



THE HOLLOW LOG

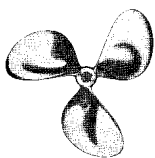
The Classic Australian Wooden Power Boat Association Inc.

Volume 14, Issue 3

July 2014

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Circulation this issue: 95



Close "spirited demonstration" at the 2014 Goolwa Aquafest

Election Time Looming

Narrandera is fast approaching and as you will all be aware, Narrandera means the AGM and the election of your club's committee.

All committee positions become vacant at the AGM, giving any financial member the opportunity to stand for a committee position. There are four officer positions and two committee positions. The officer positions are President, Vice President, Secretary and Treasurer. At last year's AGM, a couple of officers stated they would not stand for their current positions in the 2014 elections.

The current committee has been in for eight years now and I for one will step aside from the position of president to give someone else the opportunity to bring forth their ideas to the club. I am still prepared to stand for another position, just not that of president. The position of Vice President will also be vacated and not re-nominated for. Just to reiterate, all committee positions are open.

If you would like to be a part of the committee of the CAWPBA, please let us know by putting your name in the hat. You do not, at this time, need to nominate for a specific position, just that you are interested. This means that if there is more than one person nominating for a particular position, knowing only one can fill it, there may be another position that has not been nominated for that could be offered to you.

Something else that is open to club members is that of Editor of the Hollow Log. The newsletter is produced in Microsoft Publisher, which is an extremely easy program to use and has been set up as a template, ready to fill. Are there any budding journo's out there that would like to have a go? Not too sure? Why not become an assistant editor? Let us know.

Back in the Water

Lewis runabout *She'll Do* had been sitting in a container for 10 or so years and was pretty dry, with cracked planks and lots of gaps around planks and the transom. I'd brought the boat across from Adelaide about 10 months earlier and just parked it in the shed. I had a go at putting water into the hull soon after getting it home, but it ran out quicker than I could get it in. Being a bit short of water on the property at the time, I gave wetting it out away as a bad idea.

When building the trailer for *Stormy* with Ross Foster, Ross suggested the boat be left on the trailer and parked in the water for a few days to see how much the hull would take up and whether some of the cupping would come out of the planks. Knowing how quickly the water ran out previously, I was somewhat sceptical. But, nothing ventured, nothing gained. I considered backing it into the home dam, but worried about getting it out once the water was in it, making it too heavy to pull up the muddy bank.

About six months later, we got around to doing it.

Ross had been in much the same situation with his skiff *Ratbag*, with water running out quicker than it was going in. *Ratbag* was essentially a new hull, never having been in the water. He took the boat up to Lake Eppalock and parked it in the water on the ramp for hours at a time. The planks eventually took up, with the hull being quite tight now.



We dragged *She'll Do* up to the Victorian Speed Boat Club and rolled it down the ramp on a rope until the water came up to the rear floor. The nose down attitude of the trailer meant that water was right up into the bow. Being mid week, it was really quiet, so we left it there on the secondary ramp for about five hours. When we pulled it out, it was quite surprising how well it was holding, but it was still coming out at a hell of a rate.

We headed up again the following day, intending to leave it in for about eight hours. Unfortunately, the wind came up, meaning we pulled it out after only five hours. Again, the leakage was considerably less. I thought I would take the opportunity of cleaning out a bit of gunk in the bottom of the boat, so added a generous amount of washing detergent to the water still in the boat before heading home. Although only a relatively short trip, the detergent did an amazingly good job. I drained the boat and

got the pressure washer out and gave the inside a good wash down. It removed a heck of a lot of old oil and dirt loosened up by the detergent. But, as always, there was a price. The boat was back to leaking nearly as bad as it did to start with, having had a lot of its "caulking" - all that accumulated dirt and grease and gunk from years of use - blown out. All the same it continued to improve most of the following day just having it sit with some water in the hull.



The boat then sat in the shed for some months before I dragged it out and threw a few buckets of water in it. It had been damp and cool for a couple of weeks and I was hoping that might have had an effect, but alas, it wasn't to be. It still leaked way too much for my liking, especially around the transom, but all the same, it was certainly promising enough to have another couple of goes at parking it on the ramp and in the water up at the lake.

I've just got to get around to it.

