

The Classic Australian Wooden
Power Boat Association Inc.

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Editor's Note:

This has been such a difficult issue to produce. So much going on with discussion about insurance issues, a computer crash, Narrandera t-shirts to organize, boats to organize, a huge dose of the flu. It must be October!

There will be plenty to discuss at the AGM this year as well as note in the new committee.

And Narrandera - I reckon we will get in excess of the 20 boats already committed, with the potential to be our biggest regatta yet.

What a month!

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

Greg

Around the Traps

South Australia:

- Damien McCaughey is still travelling well with his runabout *Katrina*. Damien is currently stripping paint from both the inside and outside of the hull, which he says is great on those cold nights. The hull was recently inverted at a hull turning BBQ.

Queensland and Western Australia:

- We are currently looking for a local rep in these states to raise the profile and awareness of the club. I have many contacts in each state to assist you. If you are interested in taking on this role, please contact Greg on 03 937 029.

Victoria:

- For many of you that have seen my boat *Stormy* on the plane and then slowly settle into the water coughing and spluttering from fuel starvation through a clogged fuel filter, you will be glad to hear I have finally lashed out and had a new fuel tank made for the old girl. No expense was spared, replacing the rusty old steel tank with a shiny new stainless job. The old tank lasted over 50 years - so the new tank should not only outlast the boat, but the owner as well.

2007/2008 Committee Members

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THE HOLLOW LOG

Volume 8, Issue 4

November 2008

Narrandera 2008 and other issues



Narrandera 2007

Here we are again with another year rapidly drawing to a close. It's just plain scary how fast these years rip past now, or maybe it's just me. At least now there's something good about this time of the year and that is that our annual get together is here again.

I think 2008 is going to be big, with over 20 boats expected and I reckon at least a few more might slip in unannounced. As well, several members are coming along to join in, even though they won't have a boat with them. It is great that they feel they can come along to these events and be more than welcomed, which they will.

On the down side, I have had several people or representatives from newspapers and similar interest groups to ours contact me for information on our weekend. For the first time, I have not followed up with them for fear that the event would attract public numbers this year that might have got a bit out of hand.

"So what", you say. "Isn't this what you have been doing for years now? We are finally getting rolling and you're backing away. Why now?"

Because of our (the club's office bearers) responsibility to its members and the public. Alas, it

always comes back to one thing, and I can hear you all groaning. The one thing that events like these always bring is the burden of responsibility and accountability and then insurance.

Our events were deliberately kept as unstructured and unplanned as possible. We are a group of people with a mutual interest who get together to enjoy that mutual interest in each other's company. We purposely do not run events, trials, competitions, etc., which, we thought, enabled us to hold this event (and others) without office bearer or public liability insurance. Wrong!

All this being said, expert advice tells us that your committee still bears a responsibility if anything untoward occurred at any of these events. Club Incorporation goes some of the way in protecting the committee, but simply not far enough if something drastic actually happened.

We have been avoiding this issue for many years now, some say foolishly so and that we were living on borrowed time. We are holding less and less events now and have cancelled a couple in Victoria because we could not use the venue because we were not insured. We also cannot expect

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Coming Events

October 2008

- Classic Australian Wooden Power Boat Association National Regatta, Narrandera, NSW. 25th and 26th. For details, contact Greg Carr on (03) 9370 2987.

November 2008

- Bendigo Swap Meet, Bendigo, Vic. The other big swap meet. 15th & 16th.
- Hammond Craft reunion, Dargle, NSW. 15th and 16th. CAWPBA members and their boats welcome.

February 2009

- Australian Wooden Boat Festival. Hobart, Tasmania. 6th - 9th.

March 2009

- South Australian Wooden Boat Festival, Goolwa, 7th, 8th and 9th. For details, contact 08 8555 1955 or email on: info@woodenboatfestival.com.au
- Heritage Afloat Festival of Wooden & Classic Boats. Lake Macquarie, NSW. Details coming.

