



THE HOLLOW LOG

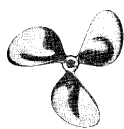
**The Classic
Australian
Wooden
Power Boat
Association
Inc.**

Volume 16, Issue 3

July 2016

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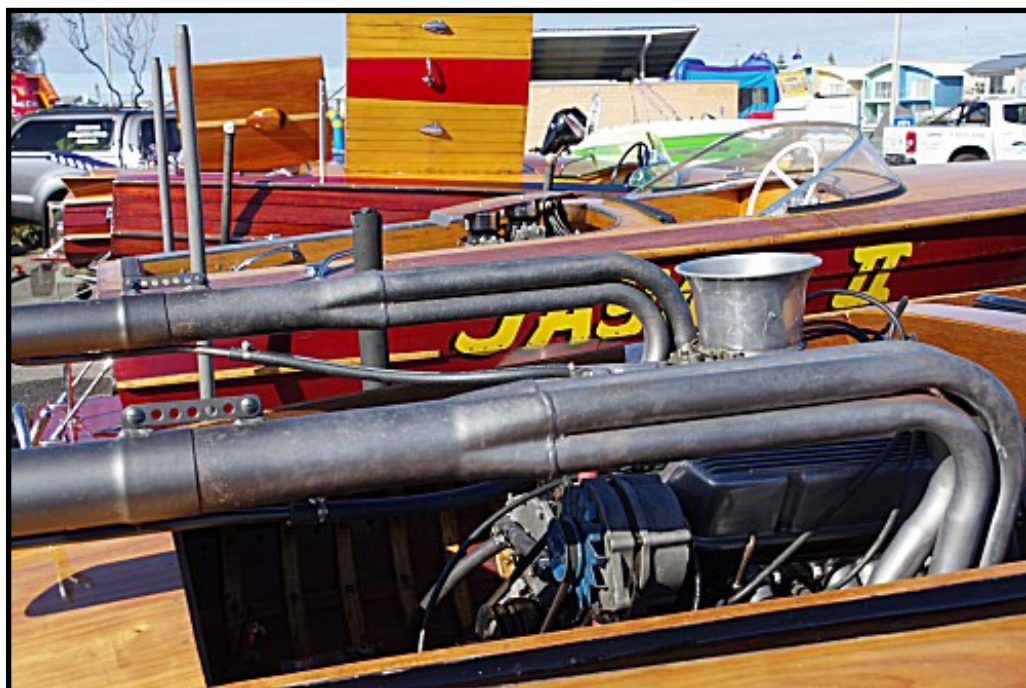
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The good wood at Goolwa

On Water Speed Racing Forum

The CAWPBA was invited to participate in a discussion forum initiated by the ski and power boat racing industries and facilitated by NSW Roads and Maritime Services. The forum was held at the Melbourne Convention and Exhibition Centre on June 20th this year.

There had been some communication last year with NSW RMS about the way we conducted our Narrandera event with relation to speed and safety in a competitive event, but it was largely ignored by us as we did not fit that scenario. As we all know, our Narrandera event, and all other events for that matter, are non competitive, social events. All the same, when the forum was announced, Alan Price and I discussed it and decided it couldn't hurt for us to go and have a listen and maybe get an insight into the direction things were heading.

The main thrust of the conference was how to better enhance the safety and long term sustainability of both ski and power boat racing. Both these sports were heavily repre-

sented and the majority of discussion naturally focused on their issues.

The forum was facilitated by David Hunter, General Manager Boating Operations, NSW RMS, with introductions and talks by Geoff Duvall, Senior Vice President of the Australian Power Boat Association and Andrew Weekes, Vice Chairman of Ski Racing Australia.

What was of particular interest to us were talks by Simon Merritt from Landers and Rogers, Lawyers, who gave a legal overview on the liability of administrators in volunteer organisations and Richard Luscombe from Windsor Management Insurance Brokers, who spoke about the insurance landscape for extreme sports.

Also of interest was a talk by Jeremy Kann from LIME (Leaders in Major Events) Australia who spoke around risk management in major events.

