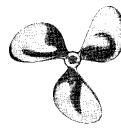




The Classic Australian Wooden Power Boat Association Inc.

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THE HOLLOW LOG

Volume 17, Issue 4

October 2017



Odds and sods

Things have been slow recently, winter always having that effect on recreational boat owners and particularly on those in the southern states. Hopefully you have grabbed the opportunity and have been very busy getting everything ship shape for summer.

We've have started off the season in traditional fashion with our annual get together at Narrandera, which was a really great weekend this year, but a whole lot more on that in the next newsletter.

After a successful weekend in Balranald earlier this year, we intend on returning again early next year, so keep an eye out for dates. That venue is sort of central for Victoria, South Australia and NSW, so we are all travelling a reasonable distance for what is a great weekend. In the meantime, we will set a date for a Victorian get together, most likely early next year. Hopefully, other states will also organise a day or weekend out with local fellow enthusiasts.

There are the regular Goolwa Aquatic Club Powerboat Picnic days which makes it easy for our South Australian members to get together, the next one being November 26th. There has been some issues with weather for the last couple, so

hopefully this will be a good'n.

We, as a club, have been invited to several shows and events recently and also in the future. In fact, we have a couple of boats on show at Geelong Revival Motoring Festival this weekend, so if you are in the area, drop in and say hello.

There seems to be a bit of water around this year so we will try and take advantage of it. After all, everything could be empty next year. You just can't tell anymore.

And just to finish off here, there was an article in the Hollow Log Vol 16 Issue 4 of a skiff, *Tempo IV*, which was found in West Australia. The boat runs a Peugeot 203 and restoration is pretty much complete now, with the boat looking very nice indeed.



And out of the sheds they come

Some really nice boats have appeared from sheds recently, many emerging after being locked away for between 20 and 30 years. Here's a glimpse if you missed them on the website or social media.

SQUIRE: Currently for sale on the website. A 16' Walsh hull, built in about 1960, and has been with the one family since new. Runs a six cylinder Dodge. The boat is in Victoria.



TAMMY: Not a lot of information on this one, other than it has been with its family for some years and they were looking to either restore or possibly sell it. Appears to run a V8. Reigns from the Newcastle area. A really good original carvel hull.



LET'S GO: Seen advertised for sale on Facebook. Not sure of the hull maker, but looks to be about 15' with a Ford V8. Claimed to have been built in 1956. The boat is located in the Bonnie Doon area in Victoria.



AFTER MIDNIGHT

Anthony Oates



*A*fter Midnight is an early 1960's built 13'6" rear seat hydroplane owned by club member Anthony Oates. Anthony sent in some history on this very quick boat.

After Midnight was named in the 1980's because that's when all the work was done - the night before a race meeting (including on the other hydro, *Go-Man-Go*).

The boat was built in NSW by Eric Kither to a design by Champion Boat Plans, USA, and named "Miss Alky". It originally ran with a 6 cylinder Mercury power head set up as an inboard, with the driver kneeling in front of the engine.

At some time, it was changed over to a conventional rear seat hydroplane and fitted with a 75 ci Ford Anglia motor.

The boat was sold to Bob Saniga who later sold it to Alan Eddington when Saniga went into the Merlin powered hydroplanes (*Stampede*, *Solo*, *Miss Bud*). At some stage, the boat was renamed "HAVOC".



Alan Eddington raced the boat for a number of years with his finest day being the Australian Championships in Queensland in 1971. On that day he won the 75ci Hydro, the 75 ci Open, 95 ci Hydro, 300 ci Hydro and 400 ci Hydro. He later dropped in a 100 ci Lotus Cortina twin cam with which he dominated the 100 ci class until a spectacular

accident with an outboard tunnel. The accident made the television news. In those days, Channel 10 used to cover boat race meetings for the entire day.

It was next acquired by Ron Leaneay who was one of the top 100 ci displacement drivers at the time. He repaired the hull and named it "Piranha" (the name of his previous skiff) and dropped in his own Lotus Cortina motor. Ron was very successful with the boat and went on to set a Victorian speed record for 1750cc of 151.12 kph in June 1981.

Anthony Oates acquired the hull in the mid 1980's and fitted a 1600 cc Formula Ford engine, winning "The Ron Wilkins Memorial" in the 1989-90 season and the inaugural "Michael Mango's Memorial", which was backed up the following year with his co-driver, Graham Smith.

