



THE HOLLOW LOG

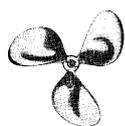
Volume 11, Issue 3

July 2011

The Classic Australian Wooden Power Boat Association Inc.

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Sometimes, you can really see the potential

Restoration round-up

It's all fairly quiet out there in wooden speed boat land at the moment, but that's pretty typical at this time of the year. A shed is usually a lot more inviting than a cold lake or river at this time of the year.

Quite a few of us are busy on projects, some long termers and others not quite so, and others again looking at an October deadline for an appearance at Narrandera. There is a bit more on a couple of projects over the page. Whatever the case, many owners are still keeping pretty "mum" about their progress, with info scarce.

The South Australian boys are still leading the way, continuing to churn out boats and I dare say there will be some new boats appearing at Narrandera this year.

Some good boats have surfaced recently as well. One example is the boat pictured above, which came to light in Victoria late last year. The ex NSW Lewis racer was complete, but in pieces - and I really mean in pieces. Even the 348 Chev was stripped right down to component parts. The boat had been started several years before and

then left to sit outside and although covered with a tarp, had deteriorated considerably. All the same, the potential in the boat could be seen and it is soon to undergo restoration. More on that one in a later edition.

Dave Pagano has been steaming along with the restoration of his gentleman's racer, *Alfra*, but this has now come to an abrupt halt. Unfortunately, Dave's back has decided to pack it in and will slow him down considerably over the next couple of months while he recovers. As we all know, Dave is not generally one to sit around and this is going to be a pretty frustrating time for him. All the best Dave and most importantly, look after yourself.

Club boats presently under restoration that I am aware of are two Hammonds, three Lewis runabouts, a Binks, two Eddy runabouts, two skiffs, two unidentified hulls, a Botterill runabout, a Seacraft runabout and an Everingham rearmount. I'm sure there are a few I have missed.

Yep, we really are quite busy out there.

A couple of projects that are underway

Alan Harford writes of his 1950's Eddy:

The boat is looking fantastic, with the transom now fitted, deck structural timbers in place and the deck on. The seat frames are in, as is the floor. All the ribs have been cleaned and lacquered with the outside of the hull completed.



The original steering wheel has been re-pearled and with the chrome, brass and bakelite horn button polished up, has come up extremely well. All the original gauges have been repaired and refaced, and they look great too. When we removed the dash we found an older one behind, which we will adapt for the new one, with the gauges running across the dash rather than in a clutter. The same with the transom; when we removed it, the old had the exhausts coming out below water level, so we are doing the same.



The Ford V8 flathead motor has stripped well, but is having a total rebuild. We have all the required parts coming from the US and hope to complete it in the coming weeks. The twin Stromberg carbies are being rebuilt as well.



Paul Siddall's Binks was featured back in Vol 10 Issue 2, progressing through its restoration in the hands of Ron Johnson. Here is a way overdue pictorial update of the boat's progress.





Deck complete and first coat on



The boat flipped ready for paint



Transom also sealed



First coat on

Kerrie Ann

The last time I saw *Kerrie Ann* was at the 2002 Sydney Classic and Wooden Boat Festival. The boat, from memory, was in reasonable condition and up for sale.

The next time I heard about the boat was in February this year when I was contacted by current owner, Michael Puglesi. Mick's daughter had purchased the boat as a project for her husband, but ill health prevented him from doing anything with it. Mick then took up the challenge and had just completed a six month refurbishment of the hull which included refastening the bottom, replacing the transom, a rewire and repaint and was waiting for the engine to be returned from



At the 2002 Sydney Classic & Wooden Boat Festival

Greg Carr

his outboard mechanic. The original 100 HP Mercury was waiting for some genuine water pump parts to arrive from the USA.

Mick contacted me again in May, saying the boat had just undergone sea trials and came through with flying colours with good speed, impressive stability and it didn't leak a drop.

Fantastic! Another one back on the water.



After restoration

Yarra Cruise

Well, I think we all knew it would be a bit chilly, but the biggest threat was rain. After many weeks of mild and stable weather, the week up to and including when our outing was due gave us some very cool weather. As all Melburnians know, just because it is Autumn doesn't mean you won't get a good taste of winter at some time.



