

Postal Address:
18 Grandview St
Moonee Ponds
Vic 3039

Phone: 03 9370 2987
E-mail: nh35_stormy@bigpond.com

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

President's Pronouncements:

Member numbers are way down on last year, which is a real concern. It is somewhat heartening to see a few new members trickling in, but unless we get the subscriptions from a base of around 80 or so members, we simply can't afford to operate. Boats on the water are a great way of making ourselves known and with good rain throughout the more parched states filling dams to useable levels, hopefully we will be out there a bit more this year.

As always, I'm looking forward to catching up with many of you again at Narrandera.

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

Greg

Around the Traps

General:

- If you would prefer an A3 or A4 colour version of this newsletter instead of the black and white mailed out copy, just send me an email at nh35_stormy@bigpond.com to find out how.
- We are looking for some boats to display at the Lake Mulwala Power Festival at Yarrowonga in late November. There will be an opportunity to do a demo run on the lake on each of the days if you wish. If you are interested, contact Greg ASAP on 0408 937 029.

Victoria:

- Recent heavy rain has brought a smile to the faces of Victorian boaters with numerous empty lakes now approaching full or even spilling over. Of course, there is often a cost and our hearts go out to those who suffered damage and loss during the floods. The bets are on now as to how quickly the water authorities can empty the lakes by flogging *all* the water off again when summer arrives.

Narrandera

- If you haven't yet ordered your commemorative Narrandera 2010 T-shirt, time is fast running out. You need to advise me of size and quantity and direct deposit the cost into the club's bank account.

2009/2010 Committee Members

PRESIDENT

Greg Carr
AH: (03) 9370 2987
Mob: 0408 937 029
Email: gca42796@bigpond.net.au

VICE PRESIDENT

Paul Siddall
Mob: 0419 826 377
Email: lema033@bigpond.com

SECRETARY

Alan Price
AH: (03) 5367 1941
Mob: 0403 838 193
Email: a_mprice@bigpond.com

TREASURER

Darren Goldberg
AH: (03) 9783 5952
Mobile: 0418 171 042
Email: coolwoodboats@gmail.com

COMMITTEE

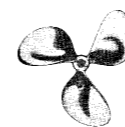
Dave Pagano Mob: 0413 766 501
Bob Carter Mob: 0418 101 626



The Classic Australian Wooden Power Boat Association Inc.

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THE HOLLOW LOG

Volume 10, Issue 4

October 2010



Coming Events

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
- CAWPBA Annual General Meeting. 31st at 0900, Narrandera Tourist Park amenities room.

November 2010

- Lake Mulwala Power Festival. Yarrowonga, Vic. 26th - 28th. Incorporating the 2010 World Championship Grand Prix Hydroplane Championships. The CAWPBA have been invited back this year for static and on water displays. We are looking for boats to display at the event.

January 2011

- In conjunction with the Let's Go Cruisin car club, on water or hardstand display of classic cars, hot rods and boats at the Seaworks Maritime Centre, Williamstown. 16th. We are looking for boats to display at this event.
- National Maritime Festival. Newcastle Foreshore, NSW. 25th & 26th. For further

details, contact the organisers at: maritimefestival@bigpond.com

February 2011

- Australian Wooden Boat Festival, Hobart, Tas. 11th - 14th. The biggest and the best. See the website at <http://www.australianwoodenboatfestival.com.au>

Please check for confirmation of dates and venues

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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: lema033@bigpond.com

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	30	NT	1
NSW	14	Tas	2
Qld	4	SA	6
USA	1		
Total	58		

Narrandera 2010

By the time you read this there will only be a couple of weeks remaining until our Narrandera weekend.

It seems that a few changes will greet us there this year. I understand the Narrandera Tourist Park is under new management and that Lake Talbot has had a bit of work done to it to improve the facilities with a new ramp having been built and a stairway from the ramp to the caravan park installed as well.

The new ramp was probably a long time coming. While the original ramp was OK, it was narrow as well as difficult to see when launching and put a lot of strain on cars and trailers when turning up the road after boat retrieval. Hopefully, the new ramp will be easier to use. I understand it is wider and longer, but I'm not too sure about the U turn at the bottom to back onto it. No doubt we'll find out soon enough.

