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President's Pronouncements:

What a struggle!

You should have received this newsletter a couple of weeks ago, but a fall from the desk of my computer's expansion drive that I had the newsletter stored on pretty much killed the drive and, I thought, all the data on it was lost - and there was heaps! Back it up you say? Yeh, that was the next job. Luckily, my computer guru managed to salvage most of the data, but it took over a week to do it.

This on top of hassles with the Narrandera regatta permissions and Aquatic Licence has made for a few interesting weeks.

Looking forward to catching up with many of you again at our annual regatta at Narrandera. If you are coming, it would be appreciated if you would let me know as having an idea of numbers can help prevent any unforeseen problems.

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

Greg

Around the Traps

Victoria:

- Member Ross Foster has barely completed his little skiff restoration project before becoming well involved in his new project, that of the 16' Lewis skiff, *Invader*. Some photos to follow in the next edition, if I can get my act together.
- Some trailer action happening as well. A well know runabout trailer that is about 55 years young is getting a bit of a make over. Bits either kept falling off it or just rusting away, so it was definitely time. I'll let you guess which one.

NSW:

- A Frank Lewis walkabout has just come to light. The boat was campaigned around NSW and is still in pretty good condition and also up for sale. Keep an eye on the club website's "For Sale" page for details. Pictures and more details in the next edition of the Hollow Log.

SA:

- A nice looking Lewis runabout surfaced at a clearing sale quite recently. This boat is in need of some real TLC, but is complete. Pictures and more details in the next edition of the Hollow Log.

Tasmania:

- The 13' Jack Eddy skiff *Impact* has found a new home in Tassie and will travel there shortly with new owner Stuart Beattie.

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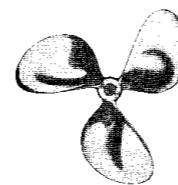
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The Classic Australian Wooden Power Boat Association Inc.

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THE HOLLOW LOG

Volume 13, Issue 4

October 2013



Shepparton Motor Museum

Shepparton Motor Museum

Early this year, member Ross Foster was visiting the Shepparton Motor Museum to see their latest offerings. The Museum had been open for a little over 12 months and was showing some real promise.

A conversation was struck up with the manager and their display strategy was discussed, where it was explained that both individuals and groups put their vehicles on display for approximately three months at a time. This gives the museum an excellent and diverse display of motor cars, trucks, motor cycles and even bicycles. Ross suggested a display of classic speed boats might work for them, to which he received an enthusiastic response. The museum was looking for something over the winter months of June, July and August and, as we are all well aware, boats just sit around in sheds over the winter months in the southern states like Victoria.

Ross put out a call for people interested in putting their boats on show and who also might have wanted to grab the opportunity of having an empty shed over winter for other projects, or even just a well needed clean out. While initial interest was slow, the number gradually increased to 10

boats, which is the number the museum was looking for.

The boats on show were *Al-Falfa*, *Electric Girl*, *Fiona*, *Li'l Glamour*, *Rebound*, *Rivercraft*, *Screwit*, *She'll Do*, *Stormy* and Ross's little skiff.

Most of the boats are well known to us, but it was first time seen for many for runabouts *Fiona*, *She'll Do* and Ross's skiff. I hadn't seen *Fiona* since I originally saw it in Bendigo in early 2008. The 1964 Burton hull is with Travis Owen and is looking really good.

It was first time out for Ross Foster's 13' skiff. Many of you will have followed the restoration of this "new" hull on the CAWPBA Bulletin Board. Known as the *Little Skiff*, it has certainly offered some challenges for Ross as there were a few issues with the boat, but it has all been sorted now and a credit to Ross.

We were allowed the freedom of arranging the display as we wished. The boats were initially lined up along one of the centre aisles with the three that wouldn't fit in the adjacent aisle. At the end against the wall was a small memorabilia

Coming Events

October 2013

- Power Boat Drivers re-union. 26th. Hobart. Motor Yacht Club of Tasmania. Boats and memorabilia on display. Phone (03) 6423 9021 for further details.