Gladly, we were all committed, this being our second attempt after cancelling at the last minute early last year, and short of a howling wind or pouring rain, a thunderstorm or hurricane, we were going.



Five boats turned up on the day, namely *Stormy*, *Butter Box*, *Wooden Worry*, *BBB* (Bauchy's Black Boat) and *Woodside*. a couple less than expected, but enough anyway. With them were 10 brave souls, clothed in enough coats, gloves, scarves and beanies to go on an arctic expedition. Not mentioning any names, there was only one idiot who wore shorts and remained shoeless for the day (man he was tough - you know, he could be a sailor).



Greg Carr



The launching ramp at the Warmies (God knows why they call it the "warmies"!) has been improved immensely, with floating docking installed instead of the previous fixed and quite high structure, making it much friendlier to boats like ours. We were all in by about 1015 and after being checked out by the local constabulary (purely on an interest in our boats basis), we headed off at about 1030.

The weather was overcast and chilly, but the wind was calm for most of the day. It's a slow trip at 9 kph after the Westgate, but it gives you plenty of time to have a good look around and see parts of Melbourne that you don't see from the land or to see the familiar landmarks from a different aspect.



We did a quick detour into Docklands, but there really wasn't much happening there, probably due to the cool weather, although the place is usually a bit deserted at the best of times.



We continued to chug up the river, passing Crown and travelling under many old bridges, including the classics such as the very low Spencer St bridge (1930), Princes Bridge, built in 1888 and carrying

Swanson St across the river, and Morell Bridge, Melbourne's first reinforced concrete bridge, built in 1899.

Herring Island, about 12 kilometres from our launch place, was to be our turnaround point. We originally spoke of a picnic lunch on the island, which is accessible only by boat, but drifted away from that idea because of what appeared to be poor mooring facilities. Well, after a couple of hours in a boat, some coffee and the cool weather, nature dictated that some just had to use the facilities on the island. I think a few others were grateful for the stop as they might not have made the trip back. After a quick walk around and a stretch of the legs, it was back into the boats and off again.

either go a little quicker or slow back to idle to try and keep the water spray from coming over the deck. I was the only one with a wind-screen and while it helped, I was still getting wet. This went on for a couple of kilometres until the river turned and the water settled down again. My nervousness about what it would be like in the open water once we left the river was unfounded, with Hobsons Bay being quite flat and with little swell.



The trip back was much quicker than the trip in, probably due to travelling at a quicker relative speed due to the flow of the river.

After a quick burn in the open water, we returned to the ramp to pull the boats out. I think we would have ventured a little further towards Williamstown if the weather had have been warmer, but we were cold soaked and a little damp and looking to get the boats out and for us to warm up a bit.

The public were very responsive to us on the way out, with many waving and having a good look at the boats.



It was smooth sailing until we came to Bolte Bridge, when the wind came up, whipping the water into an awkward, sloppy chop. It was

It was a great day out and I felt everyone was happy that we did it, despite the cold. I think we'll definitely have to lock a date in soon for a Maribyrnong cruise later this year, maybe once the weather warms up a little. Most likely a Sunday in November.



MAN WAH

The wind was blowing a hot, blasting northerly, the flies were having a feast on the stinking bait and our 11 year old was growing impatient at the lack of fish biting.

We watched and longed as all the boats cruised past us at the mouth of the Murray in Goolwa, while we sat amongst the stinking fish heads and cursed at the wind blowing our lines back into shore. But at the demands of our son, we fished ... and we fished some more.



After several hours the sandwiches were gone, the packet of chips raided and the need for a cold beer (and red lemonade) had depleted us of good moods, we headed back to the car, lugging the fishing gear and grumbling why everyone else had a boat, and why Dad would 'never let us get one!'

As we trudged up the path to the car, we were smacked in the face by the sight of a gleaming red Chev with a magnificent wooden carvel in tow. We stopped, we gasped and said "Now Dad, that is the kind of boat WE want!". It was incredible - we'd only ever seen anything similar in the movies...we looked around for Elvis because this just had to belong to him!



"Quick, grab the camera, let's get a shot!" But for all the rummaging and cursing, the camera was finally thought to be left at the beach house hidden under a pile of soggy beach towels. We would go home with no photo and probably never see this beauty again. We left photoless, but with a dream.

