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### President's Pronouncements:

The production of this newsletter was a joy in that I had more material than I could fit in. To be in that situation is indeed a rare occurrence. Many thanks to the contributors.

Things are slowing somewhat with the onset of winter, so many of us will be doing some maintenance on their boats. But, I am determined not to "sook out" and let the cold southern weather completely stop me using the boat this winter. I am determined to get out in the boat and burn some petrol over the next few months. What about you?

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

Greg

## Around the Traps

### General:

- It's that time of the year again. You will have found a membership renewal form included with this newsletter. Please support your club by renewing your membership.
- Narrandera is fast approaching and it looks like we will have quite a crowd this year if early enquiries are anything to go by. A bonus for many Victorians is that the Melbourne Cup is being held on the Tuesday following our weekend, providing an opportunity for a four day weekend.

### New South Wales

- Dave Pagano is progressing well on his 23' Towns sedan racer. I was hoping to see this one at Narrandera this year, but with Dave flat out with work at the moment, we'll have to wait and see.

### Victoria:

- I mentioned an unwetted skiff in the last issue. Ross Foster is the new owner of a 13 footer that is yet to be launched. Knowing Ross, the 30 year old boat will be in the water in no time. Maybe there's a challenge there to make Narrandera, Ross?
- Another of those "gems" has emerged after being locked up in a garage for over 20 years. This one is a beauty. More in the next issue.

## 2009/2010 Committee Members

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## The Classic Australian Wooden Power Boat Association Inc.

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# THE HOLLOW LOG

Volume 10, Issue 3

July 2010



A nice combination, the South Australian based Dragon and its 57 Chev towcar

## Coming Events

### July 2010

- Melbourne Boat Show. July 1st - 5th, Melbourne Exhibition Centre. We will have boats in the concourse area again this year, so drop by and say hello.
- Forster Speed Boat Spectacular. Forster, NSW. Great meet for classic race boats. For further details, contact Dave on 0413 766 501.

### September

- Test and Tune day, Friday 24th, Water Sports Centre, Carrum, Vic. An opportunity to blow some dust and cobwebs away before Narrandera. For details, contact Greg on 0408 937 029.

### October 2010

- CAWPBA National Regatta, Narrandera, NSW. 30th & 31st. For details, contact 03 9370 2987 or 0408 937 029 or email at nh35\_stormy@bigpond.com

### November 2010

- Lake Mulwala Power Festival, incorporating the 2010 World Championship Grand Prix Hydroplane Championships. The

CAWPBA have been invited back this year for static and on water displays.

### January 2011

- In conjunction with the Let's Go Cruising car club, on water or hardstand display of classic cars, hot rods and boats at the Sea-works Maritime Centre, Williamstown. Further details later.
- Please check for confirmation of dates and venues

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## Club Contact Details

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### Membership Update:

|              |           |     |   |
|--------------|-----------|-----|---|
| Vic          | 41        | WA  | 2 |
| NSW          | 24        | Tas | 2 |
| Qld          | 4         | SA  | 6 |
| NT           | 1         | USA | 1 |
| <b>Total</b> | <b>81</b> |     |   |



## JAYME II

This issue starts a pictorial timeline article on JAYME II, Dave Drewer's 16' Everingham runabout. The pedigreed ex racer was purchased by Dave in early 2008.

A brief history:

- JAYME II is a 16' 3" Everingham, built in the mid 1960's
- It currently runs a 307 Chev, but it's believed it raced with a 327 running 2 X 4 barrel carbies and also 6 X 97 Strombergs at one time and over transom exhausts.
- Previously owned and raced by Peter Spicer
- Purchased by David & Kathryn Drewer in March 2008
- Had not been registered since 1987
- Relunched in October 2009 after rejuvenation

Peter Spicer was a commercial pilot. He raced boats and speedway cars and was well known in the SA boat racing scene. He is believed to have raced something prior to JAYME II, maybe JAYME. He also raced a hydro, JAYME TOO (which was *Mystere* with a 6 cyl) later, running an injected 350 Chev. He then raced an outboard, *Old Twitchy*, in which he was killed when racing at Taree in 1981.



Pick-up day in March 2008. Dropped past Paul Siddall's plating shop on the way home. Paul loved the boat, but had missed the ad for it in the paper.



Another picture at Paul's on pick-up day

## Dave Drewer



Motor out and sawdust in - to try and soak up some oil



Motor out and in the trailer - the seized 307 off to the mechanic. The motor had been spray painted with blue paint, but somehow it hadn't fixed the seized issue. Thank-you Dave Matthews! I did the monkey stuff and he did the clever bits.