April 2009

- Seacraft Syndicate Boat Owners Club regatta. Merool Caravan Park, Moama. 22nd & 23rd (TBC)

❶ Please check for confirmation of dates and venues

Membership Update:

Vic	28	WA	2
NSW	26	Tas	3
Qld	2	USA	1
SA	5	Total	67

Welcome to new members Steeley Westerman (Wells Craft), NSW, Craig Kopp (Lewis), NSW, Peter Cole (*Suspect*), NSW, Peter Glasson (*Sunbeam II*), ACT, Richard Olsen (*Jarrah*), Vic, Brendon Rankin, Vic, Paul Rasmussen (Hammond), Vic, Geoff Cunningham (*Fifties Chic*), Qld, Brett Herron (*PH-ABLE*), WA, Ric Schoenauer (*Ricshaw*), NT, Gerald Parsell, Tas, Harry Stewart, (*Aries*), Vic.

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

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Collectors Corner

The ABC show, “The Collectors”, has shown that there are a heck of a lot of people out there that make a hobby out of collecting things. The range of stuff collected varies enormously, from what is for many of us just plain boring, to the absolutely spectacular. As always, I suppose, beauty is in the eye of the beholder.

It seems most of us collect something and if we don’t, there is most likely something out there that we would like to collect. It could be said that several club members collect old wooden speed boats, in that they have more than one. Member Dave Pagano featured recently on The Collectors with his large collection of boats and other memorabilia. Others collect other completely different paraphernalia again.

Personally, I have a couple of boats, but a soft spot for timber water skis. I suppose it started when I got my first boat, a boat that I knew. It came with a couple of pairs of doubles and a smaller slalom, ski’s I had actually learnt to ski on. They were pretty standard, being Fred Williams and Val Aqua, but also lesser known Arthur G Rook & Co. and Drenmart, the latter was made in a suburban garage around the corner from where I lived as a kid in Strathmore in Melbourne. One of the Williams doubles has a heck of a warp in it now, making it interesting to ski on with that ski heading out on its own all the time.

I only collect what is in reasonable condition, but I love the look of these as much as I do the look of a wooden hulled speedboat. While old wooden skis are not readily available, they are not particularly scarce either. The skis available are mainly from the 1960’s. The biggest problem with them is usually the foot bindings. Being rubber, they are often perished. These even deteriorate when properly stored in a shed. While becoming quite scarce now, they are still available. I managed to pick up a bag of assorted shapes at the Ballarat Swap Meet earlier this year for the princely sum of \$10.00. The bloke selling them didn’t know what they were.

The really good part about collecting skis is that they are a lot cheaper to buy and to maintain than a boat, not to mention storage. All the same, I have them poked away all over the place.



Many of the collection

from page 1

the committee to continue to put themselves “out there” without protection and if we do, we will end up with no-one on the committee and then eventually no association.

As such, and in following up on discussions about insurance from the 2007 AGM, the club has taken the step and secured liability insurance for the club’s office bearers and is presently pursuing public liability insurance for club members. It is hoped to have these policies in place prior to Narrandera 2008. Further, in line with legal advice, participants at this year’s event will be asked to sign an indemnity, which is included with this newsletter. The indemnity essentially asks participants with boats to accept responsibility for themselves and their boats. It’s not a big ask, nothing different than what is expected of anyone having a day out anywhere else. The committee thanks you in advance for your understanding and co-operation with this.

The purchase of insurance for this year will give us some breathing space and allow us to work through what we need to do to keep it all sustainable. The club cannot afford to keep paying the amounts re-

quired for insurance on its current income.

Unfortunately, the end result of all of this will be an increase in membership fees or maybe having to pay an entry fee to these events. To minimise any increases and extra fees, we will pursue sponsorship and other means of raising funds to offset these additional costs. Insurance will also allow us to hold more events, exposing us to the public and other interested parties and hopefully attracting new members. Being insured will offer us more options to hold events in Victoria and SA where decent inland water venues are scarce and becoming scarcer. I would like to think that by us being more active, previous members who have dropped out because of the lack of activity in the club will be encouraged to return. The more members we have, the cheaper it will be for all.

