

Postal Address:
18 Grandview St
Moonee Ponds
Vic 3039

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

President's Pronouncements:

Now that I spend quite a bit of my time in Heathcote, which is on what is pretty much the main route to Echuca and the Murray from Melbourne, I am amazed at the number of boats I see being towed north. Boating is certainly a popular recreational activity. What really has my head spinning, though, is size and set up of some of these rigs and their cost. Thinking like someone from the southern states, a new boat is certainly a fair investment for the amount of use we get from them. I have often cringed when I think about the amount of money I have invested in my old clunker, but it would pale to buying a new rig. Of course, the differences and limitations of an old twin cockpit runabout compared to a modern runabout are enormous, but I still feel better. Yes, definitely some self justification there.

I may be a little early, but I would like to wish you all a very merry and safe Christmas and the very best for the coming year.

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

Around the Traps

General:

- Dave Pagano recently held an audience captive with his account of his family's involvement with the Suez Canal. Dave was a guest speaker at the NSW Wooden Boat Association's October meeting.
- I hear a relative newcomer to power boating (but certainly not sailing) has joined the leaky boat club after acquiring a clinker runabout project. More on that teaser soon.
- Interesting to hear the Seacraft Syndicate Boat Owners Club are having some difficulty getting approval to run their regular Christmas event at the National Water Sports Centre in Melbourne. They usually run ski and time trials at their events. Many more questions have been asked and details are required. Apparently though, if SSBoc's application is unsuccessful, there is no problem for them to hire the venue for social water skiing. Hmm, one wonders if the APBA's sticky fingers are having an effect. (Late notice is that approval for the event has been granted).
- There seems to be a strong push for anyone attending the event at Yarrowonga early next year to come with some sort of disguise, mostly it would seem, in the form of a wig. If Narrandera is any sort of guide, it should make for some interesting photos.

Coming Events

December 2012

- We will try and get a day in the water sometime in early December. Venue most likely Pykes or Eppalock. Keep an eye on the Bulletin Board for details

January 2013

- Yarrowonga Wet Together. 11th - 13th. Rosemary Crt, Yarrowonga. Contact Hookster (Jon) on 0418 584 448 or email impalass67@bigpond.com or Greg on 0408 937 029 for details. **February 2013**
- Australian Wooden Boat Festival. 8th - 11th. Hobart, Tas. The big one. See <http://www.australianwoodenboatfestival.com.au/html/about.html> for details and contacts.
- Proposed Maribyrnong River cruise. 10th. Starting from The Warmies launch ramp at Williamstown. Launch time 10 am for a departure of 1030 am. Further details later. Contact Greg on 0408 937 029 or Alan on 0403 838 193
- South Australian Wooden Boat Festival, Goolwa, SA. 23rd & 24th. See <http://www.woodenboatfestival.com.au/> for details and contacts

April 2013:

- Classic Speedboat Spectacular. 13th & 14th. Goolwa Aquatic Club, SA. Contact Paul on 0419 826 377 or Dave on 0408 225 471

November 2013

- Melbourne Wooden Boat Festival, 2nd & 3rd, Williamstown Maritime Centre, Vic. All types of wooden boats on display, including speedboats.

*Please check for confirmation
of dates and venues*

- Do ten millipedes equal one centipede?
- I had amnesia once - maybe twice
- Is Marx's tomb a communist plot?

Quote for Today

*"A guest sees more in an hour than
the host sees in a year"*

2012/2013 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

Club Contact Details

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 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:

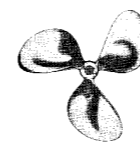
Vic	35	NT	1
NSW	20	Tas	4
Qld	4	SA	12
WA	1	USA	1
Total	78		



The Classic Australian Wooden Power Boat Association Inc.