Renewal Time again

We've reached that time of the year again folks where subscriptions are up for renewal.

You should find a renewal noticed included with this newsletter. You can complete and return it via post with either a cheque or money order made out to CAWPBA. Postal address is 12 Carlogie Place, Bacchus Marsh, Vic, 3340.

Or, you can simply do a direct transfer into the club's bank account, details of which are:

Bendigo Bank

Account Name: Classic Australian Wooden Power Boat Ass.

BSB: 633-108

Account Number: 132989179

Still \$50.00

Seaworks display

The CAWPBA were invited back to Seaworks in Williamstown to celebrate their 10 anniversary. We were there at Seaworks' inaugural opening with several boats and the organisers thought it appropriate that we return.



This time we had four boats on show, but could have had 100. The number of other boats on display was a little disappointing, with only a half dozen or so other boats exhibiting (and one fabulous 1942 Fargo fire engine from the Melbourne Metropolitan Fire Brigade's museum). Seaworks is more a traditional classic and wooden boat organisation with a broad range of interest covering Australia's and particularly Victoria's maritime history.

All the same, we had *Resurrected*, *Bazingo!*, *Pagan* and

Stormy on display. There was some reasonable interest from the public. It was also an opportunity to catch up with members including those who dropped in for a look.

It was first time out for *Bazingo!*, Peter Sneddon's project runabout, the restoration of which most of us have followed on the Bulletin Board. It was displayed as a work in progress, but is very close to completion. Also fairly new to us was Nick Pethica's *Resurrected*, his rearmount Gilflite hull.

In the end, a pretty good day was had and we were even provided with some sustenance for our effort.



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2014 Goolwa Aquafest

What a massive weekend was the 2014 Goolwa Aquafest. I reckon there were over 40 boats there on the Sunday in all classes. This included at least half a dozen hydroplanes of various configurations and engine types and sizes. Displacements ranged from blown 540 ci V8's to a great looking and performing 265ci Chrysler hemi six cylinder.

Woodies, including club boats and others, were: *Atomic*, *Crack-erbox*, *Fury*, *Hi-Fi*, *Jayme II*, *Lady Bird*, *Rebound*, *Rude*, *Scrubcat*, *She'll Do*, *Silver Streak*, *Skitter*, *Strewh*, *The Sting*, *Tia Maria*, *Touche'* and an unnamed bare hull clinker.



Most of the CAWPBA group arrived on Friday and Saturday saw many boats heading to the ramp for a shake down. Several of the boats had travelled far and their owners were keen to see if they had been affected by the trip. Goolwa was soon listening to the sound of both new and vintage V8's zipping across the water. It was interesting to see that all club boats and for that matter, I think all the timber boats, were V8 powered. Not a six in sight. In fact, I think the only old style six cylinder was a 265 hemi fitted to a glass boat.

The weather was a bit marginal, being mild on Saturday and a little cool on the Sunday. The breeze stayed down, but the water did rough up a little and particularly so during the demonstration runs on Sunday. Not surprisingly, it didn't seem to slow anybody down.



Some supreme efforts were noted, with a few boats being finished the night before departure to Goolwa. Of note was Dave Pagano with *Atomic*. I was talking to Dave on the Wednesday



prior to him leaving on Thursday and he was still finalising the freshly built engine going in. It hadn't even been started at that stage, let alone water tested. That was going happen at Goolwa. Dave finished at about 4:00 am on Thursday, an hour or so before he and the family were due to leave. Needless to say, his departure was delayed somewhat. A couple of tyre changes in the rain on the way slowed him down a bit more, but not as bad as a previous trip where he was changing radiators on the side of the road in 40 degree heat. Gladly for Dave, the boat's engine ran strongly all weekend.