There is plenty of discussion left in this issue yet and there will no doubt be further discussion on it at this year’s AGM.

This is a difficult issue with some strong views involved, but we will resolve it one way or another because we simply have to.

Launchings



Chris Scheaffer’s runabout *Viteau* appeared in April’s newsletter as being very close to again hitting the water. Well, that has now happened with a day out on the Murray and Chris reports that the boat performed better than he could have wished. Performance



was excellent thanks to the 350 Chev, with the boat coming on the plane very quickly. Steering response was direct and sharp. I’m looking forward to seeing *Viteau* at Narrandera.

Re-launchings



Glenn Hickmott recently re-launched his 1957 23’ Chris-Craft Capri. Glenn imported the boat from America about 12 months ago has been doing some cosmetic work on the boat while sourcing a new engine. The new engine, which arrived late last year, was im-



ported from the US and came out of a Riva. The 1956 300 hp Cadillac is the same model engine originally fitted to his boat.

The photos above were taken close to John’s home in Cairns.

ALL GRANDPARENTS, HEED THIS WARNING !!
Do NOT lose your grand kids in the mall !!

A small boy was lost in a large shopping mall.
He approached a uniformed policeman and said, 'I've lost my grandpa!'
The cop asked, 'What's he like?'
The little boy hesitated for a moment and then replied
'Bundaberg rum and women with big tits.'

Quote for Today:
"Never test the depth of the water
with both feet"

Handy knots made easy

How often have you looked up to see your boat floating away or gone to untie your boat, only to find the knot has got wet and is just about impossible to undo? I have no doubt it has happened to all of us at some time. I know for sure that I have had my fair share of occurrences.

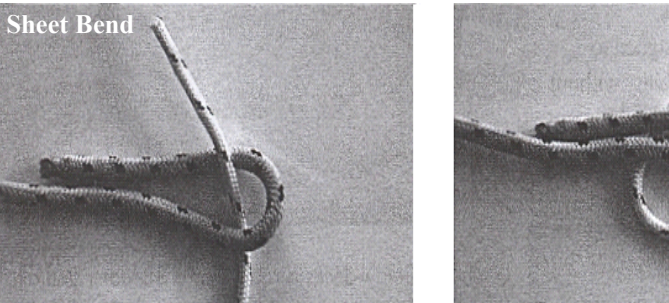
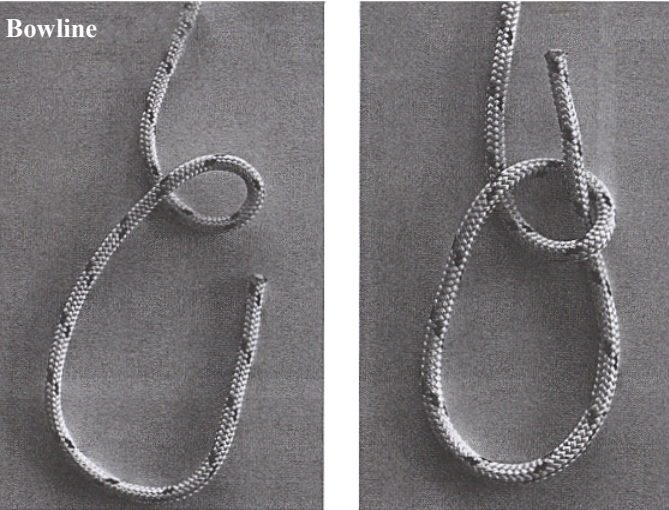
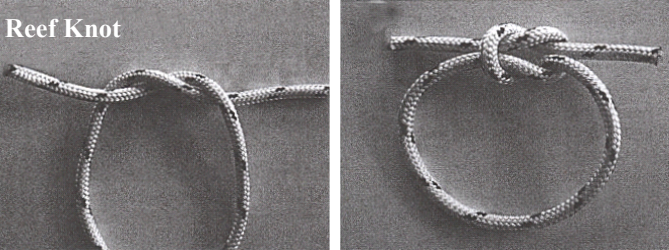
There are three knots that will take care of most boating applications. They are the reef knot, bowline and sheet bend. They all sound very “yachtie”, but can be applied anywhere.

