

**The Classic Australian Wooden
Power Boat Association**

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.users.bigpond.com/
NH35_Stormy/](http://www.users.bigpond.com/NH35_Stormy/)

Editor's Note:

I know I'm a bit late with this issue, but that means you won't have to wait as long for the next one. The reason for my tardiness? Trying to dig up some content! I am always looking for something interesting and original to put in the newsletter, so please send me something about your boat, about you, about your dog, about something

Come on, talk to me!

Greg Carr

For Sale



Caps and shirts with an embroidered logo are still available.

The shirts are polo style in poly/cotton and come in any colour you want provided it is black. Actually, if there is enough interest, I will look at getting some other colours. The caps are 100% cotton. Both are good quality.

Caps are \$15.00 and shirts \$25.00, including postage.



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Coming Events

May 11, 2002

- Victorian Chapter BBQ. For details call Keith via email at lawskmj@netstra.com.au or myself on 03 9370 2987.

July 4 - 8, 2002

- The Melbourne Boat Show, Melb. Exhibition Centre. We will have boats on display again this year, so drop by and say hello.

March 14 - 16, 2003

- The South Australian Wooden Boat Festival, Goolwa, SA. Expressions of interest are being sought for next year's event. Contact them at PO Box 494, Goolwa, SA, 5214

Club Contact Details

The South Australian Wooden Speedboat Club

For further information, contact Paul Siddall by phone on: 08 8520 3651 or 0419 826 377 or by e-mail at: siddall@adelaide.on.net

The Victorian Wooden Speedboat Club

For further information, contact Greg Carr by phone on: 03 9370 2987 or 0408 937 029 or by e-mail at: NH35_Stormy@bigpond.com

The New South Wales Wooden Speedboat Club

For further information, contact Dave Pagano by phone on: 02 4578 4444 (after hours) or by e-mail at: davehotboats@hotmail.com

The Queensland Wooden Speedboat Club

For further information, contact Chris Lawrence by phone on: 07 5594 2517 or via e-mail at: chrisles@onthenet.com.au

The Tasmanian Wooden Speedboat Club

For further information, contact Alan Mansfield by phone on: 03 64 282290 or email at: amansfie@southcom.com.au

The Classic Australian Wooden Power Boat Association

For general information and separate newsletter subscriptions, contact Greg Carr by phone on: 03 9370 2987 or 0408 937 029 or by e-mail at: NH35_Stormy@bigpond.com or write to the address at the top left of this page.



THE HOLLOW LOG

Volume 2 Issue 2

March 2002

**The Classic
Australian
Wooden
Power Boat
Association**

2002 Sydney Classic & Wooden Boat Festival

After a forced absence last year because of the Olympics, the Sydney Classic & Wooden Boat Festival returned even bigger and better this year.

The Festival was held at the National Maritime Museum on Sydney's Darling Harbour. Overlooking the water with the city skyline as a backdrop, this venue is nothing short of spectacular.

Twenty-five speedboats/raceboats were on display this year. I reckon this would have made it the largest number of wooden powerboats (of this vintage) collected in one place for probably a couple of decades, anywhere in Australia. With five boats coming from interstate, it is good to see that people are traveling. Three of these boats were from Victoria and two from South Australia.



Dad's Woody was just one of the many boats on show

lia. Many others from within NSW also traveled considerable distances to be there.

The variety of boat types was excellent with a good representation of hydroplanes, racing skiffs and the largest group, the runabouts. The runabout group also included four big carvel hulled boats, three of them Chris-Crafts.

The Sydney Classic & Wooden Boat Festival is certainly becoming the show for wooden powerboats. It will be interesting to see what numbers will be there for the next event.

It's just a shame that we will have to wait until 2004.

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Tassie News

The 44th Devonport Apex Regatta was held on the banks of the Mersey River on Sunday March 3rd. The Regatta can attract up to 10,000 patrons and this year was no exception thanks to a terrific sunny day and an influx of visitors to the city for the annual Golden Guitars concert held the night before.

Alan Mansfield



Wooden Boat Restoration Support Crew

For over a year now we have been reading in the **Hollow Log** about the men and their boats. People should know about the real force behind all these men.