The dash as it was - mechanical gauges

## The Fossil

I received an email from James Jacobs a little while back about a boat he had heard about that had sat in a shed for many years. James followed up on the story and ended up bringing the boat home.

The boat is a 15 ft SKUA and is a 95% completed project that has not seen the water. It has yet to have any wiring fitted, the steering isn't hooked up to its 40's era Buick wheel and there has never been a windscreen or any gauges fitted. The little info given up by its elderly owner suggested it was unfinished when he bought it in around 1964 (he was unsure on the year). A 289 Ford V8 motor and Tawco marinising gear were purchased new and fitted to the boat and then it sat, in a secure shed, with minimal progress. The motor has yet to be fired, although he had wound it over every 6 months or so. He did mention that the hull was built by a man in the Moriac area (near Geelong).

The original plans were found rolled up under the front seat, which is supposedly from a Commer van.

The hull is plywood with fibreglass along the waterline and gun'ls and is painted red and white, with the red having faded a lot. Paint aside, it seems to be a perfect hull. James has been finding timber offcuts under seats, etc., and it was noticed that the fuel tank doesn't smell of any fuel, so James is fairly confident the boat has never been off its trailer.

It has a set of fins on the rear deck area that are quite tall and curve

inwards. The layout is a twin cockpit arrangement.

While the hull requires minimal work, the previous owner appears to have added some extra bracing inside the hull just ahead of the main frame timbers. The original plans indicate a "flexifour" engine of 40 hp, so a 289 is a large jump up, giving cause to adding the extra timber, some of which is yet to fitted. While James has no boatbuilding experience, he is a specialist in vehicle restoration and repair on cars from the 30's through to the 60's.

James has nicknamed the boat *The Fossil* and will tow it behind his 1947 Buick.



## Fast Runabout "SKUA"

Similar to *The Fossil* (above), SKUA design, Plan #131, was available from Boat Plans Pty Ltd, George St, Sydney, in 1959. The plans, drawn up with the backyard boatbuilder in mind, were available for 84/- or 150/- for full size patterns (quite expensive for the time).

The boat could be built in 14', 15 or 16' lengths, with a beam of 5' 8" and a draft of 1' 6". Construction was of sawn frames with longitudinal stringers. The batten structure was covered with 5/16" plywood planking to form the hull. Deck and cockpit sole were of 1/4" ply. The boat was designed to be built upside down on a building frame or flat surface, with temporarily extended side frames.

The hull shape follows the usual runabout lines, with flared bow sections and tumble-home aft.

The keel profile aft of station 6 is a straight line, lifting only slightly towards the transom. This, combined with a well submerged chine aft, prevented the craft settling down excessively at the stern.

The usual bridgedeck was omitted in design 131, with the engine being covered by a box like structure.

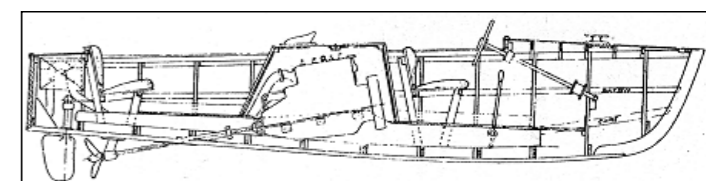
The plan was based on a 4 cylinder Universal Flexifour engine, producing 40 horsepower, allowing speeds of up to 25 mph. With the 13 gallon fuel tank, this would give a cruising range of 5 1/2 hours at high speed. The option of fitting of a Ford V8 or Mercury engine was well worth the little extra work and expense, giving speeds of up to 40 mph. Petrol consumption at full throttle was calculated to be approximately 6 miles per gallon while at cruising a more economical 10 miles per gallon could be expected.

By all accounts, this was a very popular design because of ease of build, good looks, reasonable cost and good performance,



particularly with the V8 engine.

I believe you can still get these plans from Build-A-Boat Plans Co. in Brookvale in Sydney.





## Wooden Worry update

As can be seen below with the before and now pictures, member Ray Russell's project boat *Wooden Worry* is progressing very nicely. By now, Ray should have just about have put on the deck.



## Cherdith

Nice to see the SA 18' Lewis, *Cherdith*, back on the scene.





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Original dual fuel and oil tanks (the motor is dry sumped). The fuel tanks were modified car tanks and had rusted through the bottom from sitting for 20 years



Chrome bits off, ready to go to Paul Siddall. Thanks Paul!

..... to be continued in the next edition of the Hollow Log.