The stairway will be a definite plus. That walk back up the road for those returning to the park was certainly a long haul, let alone for the mountain goats among us that chose to climb up and down the "cliff faces".

The lake will be ours for the weekend again this year after the issuing of an Aquatic Licence to us.

Like last year, this means some rules and regulations for us, but nothing that will affect us too much. I don't think we were too concerned by them last year.

The Aquatic Licence does mean that, like last year, NSW Maritime will come down for a visit at sometime over the weekend and will no doubt include an inspection for seaworthiness and safety gear. We were given a bit of a go last year with missing safety equipment, but maybe they won't be so lenient this year. I think the biggest problem was anchors, a requirement to be carried on NSW inland waters. We can argue all we like about the sense of that regulation for the likes of Lake Talbot, but "them's the rules".

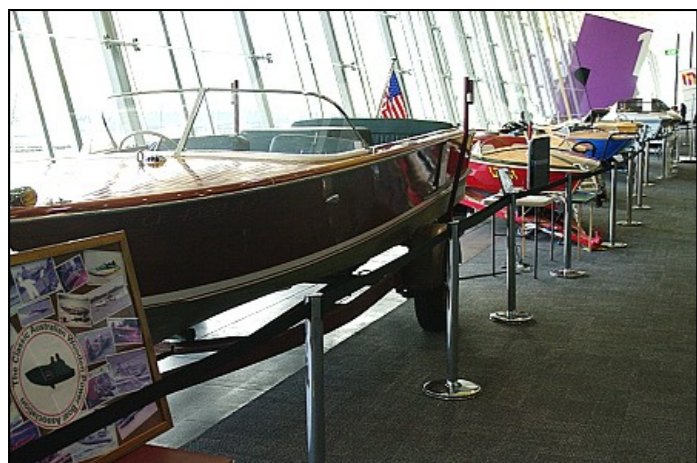
A good place to check on equipment and requirements is the NSW Maritime website at: http://www.maritime.nsw.gov.au/rec_boating/rec_home.html. For interstate, even though your boat is not registered in NSW, you are operating it in NSW waters. From memory, all boats were inspected last year. Folks, you have been warned!

It's looking like we will have good boat numbers this year and I am sure we will get a couple of surprises again, as we do most years.

2010 Melbourne Boat Show

It was a late invite to the Melbourne Boat Show this year, such that I was beginning to wonder if it was going to happen at all. This was a bit of a surprise as it was the show's 50th anniversary and I expected that they would have wanted some nostalgia in there in the way of our boats. They did, but it seemed nothing any different to any other year.

Five boats went in this year, including Darren Crawford's skiff *Al-Falfa* and runabout *The Rose*, Scott Botterill's runabout *Redskin* and John Maskell's boats *Hi-Boy* and *One and Only*. *Redskin* was popular after a paintwork freshen up on the deck with many people running their hand over the superb finish. Also of considerable interest was *One and Only* for its classic shape, originality and uniqueness. Rarely is a boat like this one seen in Australia.



We had an excellent position in the concourse this year, being right down at the Clarendon St end, meaning we caught the majority of the public, both entering the boat show and just passing through.

From our position on the concourse, it was obvious numbers were up considerably on last year, something confirmed by the organisers. Thursday and particularly Monday were typically quiet, but Friday, Saturday and Sunday were huge. Organisers also said that sales were extremely good and the exhibitors were very happy with the returns on their efforts. It was good to see less fishing stands this year.



As for the concourse displays, they were down on last year and have been in decline for the past few years. The concourse area is reserved for clubs, etc, to display in and this year the displays barely extended

for half the length of the concourse. This is disappointing, particularly when the likes of the Wooden Boat Association weren't represented. The WBA have always been a large part of the concourse at the show for about as long as I can remember. This is something I reckon the organisers would want to pay some attention to as the concourse really is a big part of the show.



We had plenty of interest shown this year and while not a lot of people wanted a chat, enough did to keep us on our toes. No buried treasures came to light, but they are sure to still be out there.