November 2013

- The CAWPBA Annual National Regatta, 2nd & 3rd. Lake Talbot, Narrandera, NSW. Our big one. For details, contact Greg on 0408 937 029 or Alan on 0403 838 193
- Melbourne Wooden Boat Festival, 1st, 2nd & 3rd, Gem Pier and the Commonwealth Reserve, Williamstown, Vic. All types of wooden boats on display, including speed-boats. Contact Mark Bergin for details on 0418 565 848. (Unfortunately this event clashes with Narrandera. If you are not going to Narrandera, this is a great alternative to take your boat to).

March 2014

- Geelong Wooden Boat Festival. 6th - 9th. Royal Geelong Yacht Club. Refer www.rgyc.com.au for further details.

April 2014

- Goolwa Aquatic Club Aquafest. 12th & 13th. Boats of all types ranging from vin-

tages skiffs and runabouts to BAD race-boats. Spirited racing demos and more. Refer www.goolwaaquaticclub.com.au for further details.

Please check for confirmation of dates and venues

*Laugh when you can.
apologize when you should.
and let go of what you can't change.
Life's too short to be anything ...
but happy.*

Quote for Today

"There is more to life than increasing its speed"

Club Contact Details

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Victorian/Tasmanian Chapter

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Membership Update:

Vic	29	NT	1
NSW	15	Tas	4
Qld	2	SA	10
WA	1	USA	1
Total	63		

display of timber skis, old life jackets, club information and a video of our boats.

Getting boats there was a bit tricky with the boats having to be staged in gradually. The museum relies on the owners of display vehicles to remove them at display end time and it appears that sometimes the owners either can't get there around that time or maybe are reluctant to give up some good and safe storage. As the showroom floor is pretty much always at capacity, something has to leave before a newie can come in. *Lil Glamour* and *Rivercraft* were being stored at Heathcote, which is about an hour or so from Shepparton. That meant six boats from Heathcote for Ross and I to deliver. With a little over an hours drive each way, we spread the deliveries out over a bit more than a week, which worked well.



Ross's "little skiff" made its debut at the museum

We tried to get a club meeting going for late July at the museum, but unfortunately numbers were not good enough. All the same, seven of us, members and non-members alike, met up at the pub at Nagambie for a Saturday lunch before continuing on to Shepparton. Also with us was Ron Meehan. Ron runs the Aussie Skiboats Blog and was keen to see the display. At the museum, we were joined by member Matt Williams, a Shepparton local.

On entering the museum, we were greeted by manager Graham. Graham spoke of the extremely good response they'd had to the boats so far, with many individuals and groups specifically coming to see the display. Some travelled considerable distances to do so. The boats had been re-arranged so that on entering the show room, there was a line of boats sitting broadside to you. This was made possible due to other



vehicles being removed from the showroom. This was much more effective than the earlier set up as you got a face full of boats as soon as you entered.

After a couple of hours at the museum, we all trooped around to Matt's house and "assumed the position" around Matt's 16'6" Botterill project. The boat is really coming along nicely and after a few pieces of advice from the expert panel about a couple of issues Matt was having, the project will continue to progress well.



It was also first time out for She'll Do

The day was fast getting away from us and all of a sudden it was time to dodge the roos on our way back to Heathcote. No doubt about it, it was a really good day.

Interestingly, there were a couple of enquiries from the public about the CAWPBA promotional DVD that played on a TV screen for the duration of our display. The DVD runs for about 20 minutes with video from various events and a slide show of timber speed boats, mainly from the club. Probably a bit of a shame I didn't position any for sale at the museum at the time. Needless to say, there are copies there and available for sale now.



Some water sport memorabilia was also on show

It was originally planned to move our boats out by the end of August, but we were asked to leave them in for another couple of weeks to cover events that were happening at the museum and Shepparton, something we were happy to do. Also pleasing was that due to the positive response to the display, we have been invited back again for the same period next year.

SILVER STREAK

Some years ago a boat that was a bit out of the ordinary came up for sale. It was claimed to have been a circa 1920 Chris-Craft hydroplane, but being that early, there was some doubts about the claims being made. Things went quiet, but the boat is now back on the scene and again up for sale.



