



THE HOLLOW LOG

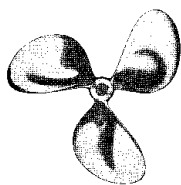
The Classic Australian Wooden Power Boat Association Inc.

Volume 13, Issue 3

July 2013

Inside this issue:

Goolwa Aquafest	1
What's happening out there?	2
She'll Do	6
Around the Traps	8
Your Committee	8
Coming Events	8
Club Contact Details	8



Interested in advertising in this publication?
Contact 03 9370 2987

Articles in this publication may not be reproduced without the permission of the publisher and/or writer

Circulation this issue: 95



Driver and cameraman (or is that a growth?)

Goolwa Aquatic Club Aquafest

After an extremely successful nostalgia day during the launch of their new club house and facilities in 2012, the Goolwa Aquatic Club decided to another event in 2013.

For those who participated last year, the 2013 event was not to be missed. Having said that, there were a few who did miss the event, but only due to circumstances that really did prevent them coming, and they weren't happy. Never mind gents, next year is on.

I'm not sure of the number of boats that attended this year, but it was definitely up on last year. It must be remembered that this event is not just for vintage wooden boats, but for all boats of all ages. The event consists of a series of demonstration races amongst boats of reasonably matched performance. Three demonstrations for each group are held over the Sunday. The demonstrations, described as "spirited", are held under virtual race conditions with full safety support in case of an accident. This makes for a great event, knowing you can push along but that professional type assistance is readily available if required.

Boats of our ilk included *Al-Falfa*, *Casandra*, *Fury*, *Glued and Screwed*, *Griffin*, *Impact*, *Jan II*,

Jayne II, *Jupiter*, *Leanne*, *Miss Lyndy*, *Old Flame*, *Rude*, *Scrubcat*, *Skitter*, *The JET*, *The Sting*, *Touche* as well as *Linda K*, *Strewth* and *Miss Dynamite*.

After being totally spoilt last year, the weather on the weekend wasn't quite as good, with drizzle and light rain in the morning keeping things cool and putting a damper on matters. It eventually cleared, with the sun warming everything up when it finally made an appearance.

The big skiffs were again quite spectacular to watch and great crowd pleasers. The V8's in *Fury*, *Scrubcat* and *Rude* sounded wonderful. There is definitely something about the noise of an older V8 in a timber hull.

The smaller skiffs, *Al-Falfa*, *Impact*, *Old Flame*, *The JET* and *Linda-K* as well as *Jupiter* were also extremely entertaining to watch with some close "demonstrating" between them.

Also out there were the hydro's *The Sting* and the beautifully presented *Miss Dynamite*.

It was difficult for the likes of *Jupiter* and *The JET* run to their full potential as these boats did

... to page 4

What's happening out there?

Wild Fire started out as a runabout project and developed. Originally a Lewis runabout, it was a floating wreck when obtained by owner John O'Connell. Many planks were replaced and new decking installed in its transformation into a skiff. The old Dodge was replaced with a 350 Chev sporting some outrageous zoomies.



When Ron Johnson isn't restoring other people's boats, it seems he keeps himself busy building new ones. Here is Ron's latest. I believe it's an 18 footer and will run a 350 Chev.



There is a video of the boat's first outing on the Tweed River a couple of months back. There has been a link to it on the CAWPBA website for a few weeks now, if you haven't already seen it. Apparently it makes a bit of noise and is no longer welcome on NSW waterways. Luckily, John is based close to the Queensland border and has access to some more friendly waterways.

Huski came up for sale back in 2009 with a hefty price tag. The boat had been restored in 1995 and stored since. It disappeared until resurfacing a few weeks back. Still with the same owner, the boat was advertised and sold. The boat is now in Geelong in Victoria. Apparently only some cosmetic work is required, mainly around the paintwork on the deck, before the boat can hit the water again.



The story goes that *Huski* was one of two Everingham hulls used as test beds for Huski marine products in the 1960's.

Huski still runs its original Ford 292 Thunderbird V8.



Also back in the water after several years is *Mindy Ann*, previously known as *Flamingo*.