We talked about it, we revelled in it's glory and dreamed that one day

Tina McCarthy

we too would have a boat like the *Dragon* ... after we won the lottery of course. But it did make us think. So seriously in fact that some two days later we drove past a lovely old wooden fishing boat parked on the front lawn of a nearby house - the 'FOR SALE' sign tempted us so far as to stop the car and have a good look at it. Quietly my son and I freaked out as Dad even wanted the phone number of the owner so he could call and ask a few questions. As luck would have it the little fishing boat was 'really a river boat, "You wouldn't put her on the Bay, mate!" The fact was, we'd fallen in love - with a boat we'd never own. So any boat might quell our longing hearts, as long as it was made of wood!

We returned to Melbourne from our Goolwa holiday and all quietly longed that we would someday have a boat of the wooden kind. Graceful, glorious and a little bit sexy too - the old woodies just had that special something that a white fibreglass monstrosity could never have. So, in a moment of boredom one day, while having lunch in front of the computer, I decided to run a search on 'wooden power boat for sale'. Everything I came up with was expensive, or trashy, or looked as if it had been dragged up from the bottom of a lake. There was nothing for this little family.



Our searches continued not very seriously at idle lunchtimes, when work should have been done. Until one day, after a search that led to a search I found a little beauty of a boat . But too bad, Dad would never be interested ... our dream would keep rolling on. But to our staggering surprise, after I emailed the ad to Dad at work, he called me to ask where I found it. My son and I were stunned. He couldn't be serious about this - to our amazement, he was!

After what seemed like 100 phone calls to the owner, late night and frantic discussions about whether we could do this, and how utterly stupid and extravagant it was and we really SHOULD'N'T do this, we found ourselves driving on a lightning trip to Sydney two days later to see the *Man Wah* - a 1960 vintage 14 foot ply hull with outboard, fully restored.

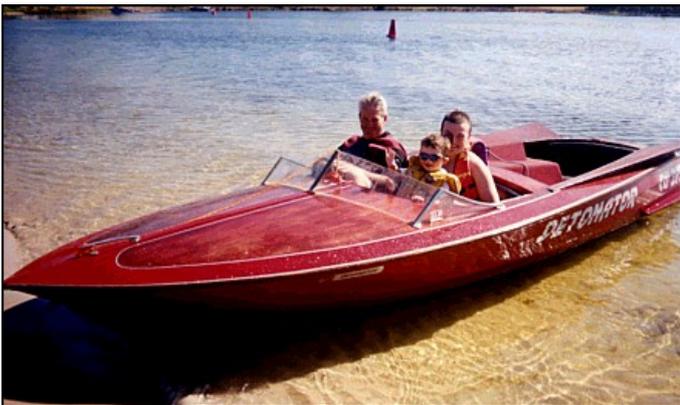
We arrived at the owners home early for the test run - the boat was gorgeous! Small, not much bigger than a dinghy really, but with all the glory and glamour of the *Dragon* condensed into miniature. We put her on the water and the owner gave us a blast, whipping around and flying across the calm. This was FUN! The new Honda replaced the dilapidated original motor, and the previous owner told us that with a tribe of three kids, he just didn't want the unreliability of an old engine, and that suited us just fine. He had however been thoughtful enough to have a cover made to conceal a bit of the 'newness' of the engine so as not to detract from the vintage looks.

And there it was, our longing hearts had found love. The *Man Wah* was apparently built in 1960 by the Hong Kong Scientific Service Company. It was commissioned by an Australian family and the story has it that it was included in the 'Queens Flotilla' - where or when that was is open to debate, if in fact it was even true. The boat resided at Portsea in Victoria for many years, until the owner passed it on to the family gardener. It fell into a state of disrepair, until it was purchased from the gardener. It then resided at Blairgowrie where it was partially restored until being sold and making it's way to Sydney, where the new owner did a total revamp and restoration.

We are now the very proud and loving owners of the little *Man Wah* (possibly means Chinese Prince). Without fail, every time we get the *Man Wah* out it turns heads and draws a crowd - we've even been asked to stop for tourists to take photos! Everyone wants to know the *Man Wah* story. Okay, it isn't the biggest woody around, but the *Man Wah* packs a whole lot of beauty and style into it's 14 feet. Our dream of owning and loving our very own woody has come true.



Quiz time



Can you identify this boat? I'm looking for the builder and approximate year of manufacture.

