

The Classic Australian Wooden Power Boat Association Inc.

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Editor's Note:

As summer rapidly approaches, many boats are being prepped up for the boating season. Unlike our modern counterparts, our timber boats nearly always need a few jobs done during the cooler months. This work can range from some minor paint touch ups to major work. Once a chore to owners, it is now most likely a more enjoyable practice which is an accepted part of owning a wooden boat.

Our main event at Narrandera is only a couple of weeks away now - hope to see you there.

Happy and safe boating and remember, keep talking to me

Greg

Around the Traps

General:

I was contacted recently by Anthony Jones, the president of the Seacraft Syndicate Boat Owners Club. Anthony suggested that as we had many things in common, there could be some mutual benefit to both groups to attend or join in with each others activities, certainly something to be expored. As such, I have invited them to bring a few boats to Narrandera so they can see what we get up to. The invitation will be reciprocal when the SSBOC next hold a meeting.

The Herald and Weekly Times are again supporting us by putting in an article on our Narrandera weekend in mid October. The publication has broad readership throughout the rural areas and I would expect we will have quite a few people from the local area drop in for a look over the weekend.

Keep an eye out for the next edition of the Australian Amateur Boat Builders magazine. I think we may get a mention.

Victoria:

Neal Matthew's Lewis *Lubrano* is really taking shape with deck on and paint well advanced. Progress photos can be seen on the Frecheville-Heaney website, linked to from our own website.

SA:

Congratulations to Dave, Kathryn and Caitlin on the new addition to the Drewer family - a bouncing baby boy.

NSW:

As mentioned elsewhere, Dave Pagano's thunderboat *Aggressor* has had its restoration completed and was placed on display at the Sydney Boat Show. The engine needed only some camshaft work to be fully operational again, which should be completed by this time. I believe the boat will be displayed at various shows around the state. As for running again, well, you just never know.

Queensland:

Russ Humphrey has been going hammer and tongs on his Everingham over the past few months and has made excellent progress. I can see the 1963 vintage clinker hitting the water this summer.

Membership Update:

Vic	44	WA	5
NSW	30	Tas	2
Qld	8	USA	1
SA	7	Total	97

Club Contact Details

New South Wales 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 Chapter

For further information, contact Elliot Shumack by phone on: 07 5498 7771 (AH)

South Australian Chapter

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

Tasmanian Chapter

For further information, contact Alan Mansfield by phone on: 03 6428 2290 or by e-mail at: amansfie@southcom.com.au

Victorian 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

Coming Events

October 2006

Longbeach Custom Festival 2006 - Classic & Custom Car & Boat Show. Sunday 22nd at the National Water Sports Centre, Bangholme, Victoria. We have been invited to display boats at the show. An entry fee applies as it's a charity event. Contact 0425 743 829.

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

November 2006

Hammond Ski Craft Get Together. 10am on the 19th. Dargle, NSW. All Hammond boats are welcome (including fibreglass). Contact Mark on 02 9905 4194 or Dian on 0418 622 120 for details.

January 2007

The Australia Day Boat Regatta, International Rowing Course, Penrith, NSW. 26th.

Static and on water displays. For details, contact Dave Pagano on 02 4578 4444 (AH) or by e-mail: davehot-

boats@hotmail.com

March 2007

Wooden Boat Festival of Geelong. Sunday 11th. Royal Geelong Yacht Club. Contact (03) 5229 3705 or www.rgyc.com.au

South Australian Wooden Boat Festival. 10th - 12th. River Port of Goolwa, South Australia. Phone 08 8555 1955 or email at: info@woodenboatfestival.com.au

April 2007

Heritage Afloat, Toronto, Lake Macquarie, NSW. 7th & 8th. See the website for details at: <http://www.heritageafloat.com.au/index.html> or phone (02) 4950 5216.

Please check for confirmation of dates and venues

Quote for Today:
"Every story has three sides
to it - yours, mine and
the facts"



THE HOLLOW LOG

Volume 6, Issue 4

October 2006

Incorporation

Greg Carr

We have been talking for some time now about the association becoming incorporated. At a meeting last year at Narrandera, it was discussed again and I was given the go ahead to do so. It's taken me a while to get around to it, but it has finally happened. We are now the *Classic Australian Wooden Power Boat Association Inc.* We have been incorporated in Victoria.



I looked at the NSW, SA WA and Victorian procedures for incorporation. All states are very similar, virtually identical for that matter, in the setting up and running of Incorporated Associations. Victoria was chosen because I live there and the Public Officer has to reside in the state that is incorporating the association.