I remember first laying eyes on the 15' Lewis skiff at Taree in the late 90's, sporting a black hull and racing as *Flamingo* in the Nostalgia Cup at Taree. The boat was running a Chrysler 265 Hemi at that time. I saw it again at the Sydney Classic and Wooden Boat Festival in the early 90's with a 3.0 ltr Nissan 6 cylinder fitted. The boat was

sold to SA a few years later, then went back to NSW and then on to Peter Schulte in Queensland.

The hull has had some restoration work done on it in the hands of Peter and now sports an impressive looking 302 Ford.

After its first run in June, Pete says the boat goes very well and is nice to drive.



It's that time of the year folks, when the big bad President and Treasurer come looking for your money.

You will find a renewal form included with this newsletter. Please remember to include your name in if paying by direct debit.

Trivia

For those of you who didn't know what the trivia item in the last issue was, it was a cable tensioner.

Well done Keith Laws for the quick identification.



Affordable Wooden Boat Insurance

- \$10 million Legal Liability Cover.
- Water skiers Cover (Optional).
- Choice of Own Repairer.
- Lay-Up Cover Available.

For more information please contact

fergusons
INSURANCE BROKERS

ALAN MARSDEN
PH: 03 9783 3200
www.fergusonsins.com.au

We Love Wooden Boats

Just As Much As You Do.



Toll Free: 1300 780 533
www.nautilusinsurance.com.au

Before making a decision to purchase Nautilus Marine insurance, you should read the Product Disclosure Statement (PDS) which contains information that is designed for you to understand the policy so you can decide whether it's right for you. This insurance is issued by Nautilus Marine Insurance Agency Pty Ltd ABN 34 100 633 038 AFSL 227186 on behalf of certain underwriters at Lloyd's.

not normally have to bash through other boat wakes, particularly of the size thrown up by the larger boats. They were each given the opportunity to run individual demonstrations, showing the crowd what they were capable of when running in their ideal conditions. Both were applauded warmly by the crowd after the completion of their individual runs. What sets this event apart from race meets was the fact that these two boats were slotted into the program to do these runs when the opportunity arose during a couple of quiet periods, something well appreciated by the owners/drivers and the public alike.



The smaller skiffs put on a great show

It was *Rude's* first serious outing since its transformation from an Everingham runabout to a V8 skiff - another restoration in the capable hands of Ron Johnson. By all accounts owner Scott Wilson was pretty happy with it all and certainly enjoyed himself out there.

Fury ran beautifully all weekend. The boat was particularly quick and owner Glen Traeger was really pleased with the both the 327 Chev's performance and the boat's handling.



The big skiffs also put on a great show

Scrubcat was a hard charger again all weekend, although things looked a bit sloppy in the final event with two on board. The boat was very untidy coming out of a couple of corners. There was much talk later about it - something to do with weight distribution, I believe.

According to owner Darren Crawford, *Al-Falfa* just kept getting better through the weekend, to the stage when it even stopped taking on as

much water as it usually does. Now that's something Darren! There was some great competition between *Al-Falfa*, *Linda_K*, *Old Flame* and *Impact* in the second event.



RUDE made its debut and was impressive

Impact started taking on a large amount of water while waiting for the trailer to arrive after its first event, so much in fact that I thought I'd busted a plank. It was only when the boat came out of the water and I went to pull the bungs out that I realized one was already out. It seems I'd knocked it out when getting out of the boat after returning to ramp and the boat had been slowly sinking all the while.

Impact was performing really well on its first serious outing until it overheated in the second event, causing a valve to stick open, effectively finishing it for the day. All the same, the boat showed some real potential with performance and handling.



Kitchen staff in our rental house

Members Chris Chivers and Stuart Beattie have to be commended for their effort at Goolwa. Travelling from Hobart to Goolwa is one decent trip. We got a convoy going after meeting up at Nhill in Victoria, with Stuart towing *Old Flame*, Chivs carrying *Jupiter* on racks, Darren towing *Scrubcat* and yours truly dragging *Impact*. I think the boys enjoyed themselves with some great runs in the very quick *Jupiter* and *Old Flame* performing really well until a "guts" full of water caused some plug problems. Unfortunately, unusual plugs meant no replacements were readily available.

