



THE HOLLOW LOG

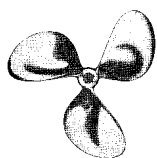
The Classic Australian Wooden Power Boat Association Inc.

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Inside this issue:

Narrandera Nats	1
Victorian Get Together	2
And another one	4
Jedda	6
What a Ride	7
Around the Traps	8
Your Committee	8
Coming Events	8
Club Contact Details	8



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Windsor, 1998

Narrandera Nats

Gosh how time flies!
Narrandera is upon us again already. Can you believe it? This year marks our 10th (official) anniversary of the club's annual pilgrimage to Lake Talbot.

Also with Narrandera comes the annual AGM. We hold this on the same weekend as it is the best opportunity, seeing as we are so widely spread, for a large number of members to be in the one place at the one time. The AGM also includes the election of the new committee. If you would like to be a part of the committee or think someone else would be a suitable candidate, nomination forms are available for download from the website (or call Alan or myself for a copy).

We are offering commemorative shirts again this year with an option of a polo style as well as 2015 calendars. Hopefully the cut-off date (Oct 22nd) for getting a shirt won't have passed by the time you read this, so if you want one then contact either Greg or Alan.

Same goes if you would like to purchase a calendar or three. As usual, the purchase of any of these products puts a couple of dollars towards the running of the club.

The Aquatic Licence, which gives us exclusive use of the lake, has been received and Narrandera Council has again given us their blessing. The local ski club are looking forward to us coming and have tidied the lake and foreshore up in preparation for us.

The ski club will also be organising our Saturday night BBQ this year. The BBQ is being partly subsidised by the club this year, so for a small per head amount, you can enjoy a carefree night without having to cook or do dishes. Please let Greg or Alan know if you would like to participate.

If you are coming along to Narrandera this year, please let us know. Knowing the numbers makes it easier for planning.

Look forward to seeing you there.

Victorian Get Together

Well, I thought we'd have a bit of a get together to commemorate (or commiserate) the end of the boating season, but it ended up being pushed out a bit, such that it was held on June 1st - the first day of winter. I thought what the heck, I'll poke winter in the eye and be blown if a bit of cold will stop us having an outing with the boats.



Well, winter took me on and poked me back in *both* eyes and twice as hard.

We'd decided to make a weekend out of it, using my place as a base. Unfortunately, it started raining steadily on Saturday afternoon and did not ease at all until late Sunday afternoon. We were going to have a wet together, meaning boats on the water just up the road on Lake Eppalock on Sunday, but the water came to us. We certainly didn't need to put boats in the water to get them wet. We copped about 2 inches of rain over the weekend. Heck! Even the seasonal creek running through the property ran - and continued to run for the next three weeks.



All the same, what a terrific couple of days.

With all the rain, Jacqui (my better half), was distraught about everyone migrating to the shed, about 50 metres away from the house and BBQ area that was set up under the carport. Thing was, everyone could be accommodated in the shed and we had a roaring fire just outside keeping everyone warm.

The night was a beaut. Tables and chairs were quickly set up

and we operated from there for the evening. Plenty of room, mingling around boats. We did have a bit of a problem at one stage when the breeze came up and blew the smoke from the fire into the shed. An "extraction system" in the form of an 24" pedestal fan was hastily set up to fix the problem.

We had members travel from Tassie and NSW for the weekend. Thanks folks for the effort. There was some unusual dress on the night too, with "bogan" being the theme for the night. Hookster was especially impressive (Jon, I still have you tailored sports jacket here as well as the genuine antique chair). Heck! We even had a viking!



The night kicked on till late. The house was about full with all beds taken and the lounge room floor littered with swags and other quickly improvised bedding.

We had five boats brought along, plus a couple of mine already there and another couple just down the road with Ross. Along with the five brought in were a couple of classic plastics, brought along to replace currently broken woodies and to blend in with a few other classic plastics from Classic Ski Boat group who were going to join us on the lake on the Sunday. Unfortunately, due to the weather, that didn't happen.



Sunday morning dawned cold, grey and wet. We set up under the carport for breakfast and fired up the BBQ. A few of us jumped into cars after brekky and headed up to the lake for



those who hadn't seen Lake Eppalock to have a look.

For lunch, because it was still raining, we squeezed in under the house verandah along with a gas patio heater. It was tight, but quite cosy all the same.

Later in the afternoon, two brave souls did put boats on the water. Ross brought up his skiff, *Ratbag*, to tease (or shame) others into putting boats in, but had only one taker. Ray and Carol, on their way home, accompanied Ross to the lake. With the rain pretty much stopped at the lake and smooth water, Ray couldn't resist. Soon enough, there were two skiffs on the

water, with *Ratbag* and *Pagan* circuiting. Although cool, conditions were excellent.

Along with yours truly and Jacqui, those who came along included Alan, Melinda and Erica, Darren, Liz and Luke, Andy, Wendy and Mitch, Matt and son, Jon (Hookster) and Narelle, Chris (Chivs), Ray and Carol, Ross, John Sullivan, with Doug and Sue Bamberry and Nick Pethica on Sunday.