Inside this issue:

Comment	1
Boat turning	2
Impact launched	4
Jet Stream	6
Vintage woodies - a variation	7
Vic Chapter shake down	7
Your Committee	8
Coming Events	8
Club Contact Details	8



*Interested in advertising in this publication?
Contact 03 9370 2987*

Articles in this publication may not be reproduced without the permission of the publisher and/or writer

Circulation this issue: 90

THE HOLLOW LOG

Volume 12, Issue 4

December 2012



Does anyone know this man? (Narrandera 2012)

Comment

Greg Carr

As you are aware, a considerable number of our boats is made up of ex race boats. These can be specialist craft such as skiffs and hydroplanes, but can also be runabouts. While owners are generally happy enough running these boats at our normal events, there is sometimes the urge to push the boats a little harder in a competitive environment. There are currently very few outlets for this to occur. The CAWPBA does not hold events such as this as we are a non competitive club, with our focus being on the restoration and preservation of these old craft.

Some years ago, the Nostalgia Cup was run in Taree. This was strictly for older race boats. It was dropped from the program after a couple of years due to the apparently large race program and the lack of popularity amongst the spectators. This left a void as there was nothing to replace it.

The governing body of power boat racing in Australia, the Australian Power Boat Association, appears to frown upon the old boats out on the water at race meets, even as a demonstration. Unusual in that our feedback is that the public really like seeing the old stuff out there in action and not just sitting on a trailer.

The Independent Power Boat Club was formed a few years ago for people who enjoyed their racing without the over the top rules and regs of the big boys (APBA) and recognised the opportunity for nostalgic events. They have been great supporters of old boats and provide an opportunity for these older craft to get out and demo-race. The annual event at Forster in NSW has been very successful and is also very popular with the locals.

More recently, the Goolwa Aquatic Club celebrated the opening of their new clubrooms with nostalgia demo boat races. This event was well supported by old and newer boats alike and gave owners an opportunity to push their boats against similar craft without the pressure of having to win the race. The event was a real hit with the boat owners as well as the public, such that it will be held again next year. As a spin off, the Club now holds regular family type Powerboat Picnic days.

So, ever so slowly, the opportunities for the old race boats to be shown off doing what they were built to do are increasing. The great thing is the safety support available at the meetings they run in. Such a shame the APBA cannot recognise what we as well as the public all know.

Boat turning

Ross Foster dropped in on me a while back. Work was slow and it was one of those rare days of sunshine with a bit of warmth in the air that we were having, so Ross was going to make the most of it and put a few hours in on his project skiff.



The boat is really starting to come together

It turns out it was time to turn the boat over to allow the bottom planks to be sanded and painted. I offered Ross some help and before long was soon there.

Ross has set up a method of turning the boat such that he has a round timber pole spanning two cross braces in the roof of his shed. The pole, or roller, is about 5 or 6 inches in diameter with a steel axle that rides directly on the shed's steel cross bracing.



The hull supported on straps hanging from the roller



The boat is rolled over



And now on its back

Vintage woodies - a variation

I got onto a pair of skis on Ebay recently where it was claimed they were imported into Australia in 1944. Being wary of claims being made on Ebay, I placed a bid and thought it wouldn't really matter if the claim was untrue if I got them cheap enough. It turns out I won the auction and after chatting to the owner when I picked them up, it seems the claims made were true.

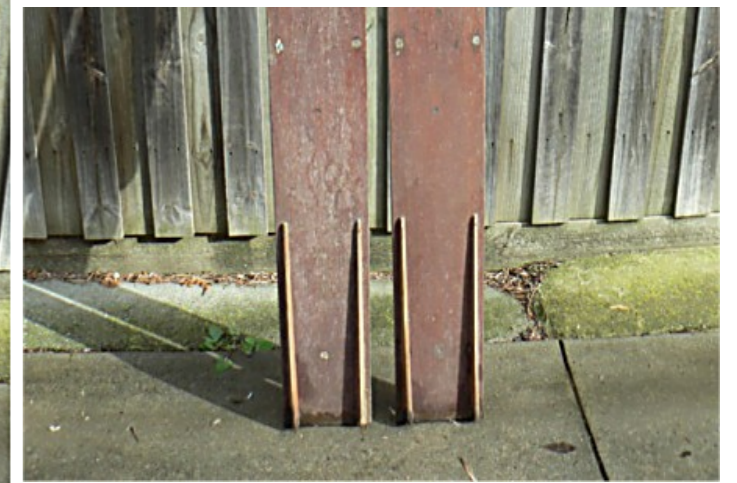
The owner's parents had seen waterskiing demonstrated on newsreels and had them tracked down and brought out on a warship from the US