There was positive feedback from the 60 odd

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Historic Winton

Greg Carr

During the successful show at Geelong Revival last year we were approached by one of the organisers of Historic Winton to put on a display of boats for this year's 40th anniversary of the event.

Historic Winton is an annual event held at the Winton racetrack near Benalla in country Victoria. The event is staged by the Austin 7 Car Club and features race events for pre 1975 cars and motorcycles with a large display of classic cars, trucks, motorcycles, caravans, machinery and this year, boats. This year's Historic Winton attracted over 400 entries, showing the popularity of the event. While the event is run over the weekend, Sunday is the main day.



The CAWPBA put together a package of six boats for the show, which included *Al-Falfa*, *Pagan*, *Screwit*, *She'll Do*, *So Long II* and *Stormy*.

We set up on Saturday on the skid pan, which is on the opposite side of the track to race control and the pits, etc. With not much else there on display with us, it was a fairly quiet day spectator-wise, allowing us plenty of time to watch the racing. The weather was dry and clear, but a chilly breeze kept most in jackets for the day.

The popularity of this event meant getting some local accommodation was difficult, with most places being booked out weeks before. As such, we decided to camp at the racetrack, sleeping in the back of our cars, although Darren and Donna did manage to crack it for some accommodation in town, so were spoilt.

At the end of the day's events, we put the boats to bed before our attention turned to food. We headed into Benalla, about 15 minutes away, for a couple of refreshments and what turned out to be an excellent meal at the Commercial Hotel.



Our return to the track at about 8:00 pm was met with locked gates. It took a little while floundering around in the dark until we finally found the road leading to the camping ground and race track. A couple of nightcaps compliments of Ray's excellent bottle of Galway Pipe finished the day off nicely before we turned in.

The frozen dew on the boats in the morning gave an indication why

yours truly should have taken one more blanket, but the morning dawned bright and clear with the sun shining and warm on our backs. The day was showing excellent potential.

Sunday was a whole different scene to Saturday. Display cars, trucks and caravans began to roll in from 8:30 and by 10:00 the area was mostly full. Others continued to trickle in throughout the morning, filling the remaining spaces.

As the area filled, we worried about our visibility to the crowd as being one of the first groups in, we were positioned on the far side of the display area. Furthermore, the next row in front of us consisted of caravans and trucks, their height effectively blocking us from sight. It turned out that any concern was unfounded as plenty of people seemed to find us OK and I think the boats proved very popular with the crowd.



It was a great weekend as we not only got to show off our toys but we also got to watch some really good classic racing (no spirited demonstrations here!). The final race saw a great battle for first between a Charger and a Mustang, with a really incessant Mini Cooper always just behind, waiting to pounce. MOPAR won the day. Hey, Charger!

We had another winner on the day with one of our boats winning the "Outstanding Spectator Vehicle" award. Well done CAWPBA!

We must have made some sort of impression in that we have been invited back next year with talk of putting us in a spot up near the entrance gate to give us better exposure. So, mark next year's event in your calendar - May 27th and 28th.



There were some other woodies on show as well

Bulletin Board

Greg Carr

Most of you will be aware that we had a pretty disastrous crash of the club's Bulletin Board in April, causing most of us to be unable to log on to post messages. Luckily, there were a couple of members who still had access, enabling at least some communication. Even so, no pictures could be posted or viewed.

What made it even more difficult was the fact that the Board administrators could not log on, preventing any attempt at a fix. There were other ways for me to get into the Board's workings, but I was out of my depth and worried about totally crashing it and losing all the info stored there. Luckily, President Alan Price had a contact who was up with all things IT and managed to get us sorted out.

I had mentioned at the last AGM that the Bulletin Board was showing some signs of stress and needed an upgrade, but I was not really sure about how to "back it up" before the upgrade was uploaded. Apparently, what caused the crash was that "phpBB", the creator of the Bulletin Board, had made a few changes to the engine that drives it and these changes caused a few conflicts with older versions of the Board, ours being one of them.

I suppose the crash forced us to do something about it, which is now done. The Bulletin Board has been upgraded to the latest version, giving it a better front end look and a better feel to it. Its workings are improved as well, making things easier for users as well as the administrators. We will be keeping our computer man, Brenton, close at hand for any occasional maintenance and future upgrades that might be needed.