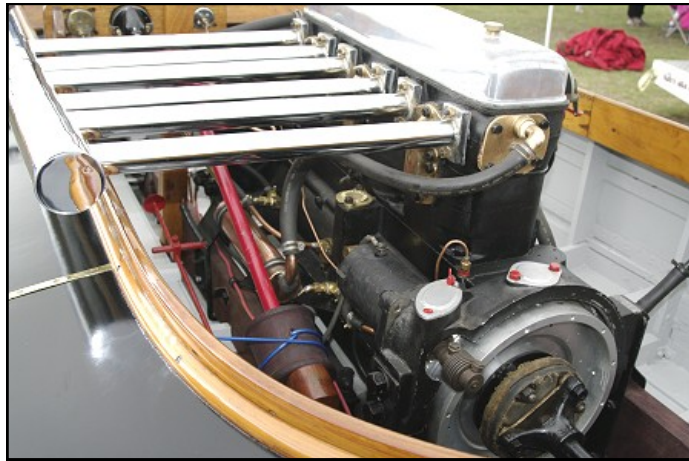


A couple of yet to be seen boats debuted at this year's event, one being *Tia Maria*. The 17' Lewis clinker, owned by Mick McCardle, was running a Chev V8 and proved itself to be a very quick boat. Mick got the boat from Dubbo in NSW and brought it back home to Goolwa for restoration. The boat proved to be in very good original condition, not requiring any major plank work and even the deck was good enough to keep. *Tia Maria* was beautifully presented. Unfortunately, some steering issues slowed things down for Mick in the final event for the runabouts.

Dave Drewer's *JAYME II*, looking as good as ever, was noted to have been fitted with an extra carburettor and David Keller's Lewis, *Skitter*, was definitely running a whole lot better than last year, with its 283 Corvette sounding very sweet.

Another boat that many did not know was *Lady Bird*. This Everingham hull is the old *Friski*. The boat was beautifully presented and ran beautifully.

Another boat on display which certainly caused some interest was *Silver Streak*, a Chris Smith (of Chris-Craft fame) designed hydroplane built in the USA in 1923. Many may have heard something of this boat before. *Silver Streak* was imported to Australia in 1924 and was raced for some years. The boat is fitted with the six cylinder English Meadows marine engine which replaced the original 3 cylinder Pierce-Budd engine, which was also on show. The boat was beautifully presented and it was interesting to see what would have been state of the art boat and engine design ideas from the 1920's.



The spirited demonstrations were again very entertaining for the crowd. The runabouts had the numbers to put on a good show with the likes of *Hi-Fi*, *JAYME II*, *Lady Bird*, *Skitter*, *Tia Maria* and *Touche* as well as *Strewth* showing a good turn of speed for what are essentially ski boats.

The V8 skiffs were as impressive as ever with *Fury*, *Rebound*, *Rude* and *Scrubcat* circulating quite quickly. *Rude*, punching out a few more horses than last year after some engine work, was spectacular at times, showing plenty of air under much of its hull on several occasions. The skiffs are always crowd pleasers and were no different this year. Those older V8's, still push-



ing out around 400 HP, sound special.

Of course, you quickly find out how far we have come in boat design and speed once the more modern equipment comes out. The five and six litre boats are quick enough, but the BAD boats are spectacular to watch and the sound is a treat.

There were only the two vintage hydros circulating on the day. Local boat *The Sting*, all 25 foot of her, was as good to watch and listen to as it ever is. *Atomic* made the trip from NSW and travelled well all day. For *Atomic*, it was a return home for the 16' hydro, which was originally from South Australia, being raced there as *Ol Stoney* from the late 50's through to the 70's.

Apart from the boats, there were flyovers by vintage aircraft and a two thirds scale Spitfire reproduction aircraft did some stunning low passes. A classic car display next to the clubhouse and steam train rides just down the road by made for a really entertaining Sunday.



Again, this event was extremely well run and praise and credit must be given to the Goolwa Aquatic Club and their assistants. The fact that numbers attending just keep increasing is a reflection of the feeling of boat owners towards this event. Such was the success, the event has been locked in for the weekend of April 11/12 next year.

BULLITT II

Jon Levett sent me some pictures of his new boat building project. It seems Jon is so impressed with his runabout *Bullitt*, he decided to build a copy, only in much smaller scale.



Construction detail is quite fine and accurate to the real boat, as can be seen by the deck frames, details that will be covered later by the deck.

With some help from Sophie and Jesse, the pictures here show the work progress so far of the 1/4 scale boat.



The radio controlled model will have a die cast V8 engine fitted to match the original 327 Chev.

Jon brought the model along to the recent Victorian Get Together and everybody there was suitably impressed.