It all started when Paul (my husband) decided he was going to restore his father's boat *Starfire*. I thought OK, that's good, it will give him something to do. Six months later I was starting to forget what he looked like. I couldn't count how many hours on end he spent in the shed. Dinner was getting later and later and the kids were asking "is Dad coming inside tonight??" Don't get me wrong, I was glad he was in the shed and not down the pub. Of course, I too got roped into helping: "just hold this

spanner hun" or "help me tip the boat upside down so I can varnish the hull". When *Starfire* was finished it looked great. I remember thinking well at least that's finished. OH NO! Then along came *Lincoln*. Now at least this boat didn't need restoring.

It might not have needed restoring but according to Paul it needed to be on just about every video he could find and you guessed who was on the other end of the camera - ME!!! That wasn't too bad I guess. There is nothing like having your eye stuck to a camera for hours on end watching a boat go up and down the river. Then there was all the outings. Yes, me reversing the car up and down that ramp, unloading all those wetsuits

and then videoing again. Well, just when I thought that was it, along came boat number 3, 4, 5, 6 and yes 7. I didn't know one person could have so many boats.

All but one needs restoring, so I guess there will be many, many more late dinners and hours in the shed. Paul is very good at restoring the boats, but just remember, behind all those boys and their toys are the long suffering wives/girlfriends, who put up with the late nights, swearing 'cause the varnish won't go on right, and the many boats that line the garden waiting to be restored one day.

Karen Siddall wife of a wooden boat nut.

Karen Siddall

Get Togethers

The NSW Chapter continue to put on regular and successful "Get Togethers". While numbers attending vary, even when only two or three boats come along, it still ends up a great day. Congratulations Dave and Rob with organising these outings and keep up the good work.

After a couple of unsuccessful attempts to organise an outing in Victoria, one just about happened unintentionally in

early March. I had gone to Pykes Reservoir just outside Melbourne for the day with *Stormy* when I noticed a familiar looking boat already on the water. It was Colin Hunt's Lewis. Colin and family had come down from Ballarat for a few hours. Colin introduced himself and we had a bit of a chat about - you guessed it - boat stuff. A short time later I noticed another familiar hull on the water. It was Dave Powley's runabout *Puff*. Dave and family were out for a bit of water skiing

for the day.

Three woodies on the lake with no organising. Maybe that's the way to do it - let it happen naturally?!

Quote for the Day:
Experience is a wonderful thing. It enables you to recognize a mistake when you make it again"

Tassie News cont'd

The Regatta has a variety of events with both a shore and river program. On the water was rowing, skiing, jet skis, river swim and a birdman rally along with the powerboat program.

I was invited to display my 1963 17' 6" Lewis skiffabout *Fury*, which was also publicised in a write up in the local newspaper.

This was a great opportunity to promote the Classic Australian Wooden Power Boat Association. *Fury's* racing history

included winning the main speedboat event at the Regatta, the "Cock of the Mersey", in 1965, 1968, 1969 and 1970.

Unfortunately, I was unable to be on hand for most of the day as I was involved with the running of events, but observing from a distance, *Fury*, being displayed amongst the modern day raceboats, was demanding a second look and created a lot of interest.

A couple of the old time racers were present and recalled their racing days against *Fury*.

Membership forms for the Classic Australian Wooden Power Boat Association were available on the day and hopefully some enquiries will be forthcoming.



Windsor Get Together - March 2002

During the Sydney Classic & Wooden Boat Festival weekend in early March, an open invitation went out to all owners to come out onto the Hawkesbury at Windsor on the following Monday for a get together. Six boats turned up. These were *Skidoo* (Jeff Lockhart), *Little Devil* and *Atomic* (Dave Pagano), *Screamin' Eagle III* (Paul Siddall) and *Comanche* (Colin Bailey) from South Australia and yours truly with *Stormy* from Victoria.

For the interstateers, the day started off with battling Sydney peak hour traffic with a boat on the back. All I can say is that I was glad we were heading out of the city and not into it. To top it off, we struck some very heavy rain on the way,

knowing them from photographs.

Screamin' Eagle looked a treat in the water. This was really only the second outing for the boat since the completion of its restoration and while still needing some fine tuning, the boat ran well, displaying its thoroughbred background. Well, that was until Paul took me for a run in it. I think there was just a little too much



On arrival at Windsor

ballast down the back!

