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Editor's Note:

Talk about expanding our horizons! I am getting a few serious enquiries from overseas, namely the USA, for membership. I hadn't worried too much about them in the past as once I ask for payment in Aussie dollars it seems it all got too hard. All the same, I have a couple at the moment very keen to join up.

Again folks, a real struggle to fill this newsletter with good content. There are plenty of great stories out there, so why not tell us about them.

Greg

Around the Traps

General:

• Those of you who have visited the website recently will have noticed some changes. The site has undergone a major revamp, getting rid of a lot of very stale content. Although this meant removing some good stories and pictures, the facts were that they had simply been there too long.. The site had become difficult to keep fresh because of its size and interlinking as well the limited time I have available to work on it. Hopefully now the site will be updated on a more regular basis.

Victoria:

- *Yenom*, Greg Carr's 16' Lewis skiff, has been sold to Colin Bailey and has moved from Melbourne to South Australia.
- *Busy Bee* has also departed Melbourne to its new home in SA with Paul Siddall.
- An Everingham hull obtained in NSW by Richard Campbell has moved to Victoria.

SA

- *Redskin*, Adrian Ousman's runabout has been sold and is now located in Melbourne.

NSW

- Rumour has is that a prolific NSW based boat restorer is now building aeroplanes!
- Chris-Craft *Caroline* has a new owner. I hear Tony Walker just can't stop smiling.

Queensland:

- Elliot Shumack has volunteered to become the new Rep in Queensland. Thanks Elliot for taking on the responsibilities. Elliot's contact details are below.

USA

- Yep, the US of A! It seems Ken Warby's big Lewis skiff (Raider) made it into the August edition of USA Hot Boat magazine. The article was a two page spread and included photos. A good old Aussie skiff mixing it with the best of the Americans. Great stuff!
- I was extremely disappointed to hear recently that a virtually unused Lewis runabout had been exported to the US. The problem was that no "true" enthusiast in Australia was given an opportunity to purchase the boat. As it turns out, the boat has gone back to its original owner who intends, eventually, to sell it in Monaco after he tries it out for a while on the US lakes. A very sad loss for Australia - one that was too good to lose.

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ALL GRADES
TIMBER
& HARDWARE

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For further information, contact Alan Mansfield by phone on: 03 6428 2290 or by e-mail at: amansfie@southcom.com.au

Victorian 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

Coming Events

October 2005

- CAWPBA National Rally. The BIG one! Lake Talbot, Narrandera, NSW. 22nd - 23rd. Contact Greg Carr on (03) 9370 2987 for details as well as to let me know you are coming. It is important for planning that we know what numbers are coming. The weekend will also include a general meeting of members.

November 2005

- Visit to the Loch Sport Marine Museum in Gippsland in Victoria. Date to be advised. There was no interest at all shown in this earlier, so I'll try one more time. Contact Greg on (03) 9370 2987.

January 2006

- The Australia Day Vintage Boat Regatta, International Rowing Course, Penrith, NSW. Static and on water displays. This major event is on again next year. The organizers were extremely happy with our participation this year and have asked us to come back. If you would like to be a part of this event, contact Dave Pagano on 02 4578 4444 (AH) or by e-mail: davehot-

boats@hotmail.com

March 2006

- The Sydney Classic & Wooden Boat Festival. It's on again, the big one. Dates when they come to hand. Contact Dave Pagano on (02) 4578 4444.

NSW Chapter Wet Together. Hawkesbury River, Windsor. This is the Monday after the Boat Festival. Contact Dave Pagano on (02) 4777 4558 or 0413 766 501.

April 2006

- Combined Vic - SA Chapters Wet Together. Venue and date to be announced. Details soon.

① Please check for confirmation of dates and venues

Quote for Today:
*"I couldn't wait for success,
so I went along without it."*



THE HOLLOW LOG

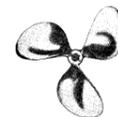
Volume 5, Issue 4

October 2005

The Classic Australian Wooden Power Boat Association

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Circulation this issue: 96

Cruisin' along

The wooden power boat scene this year seems to have slowed down a bit on previous years. Strange really, as there is still quite a bit of activity happening out there with boats still being discovered, traded and refurbished. Then, maybe it's just a perception as the attendance numbers and interest for Narrandera this year is up on last year.