This little catastrophe really did highlight the importance of the Bulletin Board as a means of fast and easy communication for us. The loss of the Board certainly caused problems in communicating events and keeping momentum going with the likes of us attending Historic Winton in late May. Indeed, many of you were greatly concerned that we were going to lose all the history buried in the Board. Gladly, we did not.



Brookton Old Time Motor Show

West Australian member Ray Hudson took his 12' skiff *Cindy* to the Brookton Old Time Motor Show in March this year. Brookton is about 140 km west of Perth. The skiff is powered by a 95 ci 4 cylinder out of a Peugeot 404 and attended the show as part of the Peugeot Car Club of Western Australia.



"Cindy" being towed in the Grand Parade

Cindy was towed in the Grand Parade by a 404 wagon owned by car club member Mark Hort.

Photos compliments of "The Lion", the Peugeot Car Club of Western Australia's newsletter.



Cindy generated a lot of interest

Heathcote on Show

As a resident of Heathcote in country Victoria, I was invited to display a couple of boats to complement the local Morris Car Club's display as part of the *Heathcote on Show* festival held over the Queen's Birthday long weekend. The festival attracts people from far and wide, promoting the local food and particularly, local wine, with Heathcote being a renown Shiraz producing area (and no, that is not the reason I moved there).

After scraping a few millimetres of morning frost off the car, I towed *Stormy* and *She'll Do* into town for the Sunday display and lined up amongst six Morris Minors of various ages and an absolutely immaculate 1959 MGA.

It was a very pleasant way to spend a cold but sunny winter's day. The boats attracted a good deal of attention, with many questions being asked.



Bill Jeanes - the first Australian to reach 100 mph on water



**A carpenter by trade
and a speedster by hobby—
will he wrest the speed
crown from the Kiwis?**

Reproduced from the original article by Alan Gibbons in Seacraft Magazine, June 1957

Australia's first man to reach 100 mph on water - Kogarah carpenter Bill Jeanes at the wheel of his record breaking "*Fleetwing II*". Powered by a Rolls Royce merlin aircraft engine, this boat held the Australasian speed record of 102.031 mph.

A £17/10/- Rolls Royce engine, a home made hull, and a lot of patience made Kogarah carpenter Bill Jeanes the first man in Australia to travel on water at 100 mph.

Fifty-four year old Bill Jeanes is a small, lightly framed, quietly spoken man and is justly proud of *Fleetwings II* [sic], the fastest speedboat in this country, because he designed and built it.

Bill built his first boat, a 14 ft clinker rowboat, at the age of 14 years. Then he sold it for £30 - a lot of money in 1917.

A couple of years later, the Jeanes' family home at Ryde was sold, and his people moved to Kogarah Bay, where Bill and his brothers were able to potter around the numerous pleasure boats moored in the bay.

Pleasure boats cost a lot of money, and the only way young Billy could hope to own a good boat was to set about building one. With the help of his brother Stan, he built a 28 ft auxiliary cruiser in which he installed a 4 cylinder Studebaker engine. It took the Jeanes brothers 12 months to complete the boat, but when *Miss Jean* was launched, she proved a humble masterpiece.

As the owner-skipper, Bill joined the St. George Motor Boat Club, and within a short time, laid down the hull of a fast speedboat, for he had been captivated by the thrills of speeding over the water of Kogarah Bay.

Six months later, he lowered *Fleetwings I* [sic] into the water. She was a cedar planked 17 ft hydroplane fitted with a 220 hp Hispano aeroplane engine. The engine had been in a plane which had crashed in Queensland. In 1931, *Fleetwings I* [sic] was the fourth fastest boat in Australia, and could scream across the water at a mile a minute.

As fast speedboats require constant mechanical attention (and a lot of money), Bill Jeanes decided to study motor engineering and thus carry out his own maintenance. By studying he learnt the theoretical side of the job, and within the Studebaker motor as a 'mechanical guinea pig', he put his book knowledge into practice. Now he is proud to recall that *Fleetwings I* [sic] was never forced out of a race through mechanical troubles.