Dave Pagano put his hydro *Atomic* through its paces for us. Very impressive stuff close up with that five litre Holden V8 sounding magnificent.

Comanche looked fabulous all weekend and Colin was keen to show that the boat went as well as it looked, especially with its

getting up on slalom on his second attempt after a break of many years.

Little Devil, the Hunts Marine outboard, was put through its paces by Rob. Its original 40 HP Evinrude decided to be a little testy on the day, but the little boat is a true classic.

Last but not least, *Stormy* spent a good amount of time towing wakeboarders Nathan Mills and Neil Blythe as well as a couple of good, long high speed runs towing that man Pagano on a slalom ski. Very impressive indeed, Dave.

All up, a great day was had by all, being capped off with a personal tour of Dave's boat collection for the interstateers and ending with a couple of excellent pizzas.



A fine line up

which placed a bit of doubt on the day. As it turned out, the weather cleared when we arrived at the boat ramp.

It was good to catch up with familiar faces and to meet some others that had come out for the day.

After a quick photo session, the boats were quickly launched, made easy by having so many hands eager to help.

Once in the water, more photos!

Then we all headed out. It was great having these old boats on the water all at once. While the boats looked great on their trailers in at the festival, they just look fantastic in their element out on the water. It is also wonderful to see boats in the "wood" and running after only

new 302 Boss Ford. This is one very quick boat that looked and sounded magnificent.

Skidoo was there in all its glory. I was amazed at how big this boat is, particularly in the beam. Plenty of room aboard and pushed along very nicely indeed by its big flathead Dodge Kew. Rob impressed us all by going for a ski behind *Skidoo* and



Raring to go . . .

Sydney Wooden Boat Festival cont'd

tor, but the owner thought he would try the boat out with a smallish outboard on the back. The boat was launched and run and apparently gave the owner a big enough fright such that the boat was never fitted with its Fiat engine and never saw the water again!

The speedboats again were a hit with the



Paul Pagano's midget speedboat

public. Many people I spoke to said they only came for the speedboats, after hearing there were going to be good numbers on show. And it is not only adults that enjoy our boats. Kids of all ages love them. They love the brightwork and the chrome. People like to touch the boats, to run their fingers over the smooth paintwork and timber.

The Sydney Classic & Wooden Boat



Vintage Mercury

number considering only a few short years ago there was just one.

Roll on 2004.

Around the Traps

Graeme Leggett has recently acquired a project boat. The still to be identified 17' clinker runabout was purchased as a bare hull and will keep Graeme busy for some time.

Tusk and Electric Girl were on show at the Melbourne Summer Boat Show held earlier this year. We were invited to put some boats on show by the organisers, which complimented some classic motor vehicles from the Lindsay Fox collection that were also on show. I understand the boats made a big impression.



Melbourne Summer Boat Show

Keith Laws has announced the acquisition of his new pride and joy, a Walker runabout. Keith has certainly kept the website's Bulletin Board participants guessing over the last few weeks. Good on you Keith for holding firm! Walker hulls were built in the town of Heyfield in the Gippsland area in Victoria and, while well known in that area, are fairly scarce elsewhere.

Hydroplane Fast "R" has surfaced again and is currently undergoing a long term restoration in NSW. This hydro still holds the 2750cc hydroplane class speed record of 107 mph. It achieved the record on Lake Eppalock in 1975 when racing as Chinook.

Rob Cranfield's massive relocation task is finally complete. Those of us who access the website's Bulletin Board have enjoyed Rob's entertaining account of his move. Now that the move is over, and after a bit of well earned recuperation, Rob hopes to restart the restoration of his Lewis Thunda.

Paul Siddall is still finding boats in some very remote places in South Australia. Paul recently uncovered a very original and complete Everingham run-

about that is in fact for sale. If anyone is after a good project boat, this might be the one for you.

It is very encouraging to see that we are now spread right across the country with the club recently attracting two members from West Australia. It is certainly a long way to travel to a "Gathering", but I am sure the club can offer something to our more distant (from the east coast, that is) members. Welcome to Ricky and Andrew.