Anthony says that the boat is still in good condition and is safest when going hard.

After watching the boat performing in rough water at Goolwa earlier this year, I would agree. The harder it went, the less it seemed troubled by the chop.



South Australian Powerboat history

Dave Brewer

You know those days when you think you're going to look at one thing and end up buying something completely different, well that's exactly what happened to me recently.

I'd gone for a bit of a drive to a town on the Murray River to see a guy who, from a brief chat and couple of photos he'd sent, seemed to have quite a few different boat bits and pieces that he wanted to move on.

When I arrived he had assembled an array of parts for me to look at, but as I was deciding which ones I might buy he kept on remembering other parts that were stashed in various places so the choice kept on growing as we chatted. He wasn't really a wooden boat guy, although he did own an old Jag powered Hydro at one stage but not to race, so he sold the Jag motor and eventually burnt the Hydro!

After a short while I'd put together a collection of parts that I thought were either useful or good wall hangers, including the steel 2 blade prop and rudder off of the Hydro. We came to an agreement on price and just when I was going to start loading the gear into the car he remembered this door.

We went into his house and there was this fantastic etched and frosted glass door being used as an internal door to a spare room. Apparently he'd had it for around 40 years and didn't know where it came from originally but from the style of the boat and the name *Miss Adelaide*, I figured it must be pretty old. The only other *Miss Adelaide* hydroplane I knew of was a 1960's three pointer style, nothing like this one.



Well, seeing it seemed like a unique piece of South Australian powerboat racing history and memorabilia, I just had to ask if he'd be interested in selling it. His reply of, "I hadn't really thought about it", wasn't a surprise considering it wasn't even on the radar before I'd arrived. So he agreed to think about it and during the following week I contacted him again. We settled on a price then I drove back up to his place and unscrewed it from his house and brought it home. I'm

not too sure what I'm going to do with it but one of my daughters has suggested perhaps a door for a display cabinet.

From the photos you can see he'd painted the boat area red to try and highlight the boat itself. I want to bring it back to original and have started cleaning the red off which, as a result, has revealed a lot more detail.



I still don't know any history on the door itself but I'm guessing it had to be from the Royal South Australian Yacht Squadron clubrooms. This is where powerboat racing was held in the years before the Adelaide Speedboat Club, and *Miss Adelaide* carries the number 1 on the side of her hull.

Here is a bit of information on *Miss Adelaide* that a fellow SA wooden boat fan posted on the web.

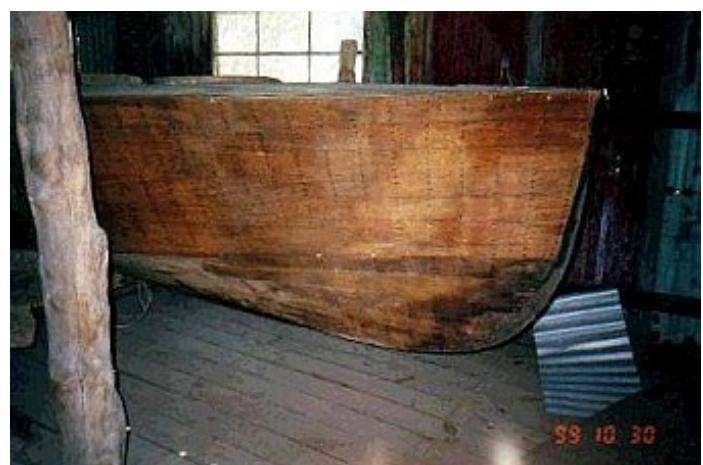
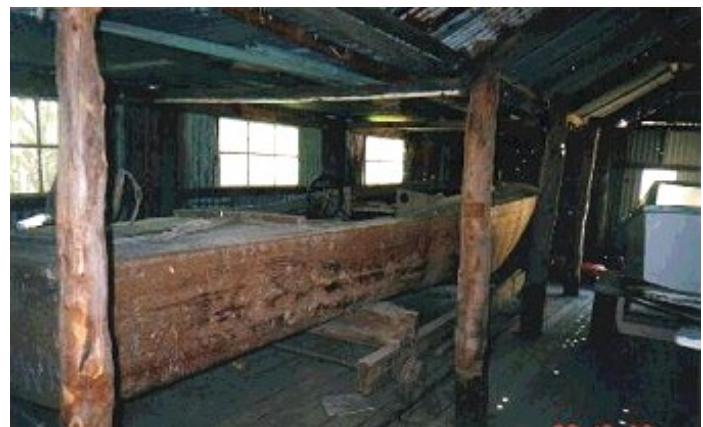
Miss Adelaide is a large 28' mahogany stepped hydroplane built in Adelaide, South Australia back in the 1920's. Frank Twining was the captain and his brother Harry was his mechanic. Powered by a 500 H.P. V12 Aero Liberty engine, it was quite a thing for little old Adelaide in the 20's.



