

The Classic Australian Wooden Power Boat Association Inc.

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Editor's Note:

Narrandera marks the start of the boating season for many. For me it means dusting off the boat, blowing out a few cobwebs and wetting out the hull that has dried out over winter. Wetting out now means filling the boat with collected rainwater that will later be recycled on to the garden - a sign of the times in this neck of the woods, so desperate are we for decent rain. The scarcity and distance away of good boating water may mean I will have to become less choosy about running in fresh or salt water. I hope you fair better.

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

Greg

Coming Events

October 2007

- The 2007 Longbeach Custom Festival, National Water Sports Centre, Bangholme, Melbourne. October 21st. See elsewhere for details
- The Classic Australian Wooden Power Boat Association National Regatta, Narrandera/Five Mile, NSW. 28th and 29th. For further details, contact Greg on (03) 9370 2987. Refer also page to 4.

November 2007

- Seacraft/Syndicate Boat Owners Club weekend, Carrum Water Sports Centre, Melbourne. 17th & 18th. This event in is still being worked out, but we have a tentative invite. More info and confirmation as it comes to hand.
- Hammond Boats reunion, Dargle, 18th. See page 4 for details.
- Inaugural Bass & Flinders Boat Festival, George Town, Tasmania. 24th & 25th. At least three wooden speedboats will be there. For more details, contact Alan Mansfield on 03 6428 2290 or email: a_mansfield@bigpond.com.au

Around the Traps

General:

- It was a struggle to fill these pages again. Many thanks to those who contributed to this edition of the newsletter.

Victoria:

- Rumour had it that there was a boat storage development happening somewhere on Victoria's Mornington Peninsula. Big sheds, cheap rates, just so far from civilisation! Sadly, just a rumour.

NSW:

- Dave Pagano is rationalising his large fleet of classic runabouts and race boats. If you are after a skiff, hydro or runabout, give Dave a call on 0413 766 501.

Queensland:

- Member Russ Humphrey is offering his recently restored 15' Everingham runabout for sale at a heavily discounted price for members only. Boat pictures and details are available on the website and contact information from the recently mailed member details list.

Vale:

- Harry Hammond, well known and highly respected builder of Hammond Craft boats, passed away on August 20th, aged 92. See page 4.

Membership Update:

Vic	40	WA	3
NSW	29	Tas	4
Qld	5	USA	1
SA	9	Total	91

New Members:

I would like to welcome the following new members to the CAWPBA:

Barry Jones from Tasmania, Mal McKenzie from WA, John Fietz from Victoria, Chris Schaeffer from SA and Andrew Wansey from NSW.

Longbeach Custom Festival 2007

Sunday, October 21st.

We should have at least a couple of boats on display at this event (but check the site for updates), which is being held as a fund raiser for the Chelsea YCW Junior Sports Club.

On show will be classic/vintage cars, hot rods and customs, muscle cars/street machines, vintage racers, sports cars, vintage trucks, custom and classic motorcycles and a vast array of classic, custom and race boats from drag boats to offshore racers, some of which will be on the water.

It should be a good day.

Club Contact Details

New South Wales 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 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 Chapter

For further information, contact Paul Siddall by phone on: 0419 826 377 or by e-mail at: siddall@smartchat.net.au

Tasmanian Chapter

For further information, contact Alan Mansfield by phone on: 03 6428 2290 or by e-mail at: a_mansfield@bigpond.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



THE HOLLOW LOG

Volume 7, Issue 4

October 2007

The Classic Australian Wooden Power Boat Association Inc.

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Narrandera & AGM Details

Finally, we are there. "Thank God!" you all say, "We're sick of hearing about it!" Well, just a few more words, so bare with me.

The first Annual General Meeting of the Classic Australian Wooden Power Boat Association will be held at Narrandera on Sunday, October 27th at 8:30 am. You should all have received an information pack on this by now. If not, please let me know and I will send one out. You don't have much time.

The meeting will be incorporated into our Narrandera weekend and being the first meeting, will be kept short, concentrating on getting the committee in and addressing a few key issues. The new committee can get on with other business at a later date.

We are expecting at least 15 boats this year, including a couple of boats fresh out of restoration making their debut as well as one or two others that many would not have seen yet. As always, it will be great to catch up with all members, regardless of whether you bring a boat or not.

Looking forward to seeing you.

*** CORRECTION ***

The date for the AGM stated in the recent information pack sent to all financial members is incorrect. The AGM is scheduled for Sunday, **October** 27th at 8:30 am, not November, as stated.