Jeez it was a good weekend, despite the weather. Jeez we have a great group of people.

It has been suggested to make this an annual event. Not sure yet, but watch this space.



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And another one

They continue to surprise us and just keep popping up!

I received a phone call several months ago from Edward Humphries in Maldon, Victoria, who spoke about a boat he had recently acquired. Ed was the successful bidder at an auction in which was offered a a Simpkin clinker runabout. It turns out that the boat was built in the 60's but its fit out with engine, drive train, steering, etc., was never completed.

The boat sat in storage at the Nankervis facility on Lake Eppallock for decades. Apparently, the owner would arrive once a year and check the boat and pay its storage fee, then return home to Melbourne. Several enthusiasts knew of this hull and were keen to buy it over the years, but the owner was not at all interested in selling.



When the Nankervis's were forced to leave Eppallock, the boat returned to Melbourne with its owner and was stored outside in his back yard, wrapped up under tarps. It remained like that for some years.

By this time, the boat's owner had become quite elderly and eventually had to go into care. With no family at all, his property and belongings were sold up by the public trustees, bringing the boat onto the market. It was at the trustees auction where Edward was the successful bidder and bought the boat.

After getting the boat home, Ed surveyed what he would need to get the boat onto the water. Various components needed to finish the fit-out were purchased. Closer inspection highlighted



a few potential problems with distance between the back of the engine and the log and some advice was needed.

Edward called me and a planned visit, for various reasons, didn't happen. Some months later, contact was made again and a time was arranged for a visit. I said I would bring a friend and Ross Foster came with me to see the boat.



We picked a lousy day to head over, with it being quite cool and raining.

What we were presented with on arrival was a virtually brand new 15'8" winged Simpkin runabout. The boat was in excellent condition, with only some minor paint cracks and lifting in a couple of areas on the deck, the result no doubt of its time in outside storage. Cosmetic details, really. Sitting in the hull was what looked like a very low mileage Holden 186 engine. It was, apparently, a no miles engine, purchased new for the boat from Reg Hunt Motors in Melbourne. Close by was a set of Ron Marks combination water skis, brand spanking new, never used and still in their box. These would have been bought for use with the boat and were offered for auction immediately after the boat. Ed snapped them up.



No miles 186

After some discussion, Edward indicated he was looking for someone to fit the engine and drive train as well as the engine

plumbing. Ross said he was up for it and so it was decided.

We then spent some time wandering through Ed's sheds looking at his wonderful collection of antique machinery and collectibles, cars and trucks, engines, you name it.



Nice. Clean as a whistle down there

Later, after meeting Edward's partner Jan, we had a coffee and chatted easily for an over an hour. It seemed Edward and I had a few things in common, being of similar age and having grown up in the suburb of Strathmore in Melbourne. We reminisced about the way things were as kids, about the bloke a couple of doors down from Ed's house who made water skis in his garage (we both still own some of those old Drenmart skis), about the bloke across the road from him who used to race a Simpkin clinker fitted with twin Fiat motors (that boat is still around, being a club boat called *Aquaholic*), about the Seacraft boat owner currently living in Strathmore who we both know.

It really was a good day.

Ed said he would get the trailer registered and bring the boat across to Ross to do the work.

A couple of weeks later, the boat was delivered.

After three days, Ross was well on his way with the fit out.



Pick up day for Ed

There was some concern about the motor having to be moved forward, but after raising the engine to align the shaft, everything began to line up and the distance between the engine and log improved. The shaft hole had already been drilled, but was too small and had to be opened up as the shaft was a firm fit. The skeg was fitted and spacers for the engine mounts were turned up and installed.



Brand new and still in the box

Some of the bulkhead immediately forward of the engine had to be cut away to accommodate the alternator and water outlet from the head - the one you have to install when marinising a Holden 6. Some more easing of the clearance between the already fitted exhaust pipe and engine bearer was also needed.

A strengthening bracket was fabricated and fitted up for the transom/keel intersection. The steering, already partially installed, was then connected up and finalised.

With Ross's work all done, Ed came and picked the boat up to return home and finish it off. With the electrics already done, there is not a huge amount left to do and I don't think it will be long at all before we see the boat on the water.

Hopefully, the remainder of this story and launch day will appear in the next issue of the Hollow Log.

Great stuff - another woody about to hit the water and a new club member.

Jedda

There was a boat advertised on Ebay in May 2012 and I heard a whisper that it might be the ex Victorian racing runabout, *Jedda*. The boat was sold and, I thought, moved from Victoria to its new home in West Australia.

I have since received some correspondence from Greg Pike in Gippsland about a boat called *Jedda*.



Jedda is still complete, including its original Dodge engine and it seems will remain in storage for a while yet.



Greg sent some old pictures as well as some more recent pictures of the boat. We chatted via email and I mentioned that I thought the boat was in WA, to which he replied in no uncertain terms that it was sitting in his shed in country Victoria. Greg went on to offer some history on the boat.