This boat today is in a sad state of disrepair and is on display at Old Tailem Town, a pioneer village at Tailem Bend, on the river Murray, 100Km's east of Adelaide.

The same SA wooden boat fan has found some beautiful old silver trophies that were awarded to the Twining Brothers, dated from 1934 through to 1947. This includes the 1937 - 1938 South Australian State Championship Cup that was awarded to Frank Twining and *Miss Adelaide*.

The following photos, taken a few years ago, are of Miss Adelaide in Tailem Town —Ed



NOVA

I figured my 16' 6" Jacky Eddy rear mount *Nova* had been sitting around idle for too long and thought I'd better get a move on with its restoration. I had pulled the boat apart a couple of years ago but just never seemed to be able to get a decent start on it again.

With the sale of my house in Melbourne and then going and buying another property in central Victoria, any work on the boat any time soon was just not going to happen. I had to move house - twice. With the new house being an hour's drive from where the boat is and there being no suitable shed (until I can get another built) at the new property, plus maintaining the two 20 acre properties until I could sell the other, I was going to lose at least another 12 months.

It was crunch time. I picked the phone up and called Ron Johnson and asked if he was prepared to take it on. Gladly, Ron accepted, but had a couple of months backlog of work to clear out first. No problem there as time for me was not a factor.

Nova's hull was basically sound except for some rot in four planks where they met the transom as well as the transom being soft in those contact areas. The rotted planks were at the top, two on each side. The transom was also cracked.



Nova in 2004

The deck and wings were also up for replacement, with the top ply layer and in some places the second ply layer having been sanded through in several places.

The old 283 Chev was in need of some TLC as well, although my intention was always to replace it with a 327 (it originally ran a 327 Corvette). I had picked up a 327 some years ago and had it poked away waiting a rebuild.

The boat was delivered to Ron in Huskisson in May. I said to Ron that there was no rush—knowing he had other work in his shed. I had plenty of time.

I gave Ron a call a few weeks later to ask him whether he made a start and if so, could I come and collect the trailer. The trailer was tired and while I knew it needed some work, I wasn't too sure what. The trailer had a habit of getting the shakes, such that it would shake the tow car so badly that you had to either slow down or speed up considerably or weave a bit to get rid of it.

I collected the trailer and the trip back was a shocker. The shaking of the unloaded trailer was so severe at one stage I was sure something had let go and I pulled over. A thorough inspection of the trailer revealed no major issues, but plenty of minor ones, mainly cracks. I continued on, concluding that the main cause of the trailer shaking on the tow ball was that damned concrete road in NSW called the Hume Highway. Once off the concrete and on to bitumen, the problem reduced considerably. Rattling on the tow ball was still there, but the severe shaking was much improved.

Greg Carr

Once back home with my trailer expert Ross Foster, a good look at the wheels showed not one was pointing the same way as any other and not where they should be sitting relative to the trailer. Removal of the tube axles later showed they were both bent. You could see it visually—you didn't need straight edges or any other gear to prove it.

A few weeks were spent welding up numerous cracks and putting in some extra strength in a few key places (many thanks Ross), getting new axles made, bashing out a badly dented mudguard, rewiring, painting (now, there's another story) and reassembly.

In the meantime, Ron had let me know the boat was ready to pick up.

And that was about when the s#*t hit the fan. I had put the house on the market, so lots had to be done to clean the place up and the weather had started to warm . . . and the grass started to grow, and grow, and grow.

It seemed for weeks that all I did was travel between the property for sale and the new house and mow lawns. I was either riding a mower or pushing one. When I wasn't mowing I was shifting "stuff" from the old house to the new one. I was absolutely flat out—so glad I am in retirement mode!

Things eventually settled down enough for me to get a couple of days to travel to NSW and collect the boat.

I set off, with Alan Price coming along for the ride. We were looking at taking three days to do the trip, not being too sure how the boat would sit on the trailer after I had made a couple of changes and whether we would need some more time to modify the trailer to make it fit the boat.