Above is a preview of the graphic on this year's Narrandera commemorative T-shirt. The shirt will contain at least three colours in its final form and will cost \$25.00.

For shirt orders, contact Rob Cranfield ASAP as the cut-off date is October 9th. Rob's contact details are:

Phone: (02) 4578 1793

Email: rcfield@accsoft.com.au

Bank details for payment: BSB 082-362
A/C 627589605
Robert Cranfield

Postal address: 3 Francis St
Richmond,
NSW 2753

Forster Vintage Raceboat Regatta 2007

Dave Pagano

As many are well aware, back in the late 90’s the seeds were sown for our collective interests in vintage speedboats. Up in Taree in NSW, a small group of enthusiasts decided to resurrect the Taree Aquatic Club. The core of that group were enthusiastic vintage speedboat nuts. That first meeting attracted a encouraging group of boats, so much so that it was decided to stage further race meetings. The Easter race meetings grew from this first event and our boats were organised to create the Nostalgia Cup. Our class grew each year to the point where 14 boats were entered in the last running of our class. For whatever reasons, the next year we weren’t included on the program. Dejected, most owners of these boats parked their boats away.

Ironically, the Taree Easter Regatta has since gradually declined (sometimes you have to look after the little guys).



Earlier this year it was decided to get something happening at Forster. Back in the 50's, the Taree racers used to come here on the off day from the Taree Aquatic Festival.

Again that same enthusiastic core proceeded, with the blessing of all the authorities, to have a boaties reunion and a boat display at Forster Quays.

The Saturday night reunion was fantastic with over 100 guests. All the great surviving racers from the old days were present.

The highlight was Pat Lewis's (Frank and Ritchie’s sister) presentation of the Lewis Memorial trophy. As yet it hasn’t been decided what class it will be given for, but you can be assured that it will be a



trophy worth racing for.

The Sunday morning was picture perfect. There was a carnival atmosphere as all the boats turned up. In all, ten vintage, a blown displacement and a blown drag hydro were there entertaining the crowd, estimated at 5000 (I’m not kidding!).

What was great about the day was the informality. We all decided when we would run and surprisingly there was almost no dead water all day (even with the break downs).

Several boats ran open pipes which only added to the spectacle. Considering the proximity to the houses along the shore, there was not one noise complaint.



I didn’t have much luck with *Atomic*, but I really felt that we again have something to look forward to. The town are really behind seeing this happen again. Lets hope that it can be expanded without the negative aspects that spoiled the Taree event.

Boats attending were hydros *Atomic*, *Miss September* and *War Eagle*. Skiffs *Its a Classic*, *Phoenix* and *THE Jet*. Runabouts *Colin*, *Johnny Gee II*, *Impala* and *Whippet*.

Modern boats were *Fury* and a Blown Drag Hydro (name unknown).

Many thanks to Frank Wicks and Lindsay Auston for the pictures shown here.

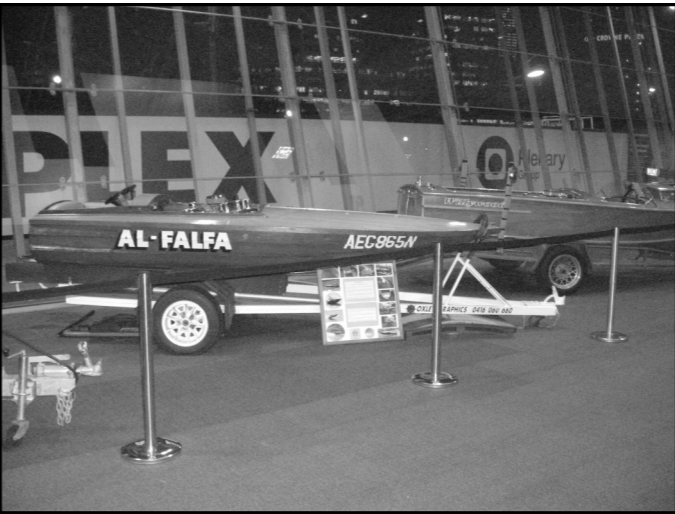
Nostalgia

Winton, his boats and boat racing in the 50’s and 60’s.

Several other people stopped for a quick chat over the weekend, many with a boat that they are working on in the shed somewhere. Most were aware of our group, but had not approached us yet because they wanted to finish the boat first. Hopefully, they were convinced otherwise.