Incorporation means that the Association becomes a separate legal entity in its own right, separate from the individual members. Essentially, the Association is considered at law to have a distinct identity that continues despite changes to its membership.

Incorporation also provides benefits to members and officers, including protection against personal responsibility for any liabilities incurred by the association and limiting personal liability to outstanding fees.

Incorporated associations are non profit organisations, with any profits being put back into the association and not used as personal gain for its members.

Incorporation also brings obligations. The main ones include conducting annual general meetings, lodgment of annual statements with the Registrar, con-

duct and reporting of its financial affairs and responsibilities to its members.

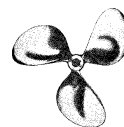
The first annual general meeting must be held within 18 months of becoming incorporated. Unfortunately, I have not had the time to organise the things required for this first meeting prior to our Narrandera get together, which would have been an ideal time, so a date will be set in the near future.

As with all clubs, we need (look out, here it comes!) a management committee to administer the day to day activities cont'd Page 3

The Classic Australian Wooden Power Boat Association Inc.

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The 2006 Melbourne Boat Show

Greg Carr

I was a little reluctant to do anything for this year's boat show after a somewhat disappointing show last year. After discussing it with a few members, it was decided to again put

some boats in as the show has become an important part of the Victorian calendar.

Only four boats were in this year. Having fewer boats makes

it easier for us to maintain our tradition of displaying different boats in consecutive years, keeping things fresher. On show this year were *Electric Girl* (Doug Bamberry), *Nailed*

(Leigh Thomas), *Steinway* (Darren Gold-berg) and *Impact* (Greg Carr).

When setting up on Monday, I thought we were going to be pushed down the con- course a fair distance due to some sort of mess up in another group's floor space allo- cation. As it turned out, we were pushed down about 15 metres, placing us directly opposite the central ticket booth and en- trance door as well as the central entrance steps up from the carpark. This was an ex- cellent position with large numbers of peo- ple passing by us on the way in and out.

Opening day was typically slow, but with enough interest to be encouraging. Friday was a better, but a noticeable improvement in crowd numbers was evident as everyone knocked off work later in the day and came in. Saturday and Sunday were just plain excellent. Monday was extremely quiet, but was made worth while by the couple we spoke to in the last hour or so before clos- ing. Although not a member, Marcus is an avid restorer and collector all the same.

All boats proved popular with the public, particularly the finish and airbrush work on *Nailed*. *Nailed*, a 17' Syndicate, is a work in progress, but even so, the crown sapelli timber and paint finish was just superb and the public and members alike appreciated it.

Doug found a previous owner of his Lewis, *Electric Girl*, which helped fill in a few gaps in the boat's history.

Steinway continues to impress all who lay eyes on it with the acres of beautiful African mahogany deck leading your eyes down to the lounge room. All very civilised, indeed.

Impact did just that, made an impact with many. Many did not seem to comprehend that the boat had *never* been launched and were amazed when it was explained to them. The condition of the 1964 built skiff was certainly impressive.

Many members dropped by for a chat and it was good to see Paul Siddall and family again after coming across from Adelaide for the show.

Thanks to all who assisted for making it yet another successful show.



Miss Australia

Miss Australia is a 1961 Hammond. The 18 foot runabout is being re- stored by Mark Hammond, the son of the original builder, Harry Hammond.

The boat was built on order for Laurie O'Neill and when completed was sent to the USA, fitted with a 396 Chrysler, bored out 0.060" and rebuilt by Keith Black of KB Engines. It was then fitted with a super- charger driven off the crankshaft, upping the power to 600 HP when complete.

When sold by O'Neill, the motor was re- moved and replaced with a Ford Mercury V8. Although the original engine has been located, unfortunately the current owner does not wish to sell it. Mark is not too sure about what engine he will fit as the Mercury is in a whole lot of bits at the moment. A 502 Chev is being considered.

The boat will be restored in time for the Hammond reunion at Dargle, NSW, on November 19th.

The pictures at right show the boat prior to the start of its restoration.



Driftwood



I recently received a couple of pictures of *Driftwood* from Paul Coad, who lives in Victoria's western district.

Paul and a couple of his mates are currently restoring the boat. The hull is believed to be a Quicksilver design, built in 1967.

The outboard engine is the original 1967 100 horsepower Evinrude.

Clayton, USA



'Lotus 1' and 'Raider' on show at Clayton, New York

US based member Ken Warby sent a couple of pictures of some Aussie timber on show at the recent Clayton (New York) vintage boat show.