In the next edition of the newsletter I intend on publishing some stats about the Association, including member numbers in various states, financial status, etc. Starting in the next issue, I will also include the names of new members. Hopefully this will give everyone a bit of an idea of how things are progressing membership-wise in the Association.

If you are in the process of a restoration or even a renovation, please let us know how you are progressing. We all like to read about what boats are undergoing some work and their progress. A short note or email is all I need to include it in this section. Naturally, a picture is worth a thousand words and photos are much appreciated. Better still, a big article for the website would be fantastic, but is becoming something I only dream about! Come on, help me out.

Wanted Known

Andrew Williams is looking for this 13' skiff his father used to race at Yeronga (Brisbane) in the late 60's early 70's. It's name was Volare and was powered by a Ford 6 cylinder engine. It was sold only a few years back, and Andrew was wondering if it was still afloat.

If you know anything of this boat, please give me a call.



The 2002 Sydney Classic & Wooden Boat Festival

This year's festival was as good as it gets. Twenty-five runabouts/raceboats turned up this year from as far away as Adelaide, Gippsland (Victoria) and Melbourne.

Included in the group was a good turn out of larger carvel hulled craft, a type we don't often see. The contingent consisted of the recently built Biscayne 22, Kelam and Chris-Crafts Miss Kristhol, Caroline and Silver Gull.

Classic hydroplanes were again well represented with a couple of lesser seen boats appearing this year. They included Griffith Cup winners Air New Zealand and Latimer Lodge. Also on show was the superbly restored Frank Lewis built War Eagle and Atomic and Classic Racing.

There were plenty of skiffs as well. Among them were South Australian based boats Comanche (Gilflite) and Screamin' Eagle III (Everingham), Flamingo (Lewis), Phoenix (Everingham) and Renegade (Frank Lewis).



Latimer Lodge and Renegade

By far the biggest group were the runabouts. Boats on show were Apache (Everingham), Colway (Hammond), Comanche (Lewis), Dad's Woody (unknown builder), Divine Intervention (unknown builder), J.O.E. (Frank Lewis), Kerry Anne (unknown builder), Miss Playtoy (homebuilt), Sheba II (Goldsbrough), Stormy (Eddy) and The Flying Nunn (Hammond).

The number of powerboats entered this year allowed the organisers to spread



Terry Moran's hydro War Eagle

them out throughout the venue. Some thought it was good to have them sprinkled around while others reckoned they would have been better kept in their own group. Personally I would have preferred the latter. These boats placed together as a group would have really made an impression. To get them all in one place might have proved a little difficult though, with the number of craft there.

Some boats were quite outstanding. Ralph Middleton's Biscayne design Kelam was a recently built 22 foot cold moulded carvel hulled craft that was simply superb. It was very interesting talking to Ralph about the construction of this boat and the difficulties he had in getting timbers to follow the frames.

The other big carvels, all Chris-Crafts, were real crowd pleasers. These big boats, quite different to what we are used to in Australia, were immaculately restored and presented.

Another large carvel hulled boat sat at the end of North Warf. This boat is under restoration, with the owner's looking

for any information they can find to help identify it. It was quite an imposing boat, Chris-Craft in appearance and many decades old.

Scott Rowe's boat Dad's Woody was another craft that stood out. This late 1940's runabout has been beautifully restored by Scott. It is an unusual design, but looks a treat with its cedar and beech timbers contrasting wonderfully. Even its original Ford Mercury flat head V8 was immaculate.

Paul Pagano brought along his 1961 Lewis, Comanche, for all to enjoy. The upholstery in this runabout is beautiful.

Andrew Petty's mid 1950's Golds-



Apache and Stormy

brought Sheba II was on show again this year, sporting a new engine cover that

was a work of art on its own. It really finished the boat off.

condition, right down to its distinctive fins and 50 HP Mercury outboard .

War Eagle has been under restoration for the past couple of years and is now



Comanche, all the way from South Australia

David Waltno's Hammond *Colway* was another stand-out boat. In original condition, this boat was distinctive in the way the deck rolled over to the transom,



Air New Zealand

something not generally seen on Australian production boats. The dashboard and steering wheel were also something to be seen - absolutely classic 1960's.

and running in the hands of Peter Griffin. Built in New Zealand in 1960 and raced there for a short period, the boat was then brought across the Tasman and raced with considerable success in Australia during the 1960's.