Jedda was built by well known boat builder, Bruce Walker, in Heyfield, Victoria, for Vern Graham. The boat was fitted with a side valve six cylinder Dodge engine and raced in the 1960's and 1970's. It eventually changed hands, being sold to Tony Taylor, who continued to race the boat, with John Waddington as his jockey.

The boat was very competitive in the 266 ci side valve class and took out the Albert Corn Cup in 1976.

I am also keen to talk to and see some more of Greg's photos collection. Greg used to own Nova, a 1966 Eddy hull which I now own and which is under restoration. I am keen to see what the boat originally looked like, including in its early life and then its racing days.



What a ride!

Some of you might have seen a bit of video and a couple of pics on the Bulletin Board about this, but for those who haven't . . .

Although cool and crisp, the last day of winter dawned still, sunny and clear in central Victoria. Before heading into town to run some errands, I mentioned to Jacqui that it looked like a good day to throw the boat in. At the supermarket, I bumped into Ross Foster. We were chatting for a couple of minutes when Ross mentioned it would be nice out on the lake. I said I was thinking about putting the boat in myself. Well, an hour or so later all the day's plans had gone out the window and we were launching our boats onto what was a glassy lake seemingly void of boats.

Cruising at anywhere between 25 and 45 mph, we travelled from the Derrinal ramp down to the Lake Eppalock Holiday Park end, around 11 or 12 kilometres. At the Holiday Park end, we stopped in the middle of the lake and turned the motors off. Apart from the birds, it was silent with no drift on the boats. There and back we saw one tinnie under way and a couple anchored and one speedboat having a brief try out before being put back on its trailer.

All the way down and all the way back the water remained like glass. It was the best I have ever seen Eppalock, which can look like the inside of a washing machine on some days.

The day was one out of the box. I've been totally spoilt now and just can't wait for the next one.



Crossing the tinnie's wake - the roughest water we saw



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President's Pronouncements:

Hello all

Busy time of the year for me now. Narrandera and all its organizing. Tees shirts and even a calendar this year. I suppose it should all be spread out over the year, but it just never seems to happen that way.

Some hard questions and decisions ahead for the club as well. Membership is down a bit which means income is down. This impacts heavily on us by putting pressure on the finances and although we don't have many expenses, the few we have bite hard. Insurance particularly, but also printing and postage for the newsletter. We either need to raise some more money or cut some expenditure. There will no doubt be some discussion on this at the AGM or General Meeting that follows.

Hope to see you at Narrandera.

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

Greg

Around the Traps

General:

- Ron Johnston has been flat out again this past year with member's boat restorations and even new builds. Skiff, runabouts, you name it, Ron's doing it.
- And while Ron has been busy building or rebuilding boats, Alan Price has been busy rebuilding engines. Chev V8's or Holden 6's, it doesn't matter. One day he'll have the time to rebuild his own engine.

Vic:

- A Simpkin runabout that was recently offered for sale has been purchased by a Melbourne member. The late 60's rearmount is powered by a 350 Chev. The boat has been in storage for a couple of decades. I understand the boat is in good shape and I think we'll see it back on the water in the very near future.
- The Inverloch Classic Wooden Dinghy Regatta is being held over the Australia Day weekend (Jan 25, 26 and 27). The organisers are looking for a timber speedboat to act as start boat for the weekend. The regatta will be conducted on sheltered waters adjacent the town. If you are interested, give me a call on 0408 930 029 for more details. I would expect it to be a good weekend and that you will be looked after.

2013/2014 Committee Members

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NEWSLETTER EDITOR

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Coming Events

November 2014

- CAWPBA Annual National Regatta. 1st & 2nd. Lake Talbot, Narrandera, NSW. Contact Greg on 0408 937 029 or Alan on 0403 838 193 for details
- CAWPBA Annual General Meeting. Lake Talbot Tourist Park, Narrandera. Sunday November 2nd, 0930. Agenda, Nomination Form and Proxy Forms available for download from the website.
- Lake Mulwala Rod Run. 8th. Boat display on the foreshore in conjunction with the Northern Suburbs Hot Rod Club rod run. There is a real possibility we will be putting the boats on the water for a demo this year. Come along and display your boat. Contact Greg on 0408 937 029 for details
- Classic Speed Boat weekend Get Together. 15th - 16th. Coliban Water Sport Club, Lake Eppalock. This event is for all classic boats, both timber and glass. Note that this is not a CAWPBA and numbers are somewhat restricted because of the venue. Contact Greg on 0408 937 029 for details.

February 2015

- The Australian Wooden Boat Festival. 6th

- 9th. Hobart, Tas. Refer the website at <http://www.australianwoodenboatfestival.com.au>

- The SA Wooden Boat Festival. 21st & 22nd. Goolwa. Refer the website at: <http://www.woodenboatfestival.com.au>

*Please check for confirmation
of dates and venues*



Quote for Today

*"Happiness is good health
and a bad memory"*

Club Contact Details

New South Wales/ACT Chapter

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Queensland/WA Chapter

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South Australian/NT Chapter

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Victorian/Tasmanian Chapter

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Membership Update:

Vic	32	NT	1
NSW	15	Tas	3
Qld	2	SA	11
WA	3	USA	1
ACT	1	Total	69