Ken had *Raider* and *Lotus* on display at the vintage boat show at Clayton, New York a few days ago and they were a BIG hit. The boats were positioned such that everybody at the event had to pass by them on the way in.



Inside Ken's "workshop"

Blackjack (ex Cardinal Puff) was not finished in time to be there. Ken had just received a new (reproduction) Falcon steering wheel for the boat and the new "Lewis" windscreen frames for it should arrive soon from OZ.

Ken had identical trailers made to better display the runabouts and says they look really good. A similar trailer will most likely be made for *Raider* over winter.

At the moment all the boats are crammed into Ken's existing workshop while a new 50ft x 35ft building along side is being fitted out with its new interior that will include a checkerboard floor, insulation, drywall and florescent lighting. This will far better display the boats.

As well as the boats and memorabilia, the new building will also house Ken's new Holden/Pontiac GTO.

Spirit II

For many months now, member Bob Carter (and many others, for that matter) has been searching for a twin cockpit Lewis runabout, preferably with wings.

Bob's persistence finally paid off recently when a boat fitting his requirements was discovered in Dubbo, NSW.

The very original and complete early sixties runabout is powered by a 318 Chrysler V8.

As with all of these gems, *Spirit II* is in need of a good dose of TLC and will undergo a complete, long term restoration.

Although a sister for Bob's Lewis skiff *Rebound*, *Spirit II* has been claimed by Bob's wife, Brenda, as hers. How good is that? We now have two ladies with Lewis runabouts!



Brenda and Spirit

Incorporation cont'd

of the club. The committee should consist of officers of the association and at least two ordinary members, each of whom will be elected at the annual general meeting. The officers of the association shall, as a minimum, be a President, a Vice-President, a Treasurer and a Secretary.

As mentioned previously, one role that has already been filled is that of the *Public Officer*. The Public Officer is the main contact point between the Association and the Registrar and was filled by myself to allow me to complete the incorporation process.

Every association must abide by the rules of the association. To save the long and drawn out process of forming these rules, we have adopted the "Model Rules", which are a standard set of rules offered by Consumer Affairs Victoria. These can be viewed on the internet at: www.consumer.vic.gov.au. Changes can be made to these rules if needed to tailor them to suit our needs and requirements.

A statement of income and expenditure and assets and liabilities for the last financial year must be provided. There are other requirements that do not affect us at this stage.

The Committee of Management will manage the affairs of the Association.

The committee shall consist of the officers of the Association and two ordinary members.

The officers of the Association shall be:

- A President
- A Vice-President
- A Treasurer
- A Secretary

Committees are required to meet at least three times in each year, with a minimum of four committee members required to conduct a meeting

Nominations of candidates for election as officers or ordinary members must be made in writing, signed by two members of the Association and accompanied by the written consent of the candidate. Election forms will be mailed out to each member.

Please think about either volunteering for a position or nominating someone you would like to see on the committee. At this time, I anticipate the annual general meeting being held early next year.

A brief description of the duties of each of the officer positions are:

President

- (a) principal leader of the association and has overall responsibility for its administration,
- (b) preside as Chairperson at each committee and annual general meeting of the Association,
- (c) be well informed of all association activities
- (d) be aware of the future directions and plans of members
- (e) have a good working knowledge of the constitution, rules and the duties of all the office bearers and sub-committees,
- (f) represent the organisation at local, state and national levels,
- (g) act as a facilitator for organisation activities and
- (h) ensure planning and budgeting for the future is carried out in accordance with the wishes of the members

Vice-President

- (a) In the absence of the President, preside as Chairperson at each general meeting of the Association,
- (b) assist the President in the general running of the organisation

Secretary

- (a) record all appointments of office-bearers and members of the committee,
- (b) record the names of members of the committee present at a committee meeting or

- general meeting, and
- (c) record all proceedings at committee meetings and general meetings
- (d) create and maintain a register of names and addresses of members,
- (e) assist in setting the agenda for meetings,

Treasurer

- (a) ensure that all money due to the association is collected and received and that all payments authorised by the association are made,
- (b) ensure that correct books and accounts are kept showing the financial affairs of the association, including full details of all receipts and expenditure connected with the activities of the association.

Statement of Purpose:

Every club has a reason for being and needs to state its aims and objectives.

The Statement of Purpose submitted to the Registrar for the Classic Australian Wooden Power Boat Association is:

- (1) To promote and encourage the restoration and preservation of classic wooden powerboats
- (2) To promote and encourage the continued use and enjoyment of classic wooden powerboats
- (3) To provide a focal point and resources to assist with achieving the club's objectives
- (4) To disseminate information of interest and use to club members

I hope I haven't frightened anybody off with all this. The fact is, with nearly 100 members, we are now too big for one person to run (trust me, I know). We need input, ideas and direction from more than one source and without decent management and some forward thinking, we will eventually stagnate and go nowhere.