## Engine with surprise accessories

Club member Bernie Sanson recently spotted an ad for a marinised Dodge sidevalve engine for sale at a clearing sale in country Victoria. Bernie thought the engine would be handy for spares for the Dodge in his Everingham runabout, *Vamoose*, so he decided to go and have a look.

When Bernie turned up at the sale, it happened that an old clinker boat and trailer were included with the engine sale. Needless to say, Bernie towed the lot home.

It seems that a restoration had been started on the boat, but interest had waned. While there is still plenty to do, the hull is basically sound with no rot and a just a couple of planks needing some TLC. Another big plus is that all the original running gear and fittings are still with the boat.

Yep, they are still out there!



## Raven update

Glenn Hickmott sent another update on the progress of his 16' runabout, *Raven*.

With the timber work on the hull and deck complete, Glenn has just finished applying the seventh of 14 coats of varnish that the deck will receive. The top picture (below) was taken in April, the lower picture in early June.

The boat's Ford 272 Y block has been rebuilt and looks a treat in its Ford light blue paintwork.





### Seacraft/Syndicate Regatta

The weekend of April 11/12 was originally going to be quite busy for us, but with the cancellation of our Paynesville weekend and not enough boats available of the type requested by the organisers for the American Motoring Show at Flemington on the 11th, I decided to take a quick run up to Moama on the Murray and drop in on the Seacraft Syndicate Boat Owners Club annual regatta at Merool.



With the weather varying from drizzle to light rain just about all the way up, I wondered if the normally excellent weather around the border region was going to fail this year. It cleared when I arrived at Echuca, but remained cool and partially overcast for most of the afternoon.

A very good turnout of boats was evident, with about 25 boats in the river. I dare say a few more would have turned up on the Sunday.

The club was again very well set up, with marquees and a PA system, the latter very necessary for when calling out the different boats for the various events. The SSBOC's water based events mainly involve



### American Motor Show

We couldn't support the Shannon's American Car Show at Flemington this year, but I went for a look anyway as it is just around the corner from me at Flemington Race course and I love looking at all that 50's and 60's US sheetmetal.

A couple of boats did in fact turn for the show, attached to some American iron. They were a tad plasticky, I thought, but the late 1970's Glastron sports boat (James Bond Moonraker type) was impressive all the same. As for the other one, "Ho, hum". But then, I am a bit biased.



time trials, running against the clock in various categories for water skiing and engine layout/size.



The boats were as immaculate as they ever are and performed as well as they ever did. There are some seriously quick boats in the club, both 6 and 8 cylinders.

CAWPBA club member and owner of *Nailed*, a 17' Syndicate hull, was at the meet, although I never did catch up him (I couldn't find you Leigh!). I did see the boat flash past at a hell of a rate of knots during one of the speed trials. *Nailed* is one seriously quick boat.



There were a few older model Seacrafts participating, including *Drag On*, *Renegade* (1967), *Puff N Stuff*, *Conquistador* (1970), *Mustang*, *Olde Wood*, *Butterbox* (1970) and "*Lil*" *Tyke* to name a few.

It looked like a great weekend was had by all.

### Carrum Wet Together

After a couple of unsuccessful attempts to put some boats in the water, the Vic chapter put a date up on our Bulletin Board for a quick burn at the National Water Sports Centre.



I knew we were probably pushing it as, firstly, it was a Friday and secondly, it was late May in Melbourne. Regards the latter, it can be quite cool in May. Response was a little slow, but enough interest was there to go ahead.



The day arrived with a weather forecast of showers in the afternoon and a top of 18°. The weather was OK on arrival at about 1030, but once a few boats hit the water it clouded over and the wind came up, making things decidedly cool.



We had six all wood, one half wood and one no wood boats turn up. *Butterbox*, *Electric Girl*, *Hustler*, *Redskin*, *Steinway* and *Stormy* were the 'all woods' with Ross Foster's wooden decked V8 skiff the 'half wood' and Leigh Falcke's 'no wood'.



It was good to catch up with everyone again, catching up with the latest news and general BS. Peter and Meagan Sneddon also dropped in to say hello. Many will have been following Peter's project on the Bulletin Board.

I suppose this day's effort shows how easy a day out can be organised. After many weeks of toing and froing and procrastination about an event day, a date was put out there and two weeks later we had six boats on the water. We were there for only four hours or so, but it was enough to have a good chat and laugh with friends and to give the boats a work out.



Unfortunately, not everyone had a good day.

Quote for Today  
"In the race for quality,  
there is no finish line"