by a relative who was a Petty Officer in the RAN. They had a house at Dromana on Port Philip Bay and also had one of the few speed boats (carvel with a 40HP Evinrude) that were operating on the bay at the time. Back then, aquaplanes were what was being towed behind boats. When they got the skis, they didn't know how to use them, starting off standing on the shore and being pulled over the front of them by the direct drive outboard. They experimented with different techniques with limited success until they saw another newsreel from the USA showing the new craze of water skiing and seeing people starting off from the deep with the tops of the skis poking out of the water in front of them. When they used this method, success was instant.

These were probably the first set of water skis on the Bay and maybe at least in Victoria, possibly in the country.

The skis are constructed from solid timber, which looks like cedar. The adjustable heel section is made from timber, with the laminated heel cups originally being lined with foam rubber. The two lengths of wood fixed across the front and tail of each ski is original, probably to help stop warping. The twin fins are also made of timber (I reckon aluminium would have been scarce during the war years). The skis measure 71" long, 8" wide and 5/8" thick. They are absolutely original, having been stored undercover since the early 1950's.

Again, it's amazing what is still out there in sheds.



Vic Chapter shake down

As a lead up to Narrandera, the Victorian chapter put some boats in the water on Lake Eppalock in October. Anything for an excuse, really. Six boats were there, including *Screwit*, *Suffrajat*, *Butter Box*, *Vintage Red*, *Kestrel* and trailer queen, *Stormy*.

It was a mixed bag of a day with reasonable water but chilly weather. The tried and proven boats gave some trouble, with fuel problems for *Butter Box* and a broken steering cable for *Suffrajat*. *Screwit* ran really well after Ross changed a burnt piston with one from a different size engine turned down to fit. It was a fantastic effort from Ross, with the engine being fitted back in the boat that morning. Seacraft *Vintage Red* ran well but the star of the day was Peter Drogenik's newly completed runabout, *Kestrel*. It was the first time in the water for the boat and it ran faultlessly all day. A credit to Peter.

Again, it was a butterbox day, with the only clinker remaining on its trailer after arriving late and because of its slack and lazy owner.



JET STREAM

After the restoration of his Chris-Craft *Capri* and clinker runabout, *Raven*, Glenn Hickmott is at it again.

Glenn purchased *Jet Stream* earlier this year as a project. The hull was in poor shape. It had been stripped and many frames were broken.

The boat was built in Deception Bay in Queensland in the 1950's. It is powered by a 283 Chev, sitting flat and driving the prop through a universal joint.

Progress is well advanced now with frames repaired and the assembly of the double diagonal hull, which should be complete by now. The hull used around 32 tubes of 5200.

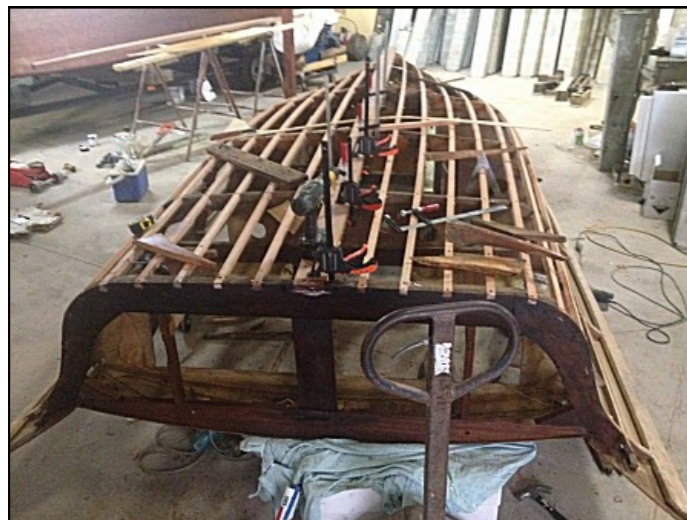
After working out a few tricks, Glenn reckons he's really enjoying this one.