Talking of Narrandera, our annual national get together is just about here again and I dare say everyone coming along will have been doing work of some sorts on their boat in readiness for the big weekend. For many, particularly us southerners, it will be the their boat's first outing since last summer. It should be another great weekend. The caravan park proprietors are certainly anticipating our arrival and the Tourist Board is making sure the lake won't be drained (nearly a major disaster last year). I just hope the weather is as kind to us as it was last year.

On other matters,



Narrandera 2004

"Incorporation" of the CAWPBA as an official club keeps popping up. Many enquiries about us trail away once the enquirers realize that we do not carry any real structure, which is unfortunate as we are a lot closer knit than they could imagine. This then affects our participation in various events around the country. We still get to most of them, it just makes it harder (and sometimes a little too hard).

Our status as a club is something that is going to have to be addressed sooner rather than later and the subject will be raised at a meeting to be held at Narrandera. If you are not coming to Narrandera and have some thoughts on Incorporation, it is important you let us know, so drop me or your state rep a line or give them a call.

Watch out for the Narrandera report in the next Hollow Log.

And still they come

A couple of years ago I was told about a small skiff that had been built in the 1960's but never actually got to race. The boat was reportedly in Yarrawonga, just down the road from the house we rented for our summer holidays.

I made some enquiries and while the existence of the boat was "sort of" confirmed by the owner's daughter, the owner always seemed to be back in Melbourne. I left my mobile

number with her and waited for a return call, which never happened. I made a couple of discrete enquiries later but could not get a response, so figured it wasn't for sale. I was a bit disappointed in that I would at least have liked to have seen the boat.

Fast forward a couple of years.

At the Melbourne boat show in July I was talking to the club member who originally told me of the skiff. He mentioned the boat again and that it was still

Greg Carr

around and definitely for sale. I got an address and went and saw the owner. He confirmed he wanted to sell the boat and we arranged a date to see it.

The day arrived and off we went. Arriving at his property, we headed towards "the shed". On entering, there in the corner under dusty covers was a 1964 Jack Eddy built 13' 6" skiff. Even after removing the covers,

... continued on page 6

The 2005 Melbourne Boat Show

The Melbourne Boat Show was held in June/July and the Classic Australian Wooden Power Boat Association again had a presence there.

We had four boats on display this year, with *Cheryl-D*, *Wyh-on*, *Stormy* and *Rosita*.

The show was the first public appearance for *Wyh-on*, Chris Findlay's 1962 Lewis runabout. The boat certainly made an impact with its striking deck of contrasting striped pattern of natural timber and burgundy stain with a green painted band running around the gunwales. This scheme was copied from the original deck. Apparently *Wyh-on* was built alongside an identical runabout, with both boats coming to Victoria. The other boat became the Alan Fordham's very successful raceboat, *Venus*. *Wyh-On* remained a ski-



The CAWPBA line up

and efficiency with the low horsepower engines of the day.

Rosita was built in Victoria by Frecheville-Heaney Boatbuilders who are based in Paynesville in Gippsland.

The 24 footer's appearance was nothing less than striking, with metres of beautiful Brazilian mahogany. The craft received plenty of interest from the public, with this hull style very rarely seen in Australia.

Crowds and interest seemed down a bit this year, but this may have been more because of our position on the concourse. Although we were situated closer to the Spencer Street end, which is good, we were between two

entrance doorways which meant people didn't need to walk past us to pay or enter the main hall. Unfortunately there isn't much we can do about the position we are allocated.

As an addition to our display this year we decided to set up a TV screen showing some video footage of various Get Togethers we've had. This was of limited success, probably due to our position and small TV screen size.

Thanks very much to those who assisted on the stand over the days and to Paul who again brought a boat across from South Australia for the show.



Rosita was a real head turner

boat, spending much of its life in the Wangaratta area.

It was also *Cheryl-D*'s first public appearance for many years. This early Lewis skiff was prepared and raced with plenty of success by owner Bill Dudley during the 60's and early 70's. The boat won the 1974 Australian 266 cubic inch side valve championship.

Stormy was back sporting a brand new deck and an all round tidy up.