Scotty

Member John O'Connell sent in this account of his reunion with an old boat and the creation of a new one, with both having played a major part in his life over the years..

I am a shipwright by trade and served my time at Peter Bracken's boatshed at Kurnell in Sydney. I was there for 15 years building timber boats.

A good mate of mine, Mick Baker, worked with the Southerland Shire Council at the Taren Point Depot. Ritchie Lewis worked there in his post boat building days and was a good mate of Micks. Mick and Ritchie's foreman was Bob Springhall and Mick let me know that Bob had the last speed boat Ritchie built, named "Scotty", for sale for



Scotty as "Illusion" in 2004

\$1400. Ritchie told Mick, *Scotty* was named after his grandson. It had been built about 1968 and was a family boat.

I bought *Scotty* I think around 1978 and socially skied at least 5 days a week on Port Hacking River. In 1983, with work commitments, *Scotty* was used less and less. I had *Scotty* parked in the open under a canvas cover. A young bloke named Bruce Miller started to pester me to sell *Scotty*. I eventually sold the boat to him for \$1200, water skies included. One of his brothers towed *Scotty* away with a vintage Ford truck. Quite ironic I thought, as *Scotty* had a 292 Ford motor. I always regretted selling *Scotty*, but had plenty of photos.

What happened next . . . marriage and five children. I gave boat building away and went fishing professionally and moved to northern NSW in 1986 with the unfinished speed boat on the roof racks of an old troop carrier Toyota.

The boat has been lying around for 25 years.



The new "Illusion"

In 1985 I had been given a set of rough timber moulds and maranti planking to build a 16ft clinker speedy. I was now renting Brackens shed with his old foreman, Ken Jervens. Ken and I started our own business - K & J Timber Boat Building. Peter Bracken had retired. Ken had built speed boats in the sixties. I had never built a clinker boat, but with Ken's advice, I soon had the hull and deck frames completed.

In 2004 I restored an old Clarence River baton and carvel launch and had it on display at the Sydney Classic and Wooden Boat Festival. This is where I noticed a Lewis speed boat called "Illusion" and recognised the vessel immediately. It was *Scotty* re-named and Miller still owned her.

Scotty had been well looked after. The only changes were a four barrel carbie and a steel trailer, the original trailer was a timber trailer built by Lewis.

One thing led to another and *Scotty* now lives back in my shed. A mate and I bought the boat back for \$12,000. When I went down to Sydney to pick up *Scotty* I asked Miller if he had any water skis with the boat. He laughed and walked to his shed



The new "Illusion"

John O'Connell

and returned with a black max and a set of Fred Williams doubles (wooden), the same skis I gave him with the boat 23 years before. I'd got the skis from Bob Springhall when I purchased the boat originally.



Launch day

Now I have a ball driving the old boat and towing the kids around, teaching them to ski. I used to barefoot behind *Scotty* all the time,

but those days are long gone. It's now a wide body ski for me. My 19 year old son "s**t himself" and loves driving the boat.

So, back to the unfinished boat. I am well under way to completing it and intending to give it to my son. The new boat will be called "Illusion", and the old Lewis will be called *Scotty* again.

My son and I are looking forward to bringing the new boat to the meet at Narrandera in



Launch day

October, at which time I can show lots of photos of the old Lewis and the new boat under construction.

A recent email from John advised *Illusion* was launched several days ago and met all expectations on the day.

AGGRESSOR

Many of you have will have followed the progress of the restoration of *Aggressor* on the Association's Bulletin Board. The 150 mph Rolls Royce Merlin powered hydroplane is located in NSW and owned by Dave Pagano.

Dave went pretty much flat out for around four months to meet the deadline of the opening of the Sydney Boat Show in early August, where he had been invited to display the craft.

It was a huge undertaking, as the boat needed extensive rebuilding at the rear of the hull due to rot, not to mention repainting the 26' boat in its original colour scheme, which required researching and matching the original colours and livery.

Dave made it (just) and the boat generated considerable interest at the show.

One highlight was the emotional re-union between previous owner/driver Dave Tenney



Aggressor on display at the Sydney Boat Show

and his old boat. Tenney had travelled from Victoria and was extremely impressed with what he saw and appreciative of Dave's efforts. Also there to see the boat was one of his old crew members as

well as a couple of fans from the boat's heydays.

Congratulations Dave on what was a mighty effort.