One windy day Bill decided to give *Fleetwings* [sic] a run to test some modification made on the engine. As he attempted to round the turning

pile *Fleetwing's* [sic] chin dug deeply into the water - the boat's nose lifted out of the water, and in a split second it somersaulted - hurling Jeanes into the bay. When he came to the surface, shocked but otherwise unhurt, *Fleetwings* [sic] was upside down, 100 yards away. Fortunately it did not sink and a fortnight later won the club's scratch race!

By 1933, Bill Jeanes was hit by the depression, and when work became hard to get, he decided to sell his boats. *Miss Jean* was the first to go. Today - more than 25 years after Bill and Stan Jeanes built her - *Miss Jean* is still cruising around the St Georges River.

At the end of the 1933 speedboat racing season Bill sold *Fleetwings* [sic] and resigned from the club. He could no longer afford the luxury of speedboat racing.

From 1933 until 1948 Jeanes rarely stepped into a boat. During the war years he worked as a maintenance carpenter in a hat factory but all the time he was planning a new boat - one that would travel at 100 mph. With his experience from *Fleetwings I* [sic] he had drawn the designs of "the perfect hull" and all that remained for him to do was to get hold of a suitable engine at a reasonable price.

In 1948 he learned of a disposal sale to be held at Narromine, where Air Force equipment was to be offered to the general public.

Knowing exactly what he wanted in the way of a motor, Jeanes bid £17/10/- each for two Rolls Royce Merlin engines which had originally been installed in a Mosquito bomber. These engines were in perfect condition, having completed only 33 hours flying time since a major overhaul.

With his two magnificent engines safely stowed in his workshop, Bill Jeanes commenced building the hull of *Fleetwings II* [sic] - Australia's fastest speedboat.

With speed his leading factor, the Kogarah carpenter started assembling the 26 ft long hull, using three thicknesses of 5/16" marine ply for the bottom. The 8' 6" wide single cockpit was big enough to accommodate three persons. Unfortunately, the lack of capital forced Bill Jeanes to make moulds for the propeller - as well as the patterns for the gearbox - which speedboat owners would normally have had manufactured for them.

Finally, the big day arrived - *Fleetwings II* [sic] was launched. Within a few short weeks, *II* became the glamour boat of Kogarah Bay and won the East Way [sic] Shield - an unrestricted, unlimited championship - with an average on 87 mph.

Speed - speed and more speed - that's what Jeanes wanted, and 87 mph was not, in his opinion, fast enough for a boat powered by 1600 horsepower engines.

"She wouldn't lift out of the water because of too much wetted surface" Jeanes told me. "She needed a bit of chop to sit her up, so I decided to make her into a three-pointer".

During December 1954, Jeanes gave *Fleetwings II* [sic] a complete face-lift. Fitting duralium-covered sponsons to give her the necessary lift, she looked a new craft when Jeanes put her through her paces six months later.

Zooming across Kogarah Bay on a mild winter's day in June, Bill reached his goal - the 100 mph mark.

A month later, he lay dangerously ill - stricken by a coronary occlusion, and for weeks doctors fought desperately to save his life. Months of convalescence followed, but as he grew stronger, his visits to his boatshed became more frequent.

At this time, New Zealander Len Southward, driving *Redhead*, became the first man to be officially timed at more than 100 mph on water. The record books show his average as 101.3 mph.

Bill Jeanes was out to do better. Although he realised he could not drive, he was certain his boat could go faster, so he persuaded Harold Troy, who had assisted in its building, to make a record attempt.

Twice Troy reached 100 mph, but *Fleetwings II* [sic] could not go that little bit faster to better the Kiwi's record. Still Bill Jeanes was not convinced his boat was inferior, and he persuaded his younger brother

Robert, a Grafton telephone mechanic, to make a further attempt on the record.

In perfect weather, Bob "coasted" *Fleetwings II* [sic] towards the northern end of Kogarah Bay. Turning towards the measured kilometre he trod hard on the pedal, and instantly the unmuffled 1600 hp motor roared into life, as the boat leapt off the mark. Stop watches clicked as he flashed across the starting line in a fury of spray - straight and true.