The fourth boat on show was *Rosita*, a reproduction 1921 Hacker Gentleman's runabout. John Hacker built speedboats in the USA from the early 1900's and was renowned for his sleek hull designs that produced speed



Cheryl-D and Wyh-On

Manly Speedboat

I first heard about this boat around 10 years ago. It had been converted to a cabin cruiser and was moored about a mile away. It was owned by an old bloke who told me that



it was one of the old Manly boats. At the time I thought "... Yeah, right mate ... " Anyway, he showed me on the boat and you could see where it had once had two motors



towards the stern. The shaft tubes were still there. Andy Munns (Sydney Heritage Fleet) verified that the Manly boats were either powered by single Chrysler Royal straight eights or by twin Chrysler sixes. At the time I thought the boat definitely had the lines of the old speedboats

The boat is built for speed as the planks are only half inch thick. I have had lots of people look at her and no-one knows what the timber is. Most think it is some form of Pacific Maple. The frames are also of very light construction. Above the waterline she is batten seam construction and below the waterline carvel.

She has had a keel added. We presume that when it was converted to a cruiser this was added to give her better straight line manoeuvrability. I'll leave that on her as I don't like boats that wander off line all the time.

I intend to restore her to what I want in a boat. I believe in function more so than keeping it faithful to its' original. Sorry to all you purists out there.

I intend having twin cockpits up front, then the motor (Ford 302 Windsor and gearbox) totally enclosed in its own compartment

(a-la Chris Craft), then a single cockpit in front of the stern. I hope to be able to have the hull varnished and either a red or green bottom.

There have been plenty of eBay purchases so far from the states and Canada of old bits and pieces of stainless and chrome plated brass deckware for the old girl.

She will have a three posted windscreen with two glass panels.

The research into her origins has been fairly uneventful so far. I have contacted the Sydney Heritage Fleet in Sydney. I have also gotten onto the Manly daily newspaper, Sydney Afloat magazine, North Sydney library, Rollercoaster.com, who know everything about Luna Park. All have helped but nothing definitive yet.



Tony Walker

This boat is just short of 24 feet long and apparently the Luna Park speedboats were of this length as opposed to the Manly boats which were mostly 26 feet long.

Two of the names of the Luna park boats were *Zephyr* and *Zorro*. When I removed the paint off the boat I had hoped to see the remnants of the name, but no such luck!

The names of the Manly boats were; *Kookaburra*, *Kingfisher*, *Kangaroo*, *Swiftcraft*, *Miss Speedie*, *Lets Go*, *Lets Go Too*, *Hi-Ho*, *Boomerang*, *Avalon*, and *Kalowa*.

I am waiting for an old Manly Ferry Master to contact me in the near future. I was also able to contact the bloke who sold it to the

old bloke that I bought it off and he knew that it had been one of the old speedboats, but not which one.

If anyone can help Tony with information on these boats, please contact him on (02) 4363 1999 or via email on: tw540719@bigpond.net.au

And still they come . . . cont'd

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the boat was still coated in plenty of dust and spider webs, but was complete except for carbies, exhausts, propeller and a couple of other bits and pieces, all of which had been borrowed over the years. Before being stored, the skiff was completely fitted out, all painted up and ready to race.

The boat, named *Impact*, was set up for the 155 ci class and is fitted with a well worked

the boat look very "used" in places. Luckily, a quick blast with a low pressure cold water pressure washer removed the build up easily. The boat came up beautifully.



Holden 149 ci 6 cylinder engine. One of three identical hulls built in succession by Eddy, *Impact* was the only one of the three never to race. Actually, it never even got into the water!

After chatting at length to owner Keith Hanson, it was interesting to find out that he knew the first owner of my runabout, *Stormy*. Also interesting was that he was very keen to buy *Impact* off Keith at one stage. But wait, there's more! Keith also knew my uncle, *Stormy's* second owner. Small world!

Impact finally arrived home in early September. The first thing to be done was to give the boat a thorough wash. It had been stored under plastic sheets in a shed with a dirt floor, allowing plenty of opportunity for dust to get up under the sheeting.