I think a big plus for the CAWPBA display this year was running a DVD of our boats at various outings we've held over the years. It was shown on a 32" flat TV screen, offering a good picture and proving to be quite popular.

Many thanks to those who provided their boats for display this year, particularly Darren Crawford who brought his boats up from the Colac area in Victoria. It is an inconvenience with the in/out times for boats being during the working week. Also many thanks to those who attended our display, especially Paul and Leanne Siddall who came across from Adelaide to support the club.



It was definitely a successful display for us this year, bringing in a couple of new members and possibly bringing back a couple of old members to the club.

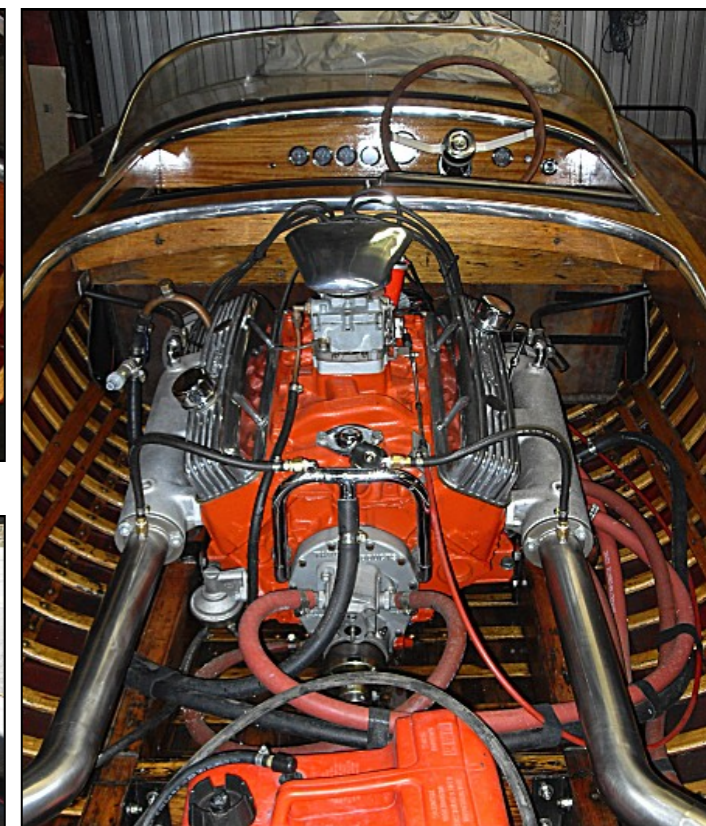
JAYME II continued



The dash with new electrical gauges, etc.



New ally fuel tanks. This only happened in early 2010



Plumbed and wired, with temporary fuel tank (although it was in for a while)

The final instalment on JAYME II will appear in the next edition of the Hollow Log

CORSAIR

I mentioned in the last newsletter about yet another "gem" being discovered in a garage. Well, here it is.

CORSAIR is a 16' Botterill runabout, powered by a side valve Dodge six cylinder engine. The boat was built in the early sixties by Bill Botterill for a client in Melbourne.



The boat is in superb condition for its age. The paint, while showing some wear and tear, is still bright and the varnish on the inside of the hull is in excellent condition.

More on this classic and its interesting history in the next edition of the Hollow Log.

Narrandera 2010 *cont'd*

A few Victorians will be taking advantage of the Melbourne Cup Day holiday falling close to our Narrandera weekend this year, enabling them to turn it into a four day weekend. I know I am. Gosh, life is good!

Don't forget our traditional BBQ at the Lake Talbot Tourist Park on Saturday night.

The weekend will also include our AGM on Sunday morning. I know this is a bit tough after what is usually a very sociable Saturday night, but it's the only opportunity we have when we get some decent numbers together.

Included with this newsletter is a nomination form for committee member positions. If you would like to nominate someone for a committee position, do it! If you would like to stand for a committee position, again, do it!

If you are coming along to Narrandera and wish to order a commemorative T-shirt, please let me know on 03 9370 2987 or 0408 937 028 ASAP. The order has to be in within a couple of days from now and there are no extras made up, so if you don't order, you will miss out.