Rob and Therese flew out on Monday, albeit delayed because of a fogged in airport and Paul and Leanne headed back to Adelaide by road bright and early on Tuesday. Thanks for coming along folks, it was good to see you all again.

As for the 2008 Melbourne Boat Show, I think we’ll just have to wait and see.



Above: *Rocket*, photographed here at the 1962 Stuart Doyle.

Below: *Re-action* doing a bit of prop riding



Comment

Bob Carter

Tip

Bob Carter

Preserving the Past

It has been many decades now since the last timber hulls were built by the respected names of timber clinker boats ... Lewis, Everingham, Gilflite, Simpkin and so on.

With the passage of time there is a risk that a lot of Australian heritage can be lost to the detriment of future generations. Amongst just these four boat builders is a plethora of wooden boat building heritage, craftsmanship and design skill.

How do we ensure that this knowledge is retained for the sake of our present and future generations? What of any patterns, ‘plans’ or drawings, photos and memorabilia that is held by these revered people?

While we as individuals collect and restore treasured boats from the past, there is certainly much more to the Australian boat building heritage than the boats themselves. As a group we face a challenge to ensure that we preserve the human aspect of wooden boat building.

Holding and Bending

Fixing one end of a plank to the stem and then bending the plank aft around the hull can put a big strain on the screws holding the plank nice and tight into the stem. This is especially the case where there is no access around the stem to take up the load with clamps.

A handy trick is to use raised head woodscrews with oversize washers under the screw head. This spreads the load over the timber and resists the screw head splitting the plank or worse still pulling through the timber.

Once the plank is fitted and the adhesive fully cured, the screws and washers can then be removed and replaced with a conventional countersunk wood screws.

Quote for Today:
"Never eat prunes when you are famished"

2007 Melbourne Boat Show

The show has come and gone for another year.

I wasn't going to bother this year as public interest towards our boats has been on the decline over the past couple of years, but the traditional social occasion that it has become dictated it would happen again. Then, after deciding we would do it, it began to look like it wasn't going to happen anyway.



Normally the show organisers send us out an invitation to display several weeks before the event, but when I hadn't heard anything with only four or so weeks to go, I began firing off some enquiring emails. There was no response to those for several days until I received an email saying that the space in the concourse area, where we normally display, was limited due to construction works and that the main hall was full. This led me to believe that they were offering paying exhibitors concourse space normally kept for clubs and associations like us. I eventually received an email asking how much space we needed and also what our minimum requirement was. I was notified shortly after that we had our requested 20 metres. Then came the difficulty, with only a week or so to go, of getting enough boats to fill the space.



The boats that were originally lined up to come in couldn't make it for various reasons. This is always a problem as everyone has their own commitments, both at work and at home, and giving up two mornings in the working week to put boats in and pull them out, as well as prep time to get the boats ready, is not always easy. Alan, Mark and Darren put their hands up and brought their boats in.

Greg Carr

Special thanks to Mark and Darren who, after cleaning their boats for the show, towed them from well over 100 kms away through rain and wet roads. This meant they had to re-clean them once we'd parked them in the concourse. Also, thanks Darren, who had *Al-Falfa* in bits only a week or so before the show.

It was also important to attend this year's show because of some visiting interstate dignitaries. Paul Siddall and Leanne from South Australia and Rob Cranfield and family from NSW were coming to Melbourne for the show.

The four boats in this year, put succinctly by someone as two butter-boxes and two weatherboards, were Alan Price's runabout, Mark Stephen's Seacraft 140 *Willywood*, Darren Crawford's 14' Storm skiff *Al-Falfa* and my own 17' Eddy runabout, *Nova*. Our position was again fairly central, being close to a ticket booth and entrance door, giving us good exposure.

Paul and Leanne arrived Friday afternoon after a wet drive from Adelaide (thanks for bringing the rain with you) and Rob and Therese and son Michael came in Saturday morning after flying down from Sydney. I think in the first hour, Michael had done about a thousand kilometres in *Nova*, sitting behind the steering wheel having a ball. Luke Goldberg was also pretty busy there as well.