Divine Intervention - builder unknown

Kerrie Anne was an unusual boat. The plywood 16 footer is in very original

Hydroplane *Air New Zealand* is again up

Everyone who laid eyes on Terry Moran's hydro *War Eagle* had a favourable comment on the boat and particularly so about the timber work in the engine cover and fairings. Built around 1970, the Wickens

design 17' 6" hydro is believed to be the only hydroplane built by Frank Lewis.

Event organiser Di Fenton had her Lewis runabout *J.O.E.* on display this year. *J.O.E.* was another example of Frank Lewis's beautiful timber deck work in original condition.

Simon Bennett's 1956 Everingham *Apache* made an appearance again this

year. I was fortunate enough to be standing nearby when Simon started the boat's engine. The very healthy sound coming from its old Ford V8 was very much appreciated by the crowd of onlookers as well as myself.

Other runabouts that made it this year included *The Flying Nunn*, an 18 foot Hammond, Stu Hennessy's unknown make runabout *Divine Intervention* and my own boat *Stormy*, a 1955 Eddycraft.



A pair of Chris-Crafts

ready for the water again. Fitted with a 265 ci Chrysler Hemi straight 6, *War Eagle* should be running in the 2002 Easter Regatta at Taree in NSW.



Colway

Other hydros on show were Dave Pagano's *Atomic* and Chris and Wayne Hayter's *Classic Racing*. *Atomic*, previously known as *Ol Stoney*, was built in Adelaide in 1958. Originally fitted with



Lewis runabout Comanche

a Ford Y block, it has also been powered by a 289 Ford, 253 Holden and its current engine, a 308 Holden. The 1969

built 20' hydro *Classic Racing* was rescued from a paddock as a basket case in

Now owned by Edgar Phipps, the boat has been undergoing restoration for

Miss Playtoy, an early 1920's skiff in unrestored condition, again attracted



Recently restored Lewis skiff Flamingo

the mid 1990's. Fitted with a 454 Chev, the boat is now back to its former glory.

It was wonderful to see *Latimer Lodge*



Dave Pagano receiving the Best Runabout Award

again. This Grand prix hydroplane, a Lauterbach design built in New Zealand around 1980, is probably one of the better known hydroplanes around the



Kerrie Anne

world. *Latimer Lodge* has won many prestigious races in Australia and New Zealand and the USA over the years.

some time now. *Latimer Lodge* is fitted with a super-charged 454 ci Chev producing around 1200 HP.

Renegade, Dave Pagano's early 1970's Frank Lewis built skiff was there in its immaculate best. This 155 ci Ford powered boat is totally original and is a treat to look

at. Obviously the judges thought so as well, as it won the best speedboat award.

Two other skiffs that were on display, *Screamin' Eagle III* and *Comanche*,

were a long way from their home in South Australia .

Screamin' Eagle III, owned and restored by Paul Siddall, is a late 1960's built Everingham and is currently powered by a Holden 138 ci 6 cylinder. This boat was raced successfully throughout the late sixties and early 70's with engines ranging from a Waggott

Holden through to a Repco Brabham V8.

Colin Bailey's Gilflite *Comanche* has just had a new engine fitted, a Ford

Boss 302 putting out around 550 HP. It is believed that *Comanche* is the only remaining skiff of three that were built by Gilflite.

Many thanks to both Colin and Paul for making the effort to travel to Sydney from Adelaide for the show.

Other skiffs on show were Simon Bennett's recently restored 1960

Lewis, *Flamingo*, now sporting a Holden six, and *Pheonix*, a glass hulled, timber deck Everingham built in 2000.



The immaculate Screamin Eagle III

considerable attention this year. This remarkable old boat, recovered a couple of years ago from the farm on which it was built , continues to fascinate people



The "mystery" carvel

with its originality and its enormous six cylinder engine, similar to what was originally fitted.

Another skiff that attracted some atten-



Lewis J.O.E.

tion was Paul Pagano's midget speedboat. This little skiff was originally to have been fitted with an 800 cc Fiat mo-