe. With the bowls filled again, the second attempt resulted in the engine bursting into life and running until the bowls emptied. A leak from the exhaust was duly noted.

With the carby bowls cleaned out, a couple of other suspect welsh plugs replaced and a temporary fuel line rigged up, the engine was readied for a warm up run.



During the next run, the hole in the exhaust was located and another welsh plug not previously replaced blew out. Otherwise, the engine ran well with no oil smoke and after warming up, idled sweetly without assistance.

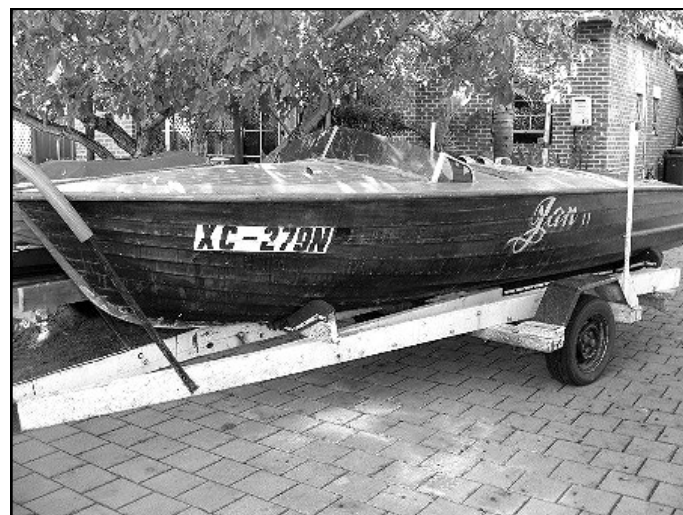


This wooden boat stuff is new ground for Paul, who has been more involved in car restoration. Paul intends to carry out a faithful restoration of the boat, keeping it as original as possible.

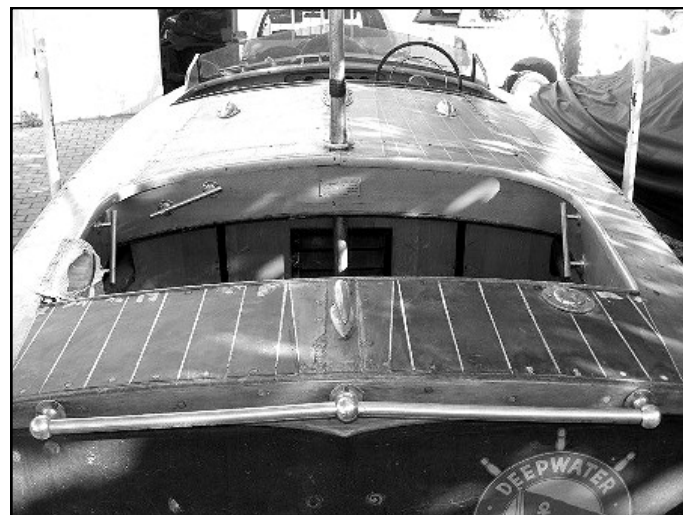
Botterill boat builders are better known for building sailing boats and cruisers than speedboats and I have no idea of just how many boats like this that they built. In my opinion, this boat is something special as it is one of only a couple of Botterill runabouts that I know of, unless someone can enlighten me. There is no name or registration number on the hull, only the name "Lynn" on the trailer. If you have any information on this boat, please let me know (contact details are elsewhere in this newsletter).

Jan II

Some of you may have seen the Lewis on the website for sale. Well, I spoke to Colin Bailey about the boat and told him that I thought it was a good thing and I was thinking about going and having a look at it. Colin's next comment was "Me to". So, after a bit of discussion, we decided that he would have a look at it as I seem to have too many boats anyway and didn't need another project. Colin spoke to the chap and told him he was interested and could he hold it until he got there as it is a long drive from Adelaide to Wagga Wagga.



A few days later Colin was over there and the boat was not as good as the chap said. You know how it goes when people are selling something they are not really into; the boat was described to the best of the owner's ability. Colin figured that seeing as he had driven 10 hours, he was going to drag something home, so a price was agreed on.



Colin rang me to tell me that he had bought it and then he told me that the trailer had no tail lights. I told him it would be OK till it gets dark and then I told him a trick I used before. I told him to cut the plug off and let the wire drag along the ground and if a cop pulls you over you can tell him it must have fallen out, sooo, off went the plug. I rang Colin about six hours into the trip home to see how he was going and asked him if the wheels had fallen off the trailer yet as a joke. To my surprise he replied with "How did you know?"

Paul Siddall

What happened was the U-bolts had broken on one side of the axle and it was only by chance that he found it after asking his brother in-law to check the trailer while stopped at a servo. Colin then set about repairing the trailer with nothing but rope to use, so with a fair few meters of rope tied around it he, set off again. He drove for a few kilometres at about 20 kph and then figured that as the thing had not broken it would be good for 110 kph. All was going well till he got pulled over by the cops for no tail lights at about 9 pm. When he went around to the trailer plug to look surprised at the missing plug, figuring that the cable must be worn out by now, to his surprise, the cable was like brand new. His next answer to the cop was some one must have stolen the plug end. After a check of the car and trailer the cop told him to fix the light at the next road light and let him off (luckily he didn't see the axle being held on by rope). The rest of the trip was hassle free and he got home about midnight.



I went around the next day to have a look at this gem. The boat is very original, with only two other owners. It will need a couple of planks and a re-deck, but the rest is not too bad.

The boat is 16' 4" long and has been a race boat as it has got grab handles in the rear and the front and the only prop it has had is a two blade. It has a 272 Cusso with a dry sump. We think that the boat is about 1956 going by the motor, and the boat has got a very blunt front. It has the normal Lewis badge fitted in the back and another one under the engine box to tell you what oil and other stuff to do with the motor. All in all the boat will come up a treat when Colin gets around to restoring it.