The inside of the hull needed a thorough clean as well. As various components had been borrowed off the engine over the years, oil and other fluids had seeped out of fuel and oil lines into the bilge. This then attracted dust and dirt, making the bottom of

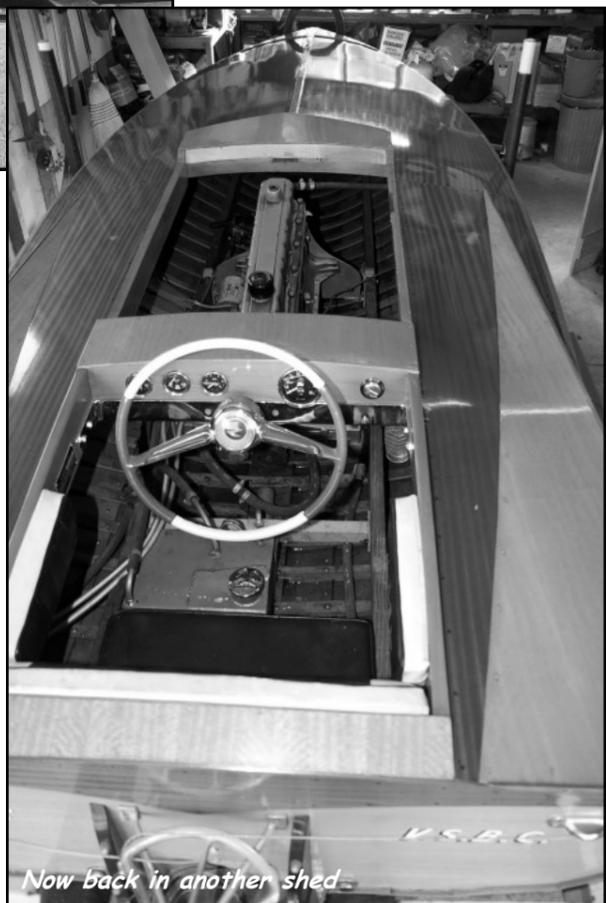
A couple of days later I returned a spare wheel I had borrowed from Keith. He'd been scratching around his yard and happened to come up with the engine's copper zoomies, original engine hatch and electronic distributor.

Unfortunately there won't really be enough time to get *Impact* ready for the CAWPBA National Get Together in October, so I can source the parts needed in a more leisurely manner - mainly the triple Webers it needs. It will also allow me to do a bit of re-chroming of parts that have suffered over the years as well as polish up some faded paintwork on the hull.

The trailer, while not as new as the boat, is still in

excellent order, although the cross-ply tyres that were fitted new 40 years ago were perished and suffering from permanent deformation though being flat. These have been replaced.

All things going well, *Impact* will hit the water early next year, but that will be another story.



Loch Sport Poker Run

I posted this item on the website's Bulletin Board a couple of weeks ago and felt it needed to be shown here for those that don't have regular access to the internet. It is probably more for Victorian members, but a possibility for everyone.

I spoke to a person at the recent Melbourne boat show about an up-coming event, **The Loch Sport Poker Run**, to be held on the Gippsland Lakes. They asked if the CAWPBA would be interested in organising a Classic Wooden Boat Show/Display at the event. The thought was that owners could make a weekend of it by participating in the event as a group, and then put the boats on display for the public to view. The Loch Sport Antique Marine Museum will also have some boats on display. The event is scheduled for Feb 25th, 2006.

Apparently last year's event was a big success given the time line they had to work with. At present nearly all of last years participants have re-registered for 2006 and the organisers are limiting the numbers to 100 boats. The catering will be run by the (Loch Sport) boat club. Dinner will be a buffet of spit roasted meats, roasted vegetables, salad selection and dessert selection. There will be a huge marquee attached to the boat club to cater for approx 250 people.

A band will be playing throughout the day and in the evening. Moorings will be available near the main jetty for those wishing to stay on their boats (we do have members with cabin cruisers), otherwise accommodation can be arranged in town. It was suggested that two or three families share a

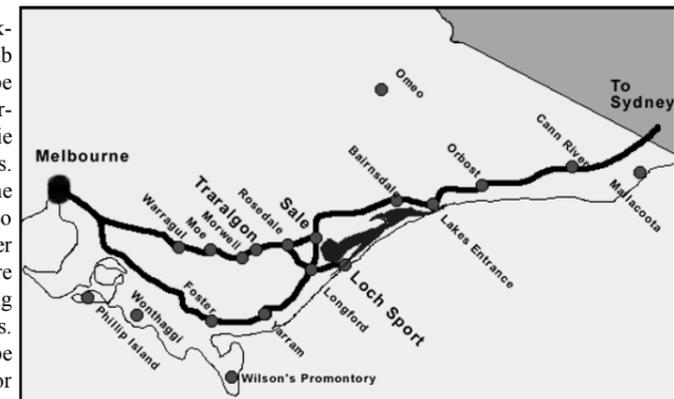
house for the weekend. The boat club facilities will be available for over-nighters to use, ie shower and toilets. Camping on the foreshore will also be allowed for Poker Run Entrants. There is plenty of parking available for trailers. The boat club will be open all day for those not boating.