Silver Streak was designed by Chris Smith and built Clifford Hadley in the USA in 1923. Fitted with a 25 HP Pierce-Budd three cylinder two-stroke engine and named *Miss Broadway*, it



was exported to Australia in 1924. The new Australian owner wanted more power, so a 100 HP 6 cylinder Meadows engine was fitted and the boat renamed *Silver Streak*.

The boat went on to win some major boat races, including the Bennett Cup twice as well as exceeding world speed records for its engine size.



The boat has carried some distinguished passengers, namely the Duke and Duchess of York and the aviatrix, Amy Johnson.



Silver Streak was placed in storage in around the 1940's or 50's and was recovered intact in the 1970's. An extensive restoration of the hull and both engines was completed in 2007.

More information as well as original footage and photos can be seen on the SILVER STREAK website at: <https://sites.google.com/site/silverstreakhydroplane/>

No prices are mentioned, but I would expect a decent price would be commanded. I'm not sure where the boat is located, but the last I knew it was in South Australia.

AGM and Committee Election

It's that time of the year folks. Just when you thought the elections were over, they're back.

The CAWPBA 2013 AGM and Committee Elections are scheduled to be held in Narrandera on November 3rd. As is the norm, all committee positions will be declared vacant and financial members are invited to nominate a candidate for any of these positions.

The committee encourages members to step up and play a part in the running of their club. Fresh ideas, approaches, attitudes are always healthy in the running of clubs. Naturally, any new committee member will be assisted until they find their feet and settle in to the position. It's not hard. Put your hand up and have a go.

Positions open are:

- President
- Vice President
- Secretary
- Treasurer
- Committee Member
- Committee Member

Committee nomination and Proxy voting forms are available as downloads from the website or on request.

More shed finds

With the risk of repeating myself, "They just keep turning up".

This 16' seam batten runabout was built by a gentleman and his the girlfriend in 1939/40 from plans taken from a 1932 edition of Popular Homecraft magazine.



The couple completed the boat and it was first launched on Lake Eildon in 1940. It was powered by an Evinrude outboard.

Unfortunately, they were spotted by the Army and the motor and many fittings were compulsorily acquired for use to assist with the war effort in New Guinea.

The couple, by then married, took the hull home where it was stripped and placed it on the garage floor, where, sadly, it remained for the next 73 years.



The boat was discovered by Tim Drinkall early this year when the boat came up for sale. The gentleman who built the boat had died late last year and his wife passed away early in 2013. They were both in their 90's. The boat was part of their estate and was put up for sale.



Although the boat is in excellent condition, paintwork and a few other details are in need of a freshen up.

Tim is contemplating moving away from the outboard engine set up and fitting a period inboard motor.

I'm really looking forward to seeing this beauty on the water. I believe some regular cruises up Melbourne's Yarra River are being contemplated.



I'd like to extend a thanks to all the boat owners who offered their boats for display and then dragged them to Shepparton and back home, often a considerable distance. We recognize the time and fuel expense in doing these displays and do appreciate the effort. Also, a special thanks to Ross for organising and co-ordinating this display. I know Ross did a lot of kilometres transporting several boats to and from the venue.

SHEPPARTON MOTOR MUSEUM PRESENTS
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JUNE - JULY - AUGUST

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Restoration of H33 "FOX"

Ron Hodge

A few years back I was asked if I would be interested in restoring an early Lewis skiff. I had a look at it and thought that this may have been the first one built, which was the first FOX.



FOX running in 1948

It was built in 1947, the first Lewis Bros. racing skiff and the first to use a Dodge engine in this application. It won a lot of races and its fastest recorded speed was 52.25 mph in the 225 cubic inch class in 1948.

I was told it had not been in the water for more than 50 years and looking at it, it would sink even sitting on the trailer.

I was a first year apprentice when this boat was built and when I was taking it apart, little things that were different to other boats we built made me realise that this boat was "the" FOX.