Roll on October 29th. Looking forward to seeing you there.



The arrogance! Probably should have been born a magpie.

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JAYME II

This edition continues with the refurbishment of JAYME II, Dave Drewer's 16' Everingham runabout.

Dave Drewer



Jack vacuuming out the sawdust



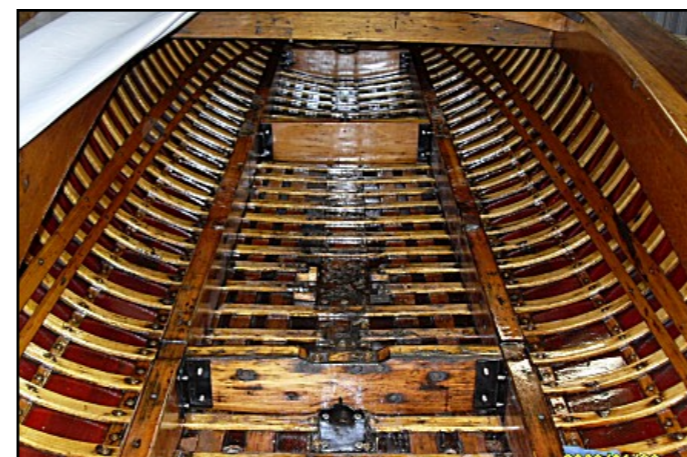
Inside the hull again after varnishing. The deck was also sanded back, stained and revarnished, and although not perfect, it did come up a lot better than I thought it would.



And again, up under the dash



Motor back in and new exhausts. Had to buy new exhaust manifolds as the old ones were corroded and they were different, so new stainless steel exhausts. Thank-you Greg Nelson!



After many hours of scraping and sanding off the old varnish, varnish was sprayed inside the hull. Thank-you Colin!



A progress pic, out of the shed

History of Predator

Darrell Brown



Darrell Brown has had a long association with the big Rolls Royce V12 powered hydroplane Predator and has been good enough to share some history with us.

The yellow hydroplane now known as PREDATOR was built in 1972 in Adelaide by the Nankervis brothers. It is a Ron Jones design, 26' long by 10' 6" wide ply on timber frame single seat rear cockpit. It has aluminium sponson protection and fiberglass deck sheeting. Originally powered by a big block Chev, Trevor Matthews of *Assassin* ordered the hydro to be built after destroying . At the time, the Nankervis brothers had built many boats, but not many hydros, particularly of the large hull size of this replacement boat. Ron Jones hulls from the USA at the time were proven winners, so plans were sourced from the USA to build a race winning unlimited hydro to match the Rolls Royce powered thunderboats racing at the time.

Initially using a fuel injected big block Chev to get the feel of the boat, Matthews had little success due to engine failures time after time. Unbeknown to him, due to the lift of the craft at speed, the engine water pick up was aerating and not providing adequate water for cooling. Blow up after blow up disheartened Matthews, but when it was going, it flew.

Barry Chesser, the owner driver of *FURY*, a 20' Everingham running a supercharged big block, was competing in the Yarrowonga 1000 in early 1980 and said that after being in the front pack on the first lap, "this yellow thing went past me on the back straight and I looked at my tacho thinking I was stopping or something was wrong. It made me think that I had no chance here, but on the next lap, there was the yellow hydro coming to a stop with smoke trailing behind. I reckon it passed me at about 150 mph".

With little success with engines and never being fitted with a super-charged engine, the hydro sat in a shed in Taree for years. A new

owner renamed the boat *PREDATOR* but never got to race it, so it remained in another shed for 20 years collecting dust.

In about 2000, Ray Jones, made famous for building the displacement hull *MERLIN*, came into the picture. Ray's hull *MERLIN*, was powered by a 27 litre Rolls Royce Merlin. After destroying that hull after numerous flip-overs and then another similarly powered displacement hull called *SPITFIRE* killing its driver Bruce Dowst, he decided these massive engines had too much gyroscopic effect (or torque) and needed a larger and wider hull to make the most of them. As a result, *PREDATOR* was purchased on his behalf by his friend Darrell Brown.