There will be a jumping castle for the kids and live entertainment throughout the day. A ski/wakeboard show will be scheduled through the day as well.

At present they are considering 2 course options, short and long.

To quote the event's representative: "I firmly believe that this event will be a turning point for boat clubs in Australia as well as the boating industry in general, as it has proved in the USA. The boating clubs here need some new blood to get memberships up, to have new and different events available for their members. This is a whole new world of boating that we have not seen here in Australia but has enormous presence and reward for the boat clubs involved."

I believe that in the coming years we will see many more Poker Run events across the country. Our aim is to promote the event as a family event, and to promote the Gippsland Lakes region, and the many different styles of



boating and boats."

So, what is a Poker Run? It is not a race, but a game of chance. Each boat navigates a carefully charted course, stopping at five checkpoints along the route to pick up a sealed envelope containing a single card. At the final checkpoint, the envelopes are opened and the crew holding the best poker hand is declared the winner. Prizes are: Best Hand - \$1,000, 2nd Best Hand - \$650, 3rd Best Hand - \$350.

Loch Sport is located on the Gippsland Lakes and around 3 to 4 hours drive from Melbourne.

If you think this is worthwhile pursuing as a club type event (or otherwise), please give me a ring.

Note that there is an entry fee for this event, but it does cover prizes, food and entertainment.

The CAWPBA exposed

The Association received some excellent exposure this month.

Power Boat Magazine ran a full page article on the CAWPBA. The article described the origin of the club, what we are trying to do, what we get up to and where we are going. It also included photos.

This sort of publicity is just fantastic and I would like to express my appreciation to editor Graham Lloyd and Power Boat magazine for publishing articles such as this, giving valuable exposure to clubs and groups such as ours.

The magazine also regularly features classic runabouts, again a big plus for our field

of interest.

If you would like your classic boat to appear in the magazine, there are a couple of ways. One is to submit a good quality photo along with brief details of hull, engines and a description of how and where you use it. If you are chosen for publication, it will appear in the "That's my Boat" page and you receive a years subscription to the magazine.

The other way is to do it freelance. Send in some high quality photos (or slides) of your boat and some accompanying text describing the boat and engine, how and where it is used, how you came to own it, etc. The magazine pays for any articles published.

Merchandise

Caps and polo shirts sporting the Association's logo are available again. The colours are black background with the logo in red and white. Caps and some shirt sizes are available now with other sizes on order. Enquiries/orders to Greg Carr via email.

Shirts are \$27.00 each and caps \$18.00 each, which are cost prices.



Budgewoi 2005

Budgewoi 2005 rolled around again quite quickly. It doesn't seem a year ago we were promoting it as the pre-Nats shake-down. The weather forecast got worse as the week progressed and 23C with late thunderstorms was the bureau's final call.

We arrived late Saturday evening to be greeted by Jeff Lockhart and the news that the chain (shaft) coupling on his Lewis skiff just wouldn't come together. Desperation had called for the welder but when the engine was fired the bearers did their best impression of the hula this side of the Pacific. Apparently there had been misalignment from day one and the slack chain on the old coupling had allowed the unit to work. One down and it wasn't even Sunday.

When we awoke on Sunday morning the



by all five craft. Peter's sorted out his carburettor troubles on *Zarak* and she seems to be going a little harder for his efforts. Jeff's skiff provided a great place to lean on the gunwale and ponder what might have been along with some general bench racing and

general BS.