Other long distance travellers were Frank and Linda Wicks, coming from north of Sydney. Frank put *The JET* through its paces both in race conditions and on demo runs, giving the locals a glimpse of this unique record holder.

Dave Drewer's *Jayme II* ran reliably all day and proved itself very quick. Dave mentioned the boat goes best when going hard, allowing it to skip easily over the wakes.



Assuming the position

Col Bailey had a few issues with his Syndicate *Glued and Screwed*, but whenever I saw it running it seemed to be flying. Colin also had his beautiful late 50's Lewis *Jan II* on show as well.

It was the first time seen for many of us when *Leanne*, Paul Siddall's 18' Hammond arrived. Typically, like all Hammonds, the boat had real presence both on and off the water. *Leanne* was still fresh from a recent restoration and looked superb. That 400 ci Chev sounded pretty good as well.

Skitter, David Keller's 283 Corvette powered 1960 Lewis was back again this year. This very original boat made its debut last year after being locked away for many years, but disappointingly would not run properly. Not so this year, with the Corvette sounding crisp and healthy and pushing the boat along very nicely.

Dig Traeger had his big 454 powered hydro back again. *The Sting*, all 25 feet of her, was as spectacular as ever with that big block Chev sounding as good as ever and rooster tail as tall as ever.



Griffin fresh out of its resto

Peter Drofenik brought along his recently restored Everingham, *Griffin*. This boat was previously named *Bugger!*, but when stripping the paint from the hull the name *Griffin* appeared, prompting Pete to go back to the original. I think we all agree it's a better name. The boat displayed Peter's wood and metal working talents with timber inlay and metal castings.



Skitter sounding much healthier this year

Another V8 skiff on show was *Miss Lyndy*. The boat looked a treat, but unfortunately, engine issues kept it out of the water.

Wallis Jolly's 15' runabout *Cassandra* ran faultlessly again. The performance of this boat belies its Dodge side valve. Another ply boat, *Strewth*, also performed well on the day.



Back after a run

It was interesting watching the final demo, when all boats were allowed out. As quick as our V8's look and are when out there together, the speed and cornering abilities of the newer glass boats was a real reality check. Mind you, one of those boats was two times Australian Unlimited champion *Agent Orange*, a 21 foot Evercraft running a blown 540 ci V8. Spectacularly quick! What a difference half a century or so makes.

Congratulations to the Goolwa Aquatic Club and its officers and administrators for another excellent event.

SHE'LL DO

Back in about 1996 I was sent a few pictures of boats by an unknown person with a note saying he was touring around rural Victoria and South Australia and here are a few boats that he'd seen on the way. That was the only communication I had with the person as he didn't respond to my reply emails.



Caballero circa 1971

One of those boats was a winged twin cockpit boat called *She'll Do*. The boat was sitting in the corner of a tin shed. I filed the picture away and recorded the boat in the data base and, essentially, forgot about it.

Fast forward to about 2010. A bloke contacted me about a boat he was considering restoring. It was a clinker with a V8 and was in reasonable condition. He was arguing with himself about whether to do the resto or sell it and I think just needed a sounding board to bounce a few things around. We had a chat and he said he'd have a think.

Now, fast forward to 2013. While at the Goolwa Aquafest, I received a phone call from a bloke in Mannum in South Australia wanting to sell a boat. It turns out it was the same person I had spoken to in 2010. He'd decided as he still hadn't started the boat, he probably never would. I discovered later his passion was restoring motor cars and he had a fantastic collection of vintage and veteran vehicles. Strangely, he was a shipwright and had worked as one all his life, but building steel and aluminium trawlers and similar craft.

I couldn't really get away from Goolwa and couldn't afford the time to stop on the way back to Victoria, so arranged a time that I would travel back to SA and view the boat. In the meantime, he sent me some photos. The boat was *She'll Do*. I couldn't believe it!