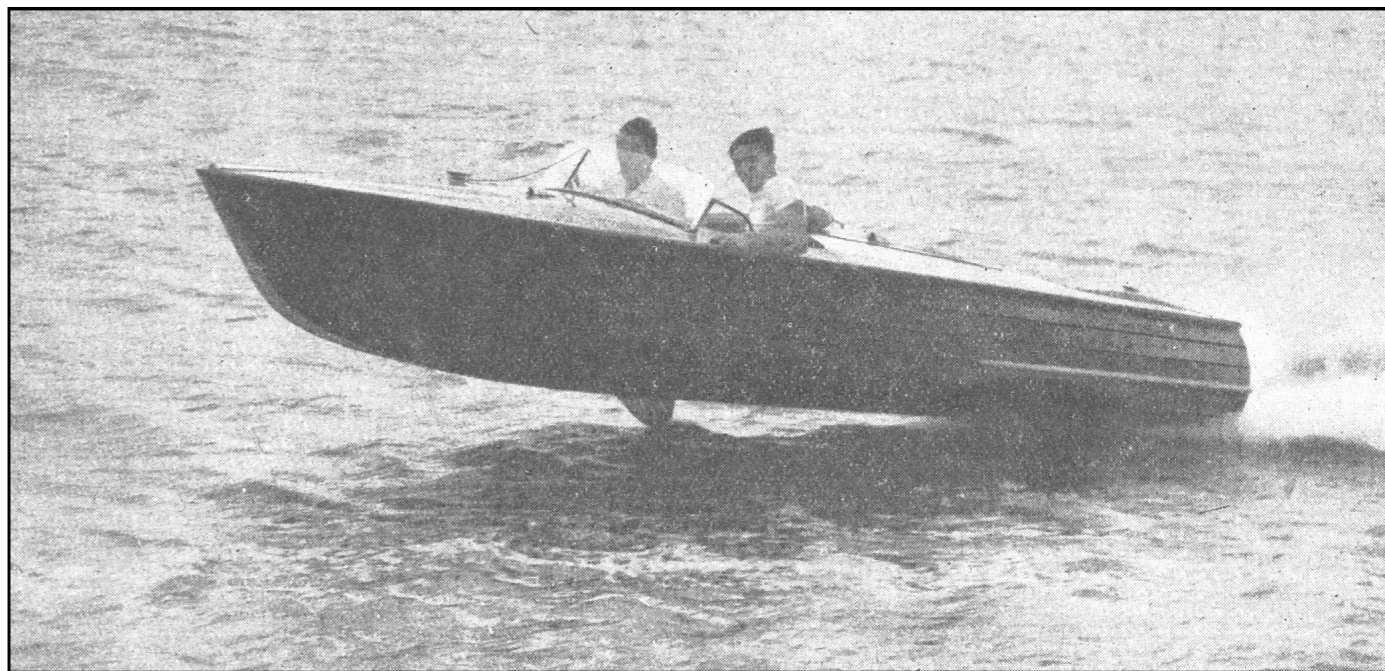


After a good deal of catching up and a good deal more BS through the day, plans were made for Saturday night. With a couple of kids in tow, the casino was out. The group of about eight of us plus a couple of kids had a great Saturday night at a nearby restaurant, talking the talk, with even more BS managing to find its way out. A couple of decent bottles of red always help. After, it was back to the Grand Hotel where most of us were staying the night.

While there was a constant stream of people passing by, Sunday was pretty uneventful.

I usually take some time off work for the show and stay most of each day. Work commitments didn't allow that to happen this year and maybe it was a good thing. I came in each evening and, along with others, was there for most of the weekend. I found it to be very quiet this year, not just for us, but for the show itself. There were reasonably good crowds over the weekend, but Thursday, Friday and Monday were exceptionally quiet. This was backed up by people on other stands, including member James Frecheville. There was only one person from the public who stopped to have a good chat about the boats and some history. This happened as the show was closing on the final night. All the same, there was good info from him about Col

Lewis water test



The twin cockpit runabout was originally designed as a pleasure craft with a fair turn of speed, combining utility with the necessary pace for club racing.

Having regard to the growing popularity of this type of boat for club racing, ski-ing and as an all-round pleasure craft, the new boat produced by the Lewis Brothers' organisation is a really fast runabout, capable of speeds hitherto only associated with the speed skiff.

The boat reviewed is a clinker planked craft, sixteen feet in length, five feet four inches beam, with separate fore and after cockpits. The planking is 5/8 inch maple, and the trimming timber is ash, with maple decks. The engine compartment has athwartships bulkheads separate from the cockpits, which is fitted with bottom boards, making flat floors. The height of the topsides has been increased by the use of the usual number of planks of increased width.