On the way to Huskisson, the trailer travelled really well, until we hit the concrete Hume. The trailer shook nowhere near as badly as before, but rattled up and down on the ball—very annoying. Again, once off the concrete, everything settled down again.

We arrived in Huskisson latish and (finally) found a place to stay. We delivered the trailer out to Ron's in the dark.

Back at Ron's the following morning found that Ron had been busy, with the boat already on the trailer. *Nova* was magnificent with its new deck, wings and transom and new wooden knees replacing the turn barrels on the cav plate. Back to its original set up. Nice!

It turned out the boat sat on the trailer fine and nothing needed to be done, so we set off back home. With the boat on the trailer, the trailer travelled really well, even on the concrete Hume.



The trailer finally finished

Merchandise



Nova back on its trailer and back from Huskisson

With *Nova* safely back in the shed at the other property, it will have to wait now until the new shed is built before any fitting out is started. One exception is the engine, which has gone to Alan Price for a complete rebuild.

When some progress is made, you will see it first in this newsletter.

Caps are available now and black or white polos with the CAWPBA logo embroidered on the right breast are available on order. Check with us for pricing. We just need a few more to make an order.

Keyring floaties with the club logo are available. These are \$5.00 plus P&H. Dimensions are 35mm diameter and 90mm in length. Really handy when you accidentally drop your boat's ignition keys in the water.



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President's Pronouncements:

You know, one day there will be boat trailers without wheel bearings, they always seem to know and grumble when you want to sneak out for an early preseason squirt.

Although I'm not sure how an old classic will look gliding along on air but I'm sure it'll be nice and quiet.

I assume all are flat out getting boats ready for the season. There is always something new coming out into the sunshine.

I enjoyed catching up with many of you again, at our annual regatta at Narrandera, and even though the numbers looked like they would be down the event was still busy and great.

Take your time & travel safe — the water is not going anywhere.

If you know of any events coming up that you think members might like to participate in, put it out there. If you think that an event might like our involvement as a group, please tell them to contact us.

Alan.

Coming Events

November:

- Goolwa Aquatic Club Powerboat Picnic. 26th. Refer the club's Facebook page for details

2018

March:

- Paynesville Classic Boat Rally. 3rd and 4th. Refer their website at: <https://www.thepaynesvilleclassic.com.au> for further details

April:

- Sydney Classic and Wooden Boat Festival. 13th - 15th. Refer the website at: <http://www.anmm.gov.au/whats-on/events/classic-wooden-boat-festival-2018> for further details

Please let us know of any events relative to our passion that you think should be listed here.

Please check for confirmation of dates and venues

Note that not all events listed above are supported by the CAWPBA

Around the Traps

NSW:

- It seems that the 17' runabout *Stardust* never made it to WA after being sold early last year. The boat was repurchased by the original owner and remains in country NSW

Vic:

- Walsh hull *Ski-Bee* was also on its way to WA but will remain in Victoria with its new owner somewhere in the western district
- The Simpkin hull *Cougar* is currently undergoing restoration work to bring it back to its original skiff layout. We should see the 12 footer back on the water soon
- Col Winton skiff *Busy Bee* is set to begin a major restoration over the coming months in what will be a long term resto. The hull on this champion 12 foot skiff is in terrible shape and requires major work
- Member Ray Russell recently picked up a really good 60's walkabout after wife Carol spotted a small sign at the Bendigo Swap Meet. The boat appears to be in turnkey condition after being stored for the past 20 years. More on this one next issue

SA:

- I have heard that the Frank Lewis built skiffabout *Vandal* is back in the hands of a well known Adelaide collector

2017/2018

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As always, your contributions to the newsletter are most welcome

Tardiness and tut tuts

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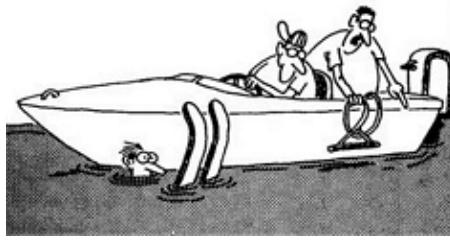
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"There! Quick, Larry! ... Look! Was I kidding? That sucker's longer than the boat!"

Quote for Today

"Always drink upstream from the herd"

Membership Update:

Vic 21 NSW 10

SA 3 Tas 2

Total 36