It turns out the boat is a twin cockpit, winged 16' Lewis runabout. Power is compliments of a 313 ci Chrysler V8. In the photos, the boat looked to be in excellent condition.



Caballero circa 1974

I got over to Mannum a couple of weeks later to view the boat. When sighted, my heart fell. The boat was in fact in quite ordinary condition. The deck was fair, but had had sections replaced at an earlier date and was stained in different colours. There were only a couple of ribs with minor splits around rivets, but a couple of planks had major cracks and many planks were cupped. Apparently the boat was stored in a shipping container for about 10 years, effectively baking it during many venerable South Australian summers. This hull was drier than a potato crisp.

Although I was really keen to get onto a winged Lewis runabout, I decided it wasn't the boat for me in that I was not looking for that much work. And the price he was asking was going to make it even easier to walk away from. I said I wasn't really interested but would be happy to advertise amongst our group and if nobody wanted it, to the broader wooden speed boat community. It seems he really wanted to move it and before long, I had bought myself a boat.

I was ill-prepared to bring the boat home as I had come from Melbourne and not from Heathcote, where all my tools, lightboards, etc are kept. I scrounged up a basic toolbox, but nothing else. The trailer lights wouldn't work and we spent a couple of hours getting them going. It ended up with only the left indicator not working. The trailer had a couple of radial tyres with very little wear on them and an ancient cross ply as a spare. Bearings were quite noisy and inspection revealed some marking on the races, but the rollers were basically OK. The size of them, though, was huge. I reckoned they were off a truck. They were greased up and I was confident they'd get me home to central Victoria.



Heading home - that right tyre looks good (now)

It was about 2 PM when I jumped in the car to head off, only to have the ignition click at me when I pressed the start button on the car. I figured with all the messing with the trailer lights meaning the car's lights and ignition were on for a while, plus a five year old battery, the battery was sick. We put a booster starter pack on with no result. The addition of another battery still wouldn't start it. We then brought around another vehicle and charged my battery from it for about 10 minutes. Only then did it start. I figured that the car was saying if it didn't see 12 volts, it would allow me to keep cranking. As soon as it was at 12 volts, away it went. I ended up heading off about 2:30. I thought I'd just travel though, although the last half of the trip was on back roads with few towns, getting me home about midnight. Also, I was now a little nervous now about the strength of my car battery.

I headed off and continued on until I had to stop for fuel at Border Town. Nervous about the battery, I left the engine running, even though I was bailed up for about 15 minutes by a friendly truckie who wanted to know all about the boat and reminisce about the

Simpkin clinker he owned as a young bloke.

I headed off again and continued on until starvation forced me to stop at Nhill (I never did get lunch). I pulled in at a servo and turned the engine off, hoping it would start OK later. With dinner over and the engine starting easily, I headed off again. By this time, it was dark.



Everything was going fine until about halfway between Nhill and Dimboola, when I heard a rumbling that rapidly turned into some major vibration. I pulled over onto the grassy road side, cursing because I thought I'd done a bearing on the trailer. I got out of the car to see what looked like the right trailer wheel laying over. I was so relieved when I discovered it was just the shredded remains of the tyre that had blown. No probs - just a wheel change. Yeh, great! Pitch black. No wheel brace. Couldn't get the jack under the axle. Trucks thundering past about 3 metres away.

After unhooking the trailer and repositioning the car so the headlights shone on the wheel, I set about jacking and propping the trailer at various heights until I could get the wheel off. I then had to do similar until I got the trailer higher to get the spare on. Then I had to do the reverse to get the jack out from underneath. Luckily, I had a ring spanner that fitted the wheel nuts (my Toyota wheel brace didn't fit the Holden wheel nuts). During the change, I had three or four semi's roar past on one side of me while a freight train traveled past me on the other side, about 15 metres away. The whole frigging world shook and the noise was something else and I really did think I was going to die. I didn't realise there was a train line there.