She screamed across the water with Bob coaxing every ounce of speed from the belching motor. Seconds later, his first run was over. He slowed her down, with the engine idling sweetly, he turned her nose back for the second run. Again, as the giant three-pointer gathered speed, her nose lifted - 70-80-90-100 mph, as she approached the starting line. Bob Jeanes, huddled behind the steering wheel, crouched even lower, pressed his foot harder against the accelerator, and the boat rocketed its way through the water past the finishing point. He'd made it.

Fleetwings II [sic] set a new Australasian record - 102.031 mph.

Thrilled to the backbone, the two Jeanes brothers were wildly happy and elated when Bob returned to the wharf.

"Reckon she will still do 5 mph better", Bob yelled to his brother as he clambered ashore. "If you like, I'll give it another go."

Half an hour later, *Fleetwings II* [sic] was at the far end of the bay, ready to try to better its own newly set record.

Bob received the "all clear" signal and was away. Faster and faster, the boat hurtled down the kilometre [sic], A hundred yards from the finish, *Fleetwings* [sic] hit a wash wave and desperately Bob Jeanes fought to regain control of the bucking speedboat. Miraculously, his skill won out. She landed on an even keel, and she was able to complete the run with an average speed of 106.525 mph.

The record shatterer - "Fleetwing II"



The terrific jolt received in the mishap which could have easily resulted in tragedy, had caused considerable damage. The oil tank seams opened and the cockpit was flooded. Jeanes was unable to make his second run.

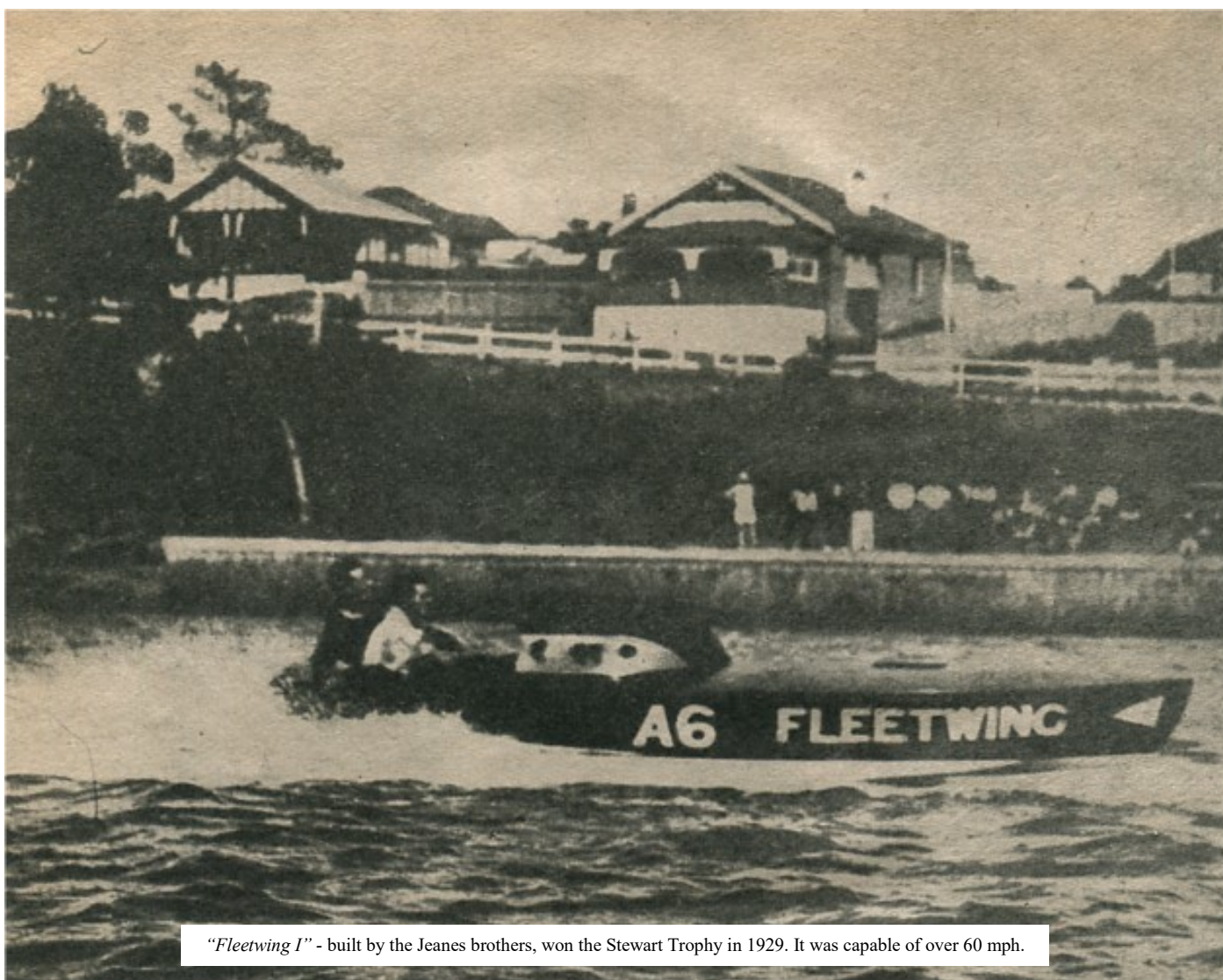
Three weeks later, *Redhead*, again driven by Southwood, shattered *Fleetwings II* [sic] record, when she was timed at 109.3 mph.