Here's a couple of hints: it was built in Victoria and is still about and in regular use.

We are offering a substantial prize if you can identify either - in recognition, you will get your name splashed all over the next issue of The Hollow Log. Now, if that's not incentive, I don't know what is.

I was chatting to my son the other day, telling him how, when I was a boy, my Mum would send me down the street with a couple of dollars and I would come back with a bag of potatoes, a loaf of bread, two bottles of milk, half a dozen eggs and a jar of coffee.

You can't do that nowadays.

Too many friggin' security cameras!

On holidays overseas recently, I saw a sign on a cab that proudly exclaimed "English speaking driver".

I thought: "What a great idea. We should have them in Australia."

Financials and Elections

Well folks, it's that time of the year again, time to fork out the big bucks for another year of membership.

You will find included with this issue a renewal notice for membership fees. The fees are payable either by cheque or direct debit into the club's account. Details for payment are on the form.

Also, with the AGM coming up in late October, it's time to think about committee positions and whether you might like to put your hand up for a committee member position. All positions become vacant each year and are open to all financial members. Committee positions are President, Vice President, Secretary, Treasurer and two non-executive committee positions.

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Quote for Today

"A leading authority is anyone who has guessed right more than once"

**The Classic Australian Wooden
Power Boat Association Inc.**

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.cawpba.com>

President's Pronouncements:

Man it's cold! After years of drought, here we are with water everywhere and it's just too cold to get out and enjoy it. Of course, I am speaking from the southern part of the country, but I do know that the weather hasn't been too kind up north either (it's all relative). All the same, I wish to encourage you all to get out and enjoy your boats over winter. We've done it before - just keep the barbie going for a bit of warmth. See below for a challenge.

Things are looking good with several events coming up this year and early next year for all to participate in, so keep an eye on the Bulletin Board where the latest updates will be posted.

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

Greg

Around the Traps

General:

- Some great discussion about the club in the Members area of the Bulletin Board, where we've been and where we're going. Unfortunately, it finished all too quickly. Have a look if you haven't been there.

South Australia:

- Many will have seen *Deborah*, a 1961 Hammond, for sale a couple of months back. The boat has since found its way to Adelaide, taking up residence in one of the Siddall sheds.

Victoria:

- I reported last issue on the discovery of JETFIRE, a 1960's Hammond. JETFIRE is now undergoing refurbishment in the very capable hands of member Tom Heffernan.

Tasmania:

- One state's loss is another state's gain. Twin cockpit Lewis *Torea* has departed Victorian shores and is now in the hands of new owner Chris Chivers in Tassie.
- There has been a bit of interest from a few mainlanders about heading down to the 2013 Australian Wooden Boat Festival in Hobart with a boat in tow. If you are also interested in making a pilgrimage, let me know. We need to start planning this one earlier rather than later.

2010/2011 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

Coming Events

July 2011:

- Sydney Boat Show, 28th - Aug 1st. We are looking for boats to show. Contact Dave on 0413 766 501 or davehotboats@hotmail.com

August 2011

- "Who's Game" day out, Sunday 11th. BBQ and Boats at Pyke's Reservoir, Vic. Let me know if you're game. Email gca42796@bigpond.net.au

September 2011:

- Pre Narrandera shake down. 11th. Derrinal Pool, Lake Eppalock, Vic. Email gca42796@bigpond.net.au
- Wooden Speed Boat display, 10th - 11th, held in conjunction with the Maroochy River Water Ski Club in Qld. All welcome and invited to display your boat. Email Ian at: mrwsa@bigpond.net.au for details

October 2011:

- CAWPBA National Regatta, 29th - 30th. Our big one. Lake Talbot, Narrandera, NSW. For details, contact Greg on 0408 937 029.

- CAWPBA AGM. 30th at 0900. Common Room, Lake Talbot Tourist Park, Narrandera, NSW

March 2012:

- Victorian Chapter weekend at Paynesville on the Gippsland lakes. We are looking to put on our own classic boat show. Further details soon.

*Please check for confirmation
of dates and venues*

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Club Contact Details

New South Wales/ACT Chapter

For further information, contact Dave Pagano by phone on: 02 4777 4558 or 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	46	NT	1
NSW	19	Tas	2
Qld	4	SA	11
ACT	1	USA	1
Total	85		