There was talk of a launching, with a dam close by, but it didn't happen. Was it that the clinker hull had not been wetted out and a sinking wasn't going to be risked? Or was it something to do with the persistent heavy rain that dampened the entire weekend? OK, probably the latter.

I'm guessing we will see this boat strutting its stuff at Nar-randerera this year. The peg is in the sand now, Jon, so the pressure is on.



Mudlark update

Member John Fietz contacted me recently for an update of his runabout *Mudlark*.

The hull is at paint stage and John tells me he has applied about eight coats of undercoat and most likely sanded seven of those off. It is now at topcoat stage and John reckons the same will happen there.

Mudlark is believed to have had some sort of association with boat accessory manufacturer, Lundberg, even possibly being built by them. All hardware and accessories still fitted to the boat and engine were Lundberg parts. John is still looking for anything Lundberg, so if you have some Lundberg hardware at home that is gathering dust, contact John

(mudlark48@hotmail.com) and let him know.

Mudlark is powered by a Ford Mercury sv V8 fitted with Lundberg heads.



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President's Pronouncements:

Hello all

Winter is here and there's not much cheer among the boating community. After being spoilt with a long autumn, the weather has turned cold quickly and quite severely (down south, at least). I had plans for having a couple of runs this winter, but I haven't got out there yet. Hopefully the weather is better in your part of the country.

Worried about boredom over winter? There are plenty of project boats up for sale at the moment. Condition varies from plenty of work to not much at all, with the prices being reflective as well, ranging from about \$6,000 through to free to a good home. Keep an eye on the "For Sale" pages on the website as well as the Bulletin Board

A struggle for newsletter content again this issue. Please send in anything old speed boat related. Trust me, if it is wooden speed boat related, it will be of interest to readers.

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

Greg

Around the Traps

General:

- I went had had a look at the Griffith Cup in April. It was held at the VSBC site on Lake Eppalock. One of the highlights was a run by *Aussie Connection*. The 1980's Rolls Royce Merlin powered hydro looked and sounded spectacular on the water during its lively demonstration run. Listening to some of the spectators on the day made me wonder whether many were there just for *Aussie Connection's* run.

Vic:

- I was picking the boat up from my aunts house where I had parked it overnight a few weeks back when an older gent who lived over the road commented on the style of the trailer, particularly the mudguard shape. We then had a bit of a chat about old trailers and boats. It turns out he built the trailer for *So Long*. I notice the guards on *So Long II* and *Stormy* are the same, so I wonder if it was in fact *So Long II's* trailer he built. It turns out he did a fair amount of engine setting up and tuning on *So Long* (or maybe *So Long II*) as well as *Slo-Motion*. Small world!
- I read recently of the restoration of the late 50's Nankervis hydro *Tiger*. The speed record breaking boat is a piece of racing history and it will be wonderful to see it back on the water. I understand it still has the original supercharged 327 Chev.

2013/2014 Committee Members

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Coming Events

October 2014

- Festival of Vintage Boats, Trains and Planes. 5th & 6th. South Australian Maritime Museum. Refer Paul for details: 0419 826 377

November 2014

- CAWPBA Annual National Regatta. 1st & 2nd. Lake Talbot, Narrandera, NSW. Contact Greg on 0408 937 029 or Alan on 0403 838 193 for details
- Lake Mulwala Rod Run. 8th. Boat display on the foreshore in conjunction with the Northern Suburbs Hot Rod Club rod run. Contact nh35_stormy@bigpond.com for details
- Classic Speed Boat weekend Get Together. 15th - 16th. Coliban Water Sport Club, Lake Eppalock. This event is for all classic boats, both timber and glass. Refer the Classic Ski Boats Face Book page or contact nh35_stormy@bigpond.com for details

February 2015

- The Australian Wooden Boat Festival. 6th - 9th. Hobart, Tas. Refer the website at <http://www.australianwoodenboatfestival.com.au>

- The SA Wooden Boat Festival. 21st & 22nd. Goolwa. Refer the website at: <http://www.woodenboatfestival.com.au/>

*Please check for confirmation
of dates and venues*



Quote for Today

*"There are two theories to arguing
with a woman. Neither works"*

Club Contact Details

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South Australian/NT Chapter

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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	41	NT	1
NSW	21	Tas	4
Qld	3	SA	11
WA	2	USA	1
ACT	1	Total	85