Ray and his nephew Trevor towed the monster to Ray's yard in Hornsby. For three long years Ray, along with a team of friends, worked on the hydro. It was placed on the ground and the trailer taken away and modified. The cowling was sent to Beachmere in Queensland where master fibreglasser Gary Ross sculpted a tail fin

like no other. The engine hatch was opened up to accommodate the 6' 6" long 48 valve overhead cam V12 engine. Special step-up gearboxes, the likes of which had never been seen before, were built in Ray's shed. The engine was installed flat on the hull bed and facing aft to send the power forward to a V-drive gearbox which was stepped up to 200%. This gearbox was turned on its side. Then, via a drive shaft, the power was sent parallel with the crankshaft to another Ray Jones designed and built Z-drive which was also turned on its side. Its ratio was one in and two out, so from the crankshaft to the propeller the step-up was 3:1 or more commonly, 300%.

The propeller was designed and fabricated by Bert Everingham out of special stainless steel billet on a CAD machine so it could handle the power and amount of spinning it was in for.

All in all a massive amount of manhours, design, effort and blood sweat and tears to get to the fire-up stage. Ray Jones was 81 through to 84 years of age at the time and was in his element. People would call in day or night for years and there he was, playing with the hydro. Building this machine gave Ray a new lease of life and on the day it fired up, Ray sat in the cockpit at the age of 84 with bruises, cuts, a sunburnt face and tired, but looking like the master engineer and eccentric genius that he was.



He pressed the button, it turned over and flames shot out of the 3" diameter zoomies like cannons. He stopped for a minute, took a breath and said, "That sounds promising". A few more turns of the big motor produced an enormous roar. The photographer, me, dropped the camera and fell over backwards. The next door neighbor, having a midday snooze, jumped off the couch and ran around the house, thinking World War III had just started. Dogs up and down the street started barking and one man called the police, thinking that an aircraft had crashed in his street. All in all, a very exciting moment to experience.

The look on Ray Jones' face was that of a guru – a solemn smirk from ear to ear knowing full well it would go and furthermore, that it will also fly. The rest is history.

After a few shake down runs and realizing these hydros don't like river racing or turning, the hydro now sits in all its glory knowing it does not have to prove anything. The boat has done many expos and displays, with one event being the Homebush Stadium annual MO-TOEX and along with the Merlin powered 1955 Chev of Rod Hatfield, showed what real power is all about. A testimony to the famous Rolls Royce Merlin or Meteor V12 engines. When fired up at MO-TOEX, people thought the roof was caving in.

The name "Predator" means little in racing circles. The boat has done nothing and proved nothing, yet, to its credit has proven itself in other ways. In 2003, the National Maritime Museum instigated a perpetual trophy event called the Ken Warby Boat of Excellence" for any classic boats in history that have stood out. At the first event, boats from all over Australia were on display at the museum. The judges were unanimous in their decision, stating that due to the "in your face monster engine sitting in there looking dangerous and the Buck Rogers tail fin", it was a clear winner. Ken Warby knew Ray when presenting the trophy, after all, it was Ray who originally purchased the Avon jet engine that went into Ken's home built "*Spirit of Australia*", which was built near Ray's home. "*Spirit of Australia*" went on the break the world water speed record, which it still holds to this day.



As a tribute to Ray Jones, who passed away in November 2009 after an incredible life of intrigue and adventure, the hydro is to be renamed "BONES JONES".

The hydro is in exceptional condition, having been pampered, well shedded and protected for the past 10 years. It is a classic example of the nostalgia years when big engines and big boats were the go. It did not win a trophy but still stands out as a classic example of mans never ceasing desire to go faster and faster. It might be old, but it sure stands out in a crowd or being towed down the street on its massive tilt trailer, required to make it legal on the roads.

This hydroplane is a masterpiece and a testimony to Ron Jones' hull design, Nankervis boat builders and Ray Jones' engineering skills.

Here's hoping it is kept for future generations to admire.

You can see this engine running in Predator on the internet at: <http://www.youtube.com/watch?v=xGSpN7erLSE>

Quote for Today

"There are times when silence has the loudest voice"