Bill Jeanes, now recovered from his illness, has the Rolls Royce motor going better than ever.

Recently, his airspeed indicator has shown readings of 115 mph in short bursts, and it will not be surprising to see Bill record 120 mph before long.

At this record attempt Bill Jeanes plans to drive the 3 ton, three-pointer himself.

Ed: I couldn't find any further info on his successes. If anyone has any additional information, please let me know and I will include it in the next newsletter.



"Fleetwing I" - built by the Jeanes brothers, won the Stewart Trophy in 1929. It was capable of over 60 mph.

. . . . page 1 continued

participants, all of who are concerned about the future of their sports in the face of increasing public, government and environmental pressures. The forum was all about whether the sports industries were doing enough to preserve their sports in the years to come and if not, what is needed to be done to keep them going. By the participant's passion, I reckon that there will more of these conferences held to formulate what will become a 10 year plan.

For Alan and I, it was an informative day. While not particularly applicable to us in that we do not conduct events that are constantly "pushing the boundaries", many aspects of legal responsibility and liability were pertinent. Also interesting was the way the insurance system works with respect to claims - often the easy and cheapest way out, regardless of blame or negligence.

We'll continue to watch the developments with interest.

Back Again

I would like to take the opportunity to thank Dave Drewer for taking on the duties of editor of the Hollow Log and for the fine job he did in producing our newsletter over the past 12 months or so. It is not an easy task, coming up with fresh news and articles every few months, particularly when competing with the club's more dynamic and spontaneous Bulletin Board

So, after a decent break as editor of the club's newsletter and in the absence of anyone else coming forward to take on the job, I'm back.

Unfortunately though, things are still pretty much as they have always been. There is very little that comes through from all of you out there to place in the newsletter, even though everyone is hungry for any news on what's happening in wooden speed boat land. You don't have to send in a literary masterpiece, just a picture or two of anything you think might be newsworthy will do. Pictures with just a few words can make a great story. I can expand on most things, I just need a start.

I think the time is fast approaching where we will need to seriously consider the value of the newsletter in its current form in light of everything else that is available to members, ie., the Bulletin Board, Facebook, etc. I think we'll make it an agenda item at the next AGM.

Greg



That time again

Doesn't time go quickly.

It's subscription renewal time again folks. You will notice that the annual fee has been raised to \$70.00, which was decided upon at last year's AGM. The increase is to cover rising costs.

Our main costs are insurance, followed by Website and Bulletin Board hosting as well as our domain name, all of which just keep going up.