As delivered for restoration

All that remains of the original hull is its tea-tree stem and three deck beams from the forward deck. All of the original planks were used as patterns, as were the deck coamings. The only change made was the dashboard, which was made the same as the next series of skiffs.

The engine currently fitted is a small six cylinder Dodge with a cast iron cylinder head and two carburetors and drives from the front of the engine. This engine is a 1938 build and is dry sumped, the same set up as the original.

The pictures following step us through the extensive restoration of this historic boat.



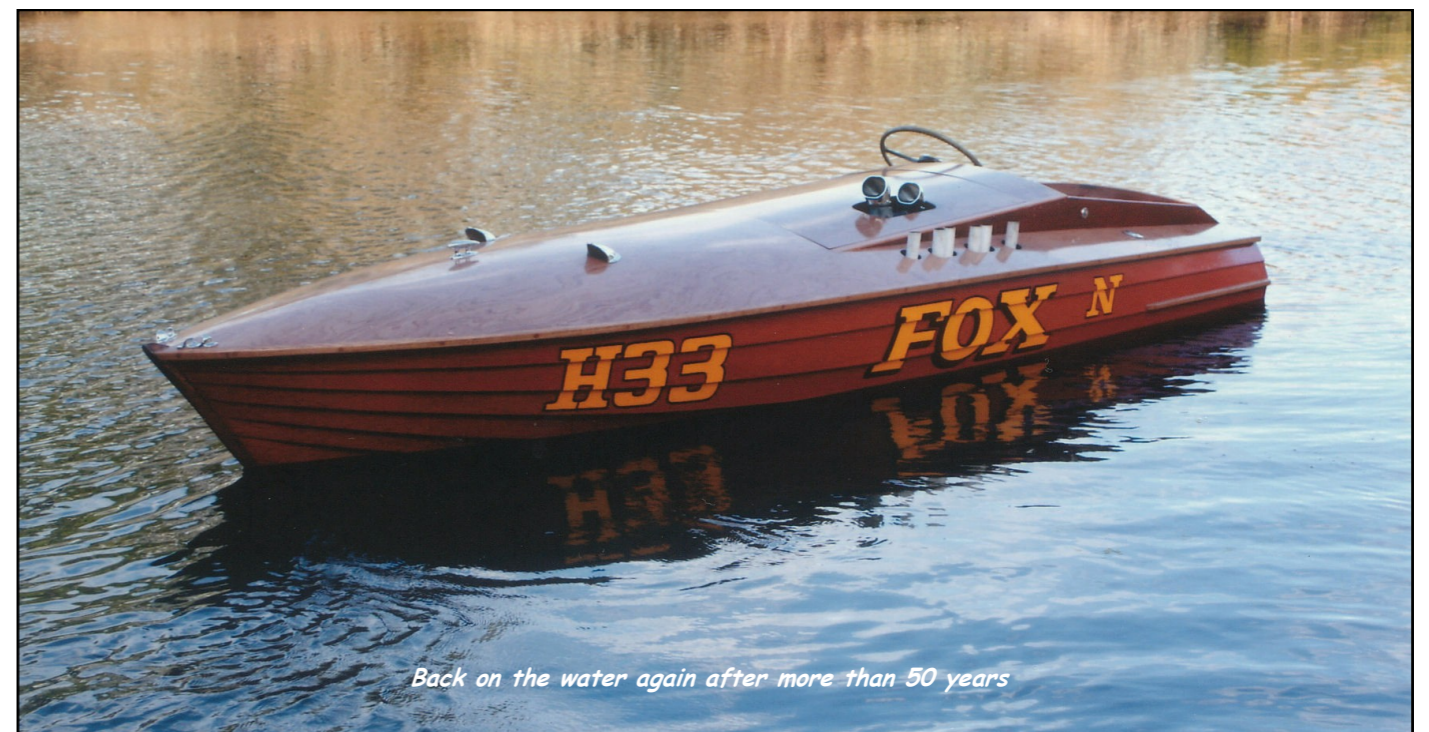
The strip down commences



The extent of deterioration is obvious here . . .



. . . and here



Back on the water again after more than 50 years