The tyre being changed and trailer hooked up again, I set off. With a really "iffy" spare, I thought I'd pull up and overnight in Dimboola. After driving around Dimboola looking for the one and only motel, I found it, with a "No Vacancy" sign shining brightly out the front. Oh well, off to Horsham, 60 kilometres away. I sat on 80 kph unless a truck came up, when I sped up to 90 so as I didn't slow them down too much. I wasn't game to go quicker on the old spare.

I pulled up and booked myself in to a hotel. When I parked the car and boat out the back, I found my 15" shifter sitting in the valley between the deck and wing adjacent to the rear cockpit. I couldn't believe it stayed on the boat since the wheel change.



The following morning I found a tyre place and had a new tyre fitted to the trailer to relegate the crossie back to a spare. The tyre bloke made a comment along the lines it was a pretty rough old spare. I then set off on a leisurely and gladly uneventful 90 kph drive to Heathcote.

She'll Do was built in 1964 for Kevin Hadnum of Murray Bridge in South Australia. The boat was named *Caballero* and was destined for some racing. Up to this time, I don't have anything on race history. The Chrysler was worked up and ran triple Stromberg 97's, which are no longer fitted.

Kevin Hadnum sold the boat to the previous owner's wife's uncle who renamed it *She'll Do*. Story has it that in the late 1980's the motor was blueprinted and when testing the engine after the rebuild, the skeg bushing came adrift. The boat was put on the trailer and never again went into the water (the bushing is still adrift now). Boat registration was maintained until 1991, when it was allowed to lapse.

She'll Do is currently on show as a shed find at the CAWPBA display at the Shepparton Motor Museum.

**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

President's Pronouncements:

Here we are again in the depths of winter and all has gone quiet on the boating front, especially for us southerners.

In Victoria, an opportunity to display our boats at a museum was welcomed. It not only puts the boats to some sort of use over winter, but gives many of us the chance to use the shed for another short term project or maybe just to clean it out. Of course, it also helps promote the club, placing the boats in view of car enthusiasts and a public that would not normally see them. There will more on that in the next newsletter.

Very quiet on the project front as well, with little info coming in to me. I know many of you are busy on your projects and members would really like to know. Please send in something in and tell us about your progress.

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

Greg

Around the Traps

Updates from last issue:

NSW:

- By now most will have seen the skiff *RONAL* that I mentioned here in the last issue. It was placed on Ebay and has had photos posted on the Bulletin Board.

South Australia:

- The twin cockpit Lewis mentioned here in the last issue has found a new home - in my shed. See the story elsewhere in this issue.

Victoria:

- The winged Eddy on Ebay failed to sell. I wasn't surprised early as it had a pretty steep price tag on it, but was surprised it didn't sell later at a considerably reduced price. It was a good cheap project. Not sure where it's at now.

Otherwise:

NSW:

- In May I was contacted by a bloke who was in the process of preparing and fitting a 202 Holden into a brand new Brian Storm 13' racing skiff. It seems Storm had just completed building the hull. Brian Storm built many very competitive hulls in the 60's and 70's and at about 78 years of age now, it will probably be his last hull. This one will probably have hit the water by now.

2012/2013

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: m_aprice@myacn.net.au

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

June 2013

- Shepparton Motor Museum. June-July-August. We have 10 club boats on show at the museum over the winter period. If you are in the area, drop in and have a look. You won't be disappointed. 7717 Goulburn Valley Highway.
- Club get together at the Shepparton Motor Museum. We are trying to arrange something towards the end of July, maybe early August. Keep an eye on the Bulletin Board for a firm date.

September 2013

- Not quite speedboats, but the organisers would like to see us display some boats when about 10 tall ships visit Melbourne. Main display days would be over the 7th & 8th at Williamstown. This will be a huge weekend. If you would like to show your boat, please let me know ASAP on 0408 937 029.

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 speedboats. 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).

2014

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

*Please check for confirmation
of dates and venues*

Quote for Today

*"Excess is never too
much in moderation"*

Club Contact Details

New South Wales/ACT Chapter

For further information, contact Dave Pagano by phone on: 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	42	NT	1
NSW	19	Tas	4
Qld	4	SA	12
WA	1	USA	1
Total	84		