On another note, Glenn recently put his 16' clinker *Raven* in for a try out. Apart from a couple of minor leaks, the boat ran well. Apparently the old Y block sounded sweet (as Y blocks always do).

Here's a few pictures of *Jet Stream's* progress.



Earlier days



We raised the boat from what was a good working height to one that would allow the hull to clear the ground when rotated. This involved a combination of a trolley jack and manual lifting. The boat was then suspended in two places by a double wrap of lifting sling that passed over the roller. Once fully suspended, the boat turned over very easily and could have been placed in whatever position was required. Ross has actually turned the boat by himself using this method, but the boat was a bit lighter at the time and it was awkward. An extra pair of hands made it easier and safer.

The boat is really starting to look smart with the deck stained and the contrasting silver ash trim installed. The hull will be a deep red colour.

Ross is still working out what engine to put in the skiff. The 3.0 litre Nissan 6 that came with the boat was always going to be a difficult fit due to its height. The hull would be more suited to a Holden of Ford 6 cylinder, but trying to squeeze it in in the space is proving a real challenge. The position of the shaft log is having to be placed a long way aft. Ross was even considering a small block Chev, but the performance and weight might have been a bit much for the 13 and a half footer.

You can keep track of where Ross is at with the boat via regular updates on the website's Bulletin Board.



Straps now ready to come off after settling the hull on trestles

we love wooden boats just as much as you do

Affordable Wooden Boat Insurance

- \$10 million Legal liability Cover.
- Water skiers Cover (Optional).
- Choice of Own Repairer.
- Lay-Up Cover Available.

for more information please contact
Fergusons
 FINANCIAL SERVICES
 ALAN MARSDEN
 PH: 03 9783 3200
 www.fergusonsins.com.au

www.nautilusinsurance.com.au Toll Free 1300 780 533
Cover arranged by Nautilus Marine Insurance Agency (ABN 34 100 633 038 AFSL 227 186) and underwritten by Westfarmers General Insurance Limited trading as Lumley Insurance (ABN 24 000 036 278 AFSL 241 461)

Impact launched

As most are aware, I own a 13' Jack Eddy skiff called *Impact*. As I understand it, the boat was one of a batch of three built in 1964 by Eddy for three mates who decided to go racing. I purchased the boat back in 2005 from the original owner, one of the three, who had fitted out the new hull, including a Holden 149 ci engine to run in the 155 ci class. For whatever reason, the other two went racing and this one didn't. In fact, *Impact* was never put in the water. Unfortunately, as the others started to break, *Impact* was robbed of bits. When I purchased the boat, it was missing a prop, shaft, the triple Webers and manifold and a few other bits and pieces.



I decided that as I owned a time capsule I would have it all ready to put in the water, but would never do so. I figured I had a "new" boat, but as soon as it was launched, it would just be another "used" boat. There was plenty of meaningful discussion with others around this, with many saying stick it in the water and enjoy it, others agreeing with me to keep it dry. One argument that really did stick in my mind was that I will have this boat in the shed for five, 10 or 20 years as a trailer queen with very few actually seeing it and when I sell it or it's sold when I turn to dust, the first thing that will happen is that the new owner will bung it in the water.

Well, in early August, I decided that if anyone was going to have first drive of a new 45 year boat, it was going to be me. *Impact* would make its public debut at Narrandera.

The boat was in the shed and while there wasn't a whole lot to do, there were a lot of things that had to be done.

A couple of the challenges were there. One problem, which was easy enough to fix, was the aircraft fuel pump that was fitted. This thing was huge and I couldn't understand why you would weigh down a little race boat with such an enormous and heavy pump. The decision about originality was easily made when I found the pump was seized. A standard Holden mechanical pump would be more than up to the job and was installed.