The weather held off for us throughout the day and it's been declared another success. Dave and Peter headed off around 2pm and we were only half an hour behind them. The locals apparently stayed until around 4pm. Thanks must go again to Jeff and Mandy Lockhart, we hope to see you both at Narrandera (you know you want to Mandy!!) Thanks to Dave for the drive and Peter Moir for the air time in *Zarak*. Special thanks to those who brought along a boat to support the event as without you it's just another day in the park.

weather was looking pretty bad. Extremely overcast and occasional spitting, perhaps a carry over from Jeff's working on his skiff on the Saturday? After the obligatory side trip to Toukley markets we headed to the park where Jeff's neighbour Dave had his unknown make runabout already in the water and on tube-pulling duty. Jeff's skiff was towed by one of his mates and parked nearby on the bank. Jeff brought down his plastic outboard half cabin and kept the kids wet for most of the day towing them in a tube. Dave Pagano drove up minutes later in his Abbate runabout *Cassata* (siren screaming), closely followed by Peter Moir in his Storm skiff *Zarak*.

Rather than set up camp in the shelters this year we sat down closer to the shoreline in the shade of the trees. Even though the numbers were down, I think the three boats clocked up as many water miles as last year



Rob Cranfield

Endurance Test

Member Richard Campbell had been looking for a wooden runabout for some months and recently saw what looked to be a reasonable runabout on eBay. The price was about right, so he decided to go and have a look. It ended up quite an eventful exercise.

I left Rosebud (Vic) with fellow CAWPBA member Ian Barber and a mate in the crewie. We arrived in Berrima for an overnight sleep at 2.30 am. Lots of snoring! The following day we went out to meet the seller and inspect the boat.

We all agreed it looked pretty good with sound ribs and no rot and considering the price had dropped another \$500, it looked like a bargain. I knew the trailer needed its wheel bearings replaced and had organised to have that done before we arrived. I then found out that I also had to find and purchase a couple of mini tyres! So I handed over the cash, hooked up the boat and headed for a tyre place. Typically, they had none. While at the tyre place, my mate (mechanic) took off a wheel to check the bearings and we found the axle nut was stripped. The seller was called and he came into town to carry out some running repairs. So without any decent tyres and a welded wheel bearing nut we were off again on our way back to Melbourne.

At Gundagai we noticed the trailer was slowly falling apart, with a side arm snapping off. Temporary repairs we made (we tied it up) and we kept on going. Amazingly we made it to Albury trouble free, apart from waiting for a wheel to overtake us on the Hume.

In Albury we got a flat tyre. We bought some aerosol puncture repair stuff, filled the tyre up and we were off again. Down the highway we pulled up at a service centre on the side of the road and found the tyre had gone flat again.

We purchased another can of puncture repair then headed off to Benalla for dinner. I could only watch the other two eat, I was too churned up to be hungry. After tea we went out to the car and, you guessed it - flat tyre! On top of that, no tyre repairer left. We rotated tyres and drove to a servo and as luck would have it, the servo closed just as we pull into the drive - all the lights went out. We got the attendant's attention and asked for some tyre repair. She told us she isn't allowed to sell us that (off the market) so it



looked like air was our only option. We pumped it up.

We got as far as the Broadford-Wallan road before the tyre blew. We crawled off the freeway and approached the nearest farmhouse. It was 11 pm. No-one seemed to be around so we started to reverse it into the



After explaining our case he said "Piss off, I am sick of people leaving their stuff on my property (breakdowns) and not returning for them." I then said I'd leave him with \$300 cash, my credit cards, drivers licence - the whole lot - as I definitely wanted my boat back. He then calmed down a bit said that seeing as we looked like honest people (ha ha), he let us put the trailer in his yard on the condition it would only be for a couple of days, tops. So we left there minus the boat, feeling a bit relieved to have spoken with the farmer because I think he may have burnt it. The rest of the trip home was trouble free.

I sprang out of bed the next day to look in yellow pages and organise a tray tow truck to pick the boat up. Being Sunday it was awkward to arrange quickly but I eventually got a guy to do it that day - \$440. I also gave him \$20 to give the grumpy farmer for his trouble.

Looking at the trailer, the towie was amazed we got as far as we did. So were we!

For the record, while Rich's new boat was originally thought to be a Lewis, it is now believed to be an Everingham. The boat is 15 ft in length and is powered by a Holden 202 six cylinder engine. It will not accompany Rich and Trudi to Narrandera this year, but I dare say will be a definite next year.

gate. We were expecting to have to leave it there with a note explaining what we had done and contact details for retrieval. I noticed lights on in the yard so my mechanic mate and I headed off down the drive towards the very big sounding barking dog which we really hoped was behind a fence.

About half way down the drive we copped a torch straight in our faces and a angry voice saying "What the %!# do you two want? Get off my property!"