As compared to the speed skiff, where the after cockpit allows ample scope for the placing of the engine and the distribution of the weight, the runabout design has to provide space for the forward cockpit, and allow for the weight of the driver in that position. The rudder is placed under the stern of the boat, and therefore the propeller must be

further forward than in the case of the skiff boat, all of which has a bearing on the location of the engine and the shaft angle.

To obtain the high speed which has been achieved with his new boat, the motor had to be something special, and the engine installation is a Dodge six cylinder with extensive modifications. With a bore and stroke of 3 7/16 ins. by 4 1/2 ins., the compression has been raised to ten to one, and a special Waggott camshaft fitted. The cylinder head is a bronze racing type. The fuel system consists of twin pumps feeding three S.U. carburetors, and twin distributors supply the ignition.

The ten inch flywheel and the crankshaft are dynamically balanced, and the final drive is a twelve inch diameter by sixteen inch pitch two-bladed propeller, turned at 5000 revolutions per minute.

On trials and in later competition, the boat showed surprising speed for this type, registering fifty-seven miles per hour. At this speed, naturally, there is not the same comfort as experienced in a runabout travelling at around forty-five miles per hour, but the boat handles well and is not unduly affected by the wash of other boats.

This article was reproduced from the March 1956 edition of POWER BOAT & YACHTING magazine.

For our Seacraft fans

Bert Preston and son Bill in "Wag-On" on Albert Park lake. This Seacraft Pty Ltd plywood speedboat clipped 2.9 seconds from the record established by "Screamin Eagle". "Wag-On" covered the tight and tricky 3/4 mile lake course at an average speed of 59.01 mph. Lap time of 46 seconds brings this Waggott-conversion, Holden powered 14 footer to within 3.6 seconds of the all-powers record of 42.4 seconds held by "Mandy" - powered by an Offenhauser supercharged Corvette.

This article was reproduced from the April 1962 edition of POWER BOAT & YACHTING magazine



Narrandera 2007

We have had a bit of a hiccup with our Narrandera venue for this year's Nationals.

Due to delays with the installation of regulators to control the flow of water in and out of Lake Talbot as well as clearing many of the willow trees from the water, works will not be completed until late November. This means the lake will be empty for our weekend.

Fortunately, an alternative is available. A stretch of water, known as Five Mile (near Bundidgerri), is located about eight kilometres out of town. Five Mile is probably a little larger than Lake Talbot in surface area. It looks like it has plenty of sandy banks to pull boats up on, is well treed for shade and has a good concrete ramp. There are a couple of picnic tables and rubbish bins and while there are pit toilets, we have arranged our own toilet facilities for the weekend.

If you are coming for the weekend, maps and directions will be available on the weekend. For those of you that are considering dropping by for a visit, directions will be available from Tim who runs the Lake Talbot Caravan Park. As well, we will attempt to signpost the route from the park. Further, I can email out a (half) reasonable map if you request one.

Hope to see you there.



Torea

Torea, a mid sixties twin cockpit Lewis runabout, recently made the trip from South Australia to its new home in Melbourne.

The classic 17 footer is now with new owner Bob Carter and will be placed in storage for a while before Bob gets around to the boat's restoration.

Bob says that the hull, which was originally fitted with wings, is in excellent and original condition.



Henry Abner James "HARRY" Hammond

25/07/1915 - 20/08/2007

As he was in life so it was in his passing, Harry Hammond was a very quiet and unassuming "gentle" man. Not seeking attention, his reward for creating a masterpiece out of timber was the pleasure it gave others. How fortunate he was to be able to live out his love of boat building for all of his working life.

His son Mark, as a tribute to his Father's life, has painstakingly worked on his 1961 timber Hammond (Miss Australia) since acquiring it in March 2006 and hopes to have her as she was in the beginning, a graceful lady of the river. Just about ready for the installation of the motor, Mark is hoping time is on his side to launch her at the celebration of Harry's life at the Hammond Boat reunion, Dargle, 18 November 2007.

Details at hammondboats@bigpond.com or (02) 9905 4194



Mark and father Harry with Miss Australia, November 2006

Turbo-Fire restoration update

Bob Carter sent in some pictures and a few words about his 16' Lewis runabout that is currently under restoration.

The deck framing has been replaced where necessary and all refastened and reglued so that it all tight again.



The transom has been partially fitted. Two laminations are in and a third will be done later on.



The hull has been turned over and the garboard planks are being fitted.



Bob has the bearers out and has started to do a bit of work on them. This includes filling superfluous holes and tidying up the timber. New cross bearers have been cut.

Bob will continue to update the progress of *Turbo-Fire* over the coming months.