The bigger problem was that the boat did not have a flywheel and was started compliments of an aircraft engine starter mounted on the rear of the engine. This turned the engine over quite slowly because of gearing and the fact that it was a 24V motor would complicate things further. Half the volts meant the low cranking speed was even lower, resulting in difficult starting. It would have been easy enough to convert to 12V, but the instruments still ran 12V!

I had acquired three second hand Webers a few years back as well as a suitable manifold. The carbies were supposed to have come off a Holden red motor many years ago and had been sitting on a bench since. I stripped them down, cleaned out the wasp nests from two of them and

put new kits through them. The manifolds were difficult to get as they were a short type, to enable the carburetors to fit in the tight engine bay. So tight, in fact, that some of the surrounding timber had already been cut away to accommodate them. The manifolds were rough and needed cleaning up, along with stripped threads for the linkages being repaired.

The more I messed around, the more smaller things surfaced. Other commitments like work, building rabbit proof fences and preparing veggie gardens kept cropping up, not allowing me to get at it. The boat was at Heathcote and I was mainly in Melbourne, meaning I could only get at it when I was at Heathcote. It wasn't like I could pop out the shed after dinner for a couple of hours.

It was getting to the stage where I could see it wasn't going to make it. That was fine, old *Stormy* would make another run. Of course, then I realised that *Stormy* was sitting on a broken trailer. That was something else that needed doing – a new trailer, that I hadn't got around to organising. *Nova* is just a little bit loose around the back now and leaks like a sieve and wasn't a Narrandera contender.

I thought it's *Impact* or nothing. I needed a prop and shaft and carbies to be set up. I wasn't even too sure about the timing in that with no fly wheel, there were no timing marks to go off. I decided to hand the boat over to someone else, so, through a mate, I sussed out whether Leo Nankervis of Nankervis Performance Boats in Bendigo would be interested in having a go. The Nankervis's have been around boats for many years and I figured would remember something about old wooden boats, old engines and old carburetors. Leo was up for the challenge and the boat was delivered.

A couple of weeks later a shaft was fitted, a prop found, a dual 12/24V electrical system devised and a few other modifications completed. One problem pointed out was the "tightness" in getting in and out of the cockpit with the original Studebaker steering wheel fitted. The original owner was only a small bloke, so it was probably OK for him, but I did notice when I first got the boat that I had to wriggle my way in and out. This is OK normally, but if you needed to do it in a hurry, well, you couldn't. A smaller wheel was the order for the day and an 11 inch wheel was sourced and ordered from Shepparton.

It was decided that Wednesday would be launch day, but when the steering wheel didn't turn up, Thursday became the day.

I headed off at just before 0830 and arrived at Nankervis's at 0900. The day was looked promising despite the early rain. The bureau was tipping 22 degrees, but, unfortunately, temperatures in the 20's in Victoria in September are normally brought by winds from the north, and those winds were picking up.

We headed off to the lake and arrived seeing Eppalock as I have seen it too many times before – white caps aplenty! We backed the boat down the ramp so that the engine could be run to set the timing and set up the carburetors. Leo brought his mobile workshop along, with everything he needed in the back of the truck and the rescue boat trailing behind. Very professional, indeed. The boat needed to be close to the water so we could jury up a system to push water through the engine as there is no water pump fitted.

The engine was started and we were both prepared for the noise by wearing earmuffs. Man, zoomies on a Holden 6, what a noise! But, as Leo worked along the carbies the note began to sound crisp. Timing was adjusted (remember, no flywheel on this, meaning TDC, etc were worked out in the workshop prior). The prop shaft was connected and the boat backed in so that the prop was in the water. This allowed idle to be set with the resistance of the water on the prop. All of a sudden it was time for a run.

Greg Carr

I looked at the water and thought "This is going to be rough". There was plenty of slop out there amongst the white caps, this was the first time I had driven a skiff and this was an unproven boat. I didn't have a clue what it was going to do out there.