Depending on our finances, we will also have a few additional expenses this year with the purchase of a marquee for use at the various outings we have but more particularly, Narrandera. We are also looking into the purchase of a new banner as the current one is too big to hang off the size marquee we want, meaning some of it is lost to view as it wraps around the corner. We are also up for renewal of server space for our web presence, which is a considerable expense for us.

You will probably have seen the notice on the Bulletin Board about renewal and should have already received a renewal form via email. If not, let me know (nh35_stormy@bigpond.com) and I will send one to you. Otherwise, payment by direct deposit is the preferred method:

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BSB: 633-108

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President's Pronouncements:

Hello all

Some planning has started for this year's national get together, keep tuned to the BB for more info.

The South Australian boys have an outing coming up with a display at the Adelaide boat show and the NSW guys are about to have some on water fun at Forster. Melbourne? who knows, it's too cold to look outside.

Again a little late with this issue, but more a problem with content this time. Our new and highly experienced editor will need a constant supply of information to make this newsletter work. Please send in anything, however small or large, you think will be of interest to others.

If you know of any events coming up that you think members might like to participate in, put it out there. If you think that an event might like our involvement as a group, please tell them to contact us.

Alan.

Around the Traps

General:

- There are still a couple of calendars left. We are clearing them out at \$5.00 each plus P&P. Cheap! There's still six months worth in them.
- We have had some requests for the black polo club shirts as well as a wide brimmed type hat. If we get enough interest, we'll go ahead and order some, so let us know.
- A couple of nice boats have come up for sale recently. If you were not aware, details are on the website's For Sale pages.

Victoria:

- *Miss Lyndy* is back home after a couple of dodgy planks were replaced and some signage being refreshed and from what I hear, the big Lewis skiff is looking a million dollars.

Tasmania:

- I hear a Storm skiff will be making the journey from NSW via the Forster Boaties Reunion to that great wooden boat yard in Hobart town.

NSW:

- I see that there has been a couple of rooms at the Lake Talbot caravan park have become available over our Narrandera weekend. If you want a cabin and haven't booked one, check the Bulletin Board or shoot me an email. These won't last.

2015/2016 Committee Members

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NEWSLETTER EDITOR

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Coming Events

June 2016

- Adelaide Boat Show. 30th - 3rd July. We will have some boats on display, so drop in and say hello. Adelaide Showground, Wayville. Contact Dave on 0420 966 720 for further info.

July

- Forster Boaties Reunion Weekend. 2nd and 3rd. Nostalgia racing and display. Pipers Creek, Forster Keys, NSW.

October

- Euroa Show & Shine, Sunday 2nd. We have been invited to display boats at this major show. Entry fee. Ref australiannationalshowandshine.com.au for details and Alan on 0403 838 193 or Greg on 0408 937 029 if you are interested in displaying
- CAWPBA Annual National Regatta. 29th & 30th. Lake Talbot, Narrandera, NSW. Contact Alan on 0403 838 193 or Greg on 0408 937 029 for details

November

- Lake Mulwala Rod Run. 6th. Boat display on the foreshore in conjunction with the Northern Suburbs Hot Rod Club rod run. Contact m_aprice@optusnet.com.au for details

February 2017

- The Australian Wooden Boat Festival. 10th - 13th. Hobart, Tas. Refer the website at <http://www.australianwoodenboatfestival.com.au>

*Please check for confirmation
of dates and venues*

Sponsors

It with delight that we welcome **Nautilus Marine** along with **Fergusons Insurance Brokers** as a major sponsor of the Classic Australian Wooden Power Boat Association.

Quote for Today

*"Never miss a good chance
to shut up"*

Club Contact Details

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

South Australian/NT Chapter

For further information, contact Paul Siddall by phone on: 0419 826 377 or by e-mail at: lema033@bigpond.com

New South Wales/ACT Chapter

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

Queensland/WA Chapter

For further information, contact Alan Price by phone on: 0403 838 193 or by e-mail: m_aprice@myacn.net.au

Membership Update:

| | | | |
|--------------|-----------|-----|----|
| Vic | 31 | NT | 1 |
| NSW | 18 | Tas | 3 |
| Qld | 3 | SA | 10 |
| WA | 3 | ACT | 1 |
| Total | 70 | | |