We backed the boat in a ways and I settled in to the cockpit. I got in so much more easily than the last time, with the Studebaker wheel fitted. I looked down between my legs and made a comment about the amount of water pouring into the boat. This was a brand new Eddy hull – it shouldn't leak! It was coming from under the log and seemed that either no sealant had been put underneath or that the keel needed a whole lot more swelling. Leo reassuringly reminded me to pull the bungs out as soon as I was under way.

Gee, thanks!



Before I knew it, I was off the trailer and on my own. The engine was reluctant. It would kick over and then stop. Numerous times it did this. I was starting to panic because the water was still pouring in and I need to get some speed happening to allow me to pull a bung. Then she fired and off I went. This boat just wanted to go! Trouble is, I wanted to learn about it first and I couldn't do it in this water. I was bouncing all over the place. I couldn't read the instruments, couldn't tell if water was flowing through the engine, just trying to keep a steady throttle. I brought the boat back in and Leo pulled the plugs. They looked OK except for number 2. A quick tweak and I was out again.

Again, a bit of time to get it started – just a technique thing, I reckon, and off I went again. Then, crunch and I dropped a couple of inches and felt a wet bum. Yep, the seat had busted under my fat a@#e. Heaps of water still coming in from under the log, but worse again, heaps of steam coming out of the engine cooling water outlet. A quick glance at the temp gauge showed things were not good so straight back in with a hot motor. We decided to call it a day with the water the way it was.

A bigger water pickup replaced the very small one fitted and a week or so later saw the boat back in the water. The lake was considerably better than the last time, with the wind threatening to whip the water up, but never doing so.

I took the boat out again, this time with corks replacing the normal metal screw in plugs from the drains in the transom. Less trauma now from fear of dropping the metal ones and the corks stuck in the steering wheel at the ready. This worked out well as the gap under the log had not closed up and water was still pouring in.

The boat ran well, but was still overheating. I brought it back in and it was decided that the boat needed to be run hard to push enough water

through the motor for adequate cooling. I accepted that, but thought that I was pushing along hard enough to put enough water through. The boat was taken out by Rowan and run a bit harder and then by Bradley. On the run with Bradley, it stopped, probably through water being thrown up by the prop shaft onto the ignition behind the dash. He got it going again, but by the time he got back, the boat had a huge amount of water in it. The drain in the transom was blocked, not allowing water out.

It seemed the boat needed to run hard for the engine to stay cool, but as this was no longer a race boat, that was impractical as far as I was concerned. I wanted something a little more user friendly. The boat makes enough noise at low speed as it is, let alone being belted along just to keep the engine cool. Problem now was where to drive a water pump from.

I was becoming a little torn now as to modifying what was a very original boat, but the reality was that the boat was, essentially, still being developed. I can also see that the boat may eventually have to be fitted with extractors due to the amount of noise it makes.

Mounting a pump was going to be difficult as the motor does not have a flywheel and really nowhere to drive a pump from. Machining a groove on the starter dog for a pulley belt was considered, but in the end, an in-line electric pump was fitted, tucked away and out of sight under the seat. The pump is switched on or off via a switch already fitted on the dash and works a treat.

We took the boat out again. The weather and water were good and the boat was running strongly until the engine spluttered to a stop. I got it going again, only for it to stop again a short time later. This time it took long enough to get going such that Bradley brought out the rescue boat. I was convinced it was a fuel issue and got it going again, bringing it straight back to the trailer. An inspection of the outlet from the tank and the fuel filter showed a red-brown sludge in the fuel. The tank was rusty inside. While an attempt had been made to clean it out earlier, the tank could not be removed to do it properly without removing the engine.



I was out of time for Narrandera, so it was decided to use a plastic outboard fuel tank tucked up under the dash as a temporary measure. The boat was running well enough to take as it was, so I was confident of getting a good run. I got the boat home and couldn't get the tank up under the front deck, so decided to have another go at cleaning the tank out. That was an expensive exercise, emptying out over 20 litres of contaminated 98 octane and flushing through another 10 or so litres of 91. It started to run clean so, along with a couple of large capacity fuel filters, I figured I would take a chance.

I got to Narrandera, but that's another story