Reef Knot:

Also known as the square knot, the reef knot is quite simple to use.

Take both ends of the rope and pass the right hand end over and under the left hand end, then reverse the procedure with the left hand end. Hold all four ends of the rope together and pull tight. To loosen, hold all four ends and push them together.

Be careful not to tie a granny knot. To differentiate, if the ends lead out of the knot on the top, it’s a reef knot. If the ends lead out on opposite sides and it doesn’t look like the knot pictured, then it’s a granny knot.



The Bowline:

This knot can be used to tie a loop in a mooring line to throw over a bollard or to attach a line to a towing eye. It can also be used to tie the anchor line to the anchor or the boat to a mooring.

It doesn’t matter how much strain is put on the knot it won’t slip and when it comes to releasing it, it comes apart easily.

To make a bowline, take the “standing part” (the long piece) in your left hand and with the short end in your right hand, lay it on top of the standing part to form a loop and hold it in place with your thumb and forefinger. Then pass the short end up through the loop, around the standing part and back down through the loop. Hold the end against the loop in one hand and the standing part in the other and pull tight.

To undo, turn the knot over and pull the loop around the standing part back on itself and the whole thing will become loose.

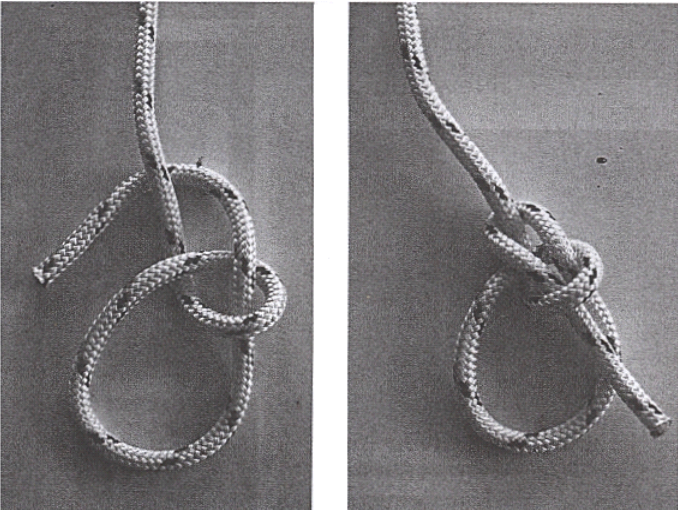
Sheet Bend:

This knot is used to tie two ropes of different thickness together. Even with a reef knot, ropes of uneven thickness can slip and come apart.

To tie, take the thicker rope and bend it back on itself. Pass the thinner rope up through the loop, then around the loop and then bend and pass it under itself. Ensure there is plenty of tail left over.

The two ropes won’t slip when strain is put on them and it is also easy to undo.

Extracted from Modern Boating Magazine, 2006



PH-ABLE

PH-ABLE was built in Western Australia in 1962 by local (Bunbury) boat builder Ron Calais. The boat was built for my father and is a copy of a Lewis hull. It was built for a 454 Chev that Dad had sitting in the shed, but my Mum wouldn’t let him put it in— she said she didn’t want the kids to grow up without a father. He eventually put it in a Series 1 Jag XJ, the first Jag in Australia to get a Chev engine. He bought the car brand new and before he drove it put the Chev in it, but I digress. I still have that as well – in the shed next to the boat.



PH-ABLE is towed behind a 1964 Jag 3.4 S Type that was also my father’s car. Just by chance, the S Type is exactly the same colour as the upholstery in PH-ABLE - I got all the liabilities. It seems that I am trapped in 60’s toys.

The name PH-ABLE (PH-A) comes from the call sign of the Lancaster bomber that my dad flew in the war. He never ever spoke about the war, he simply named his boat after it.



The boat was used as a family ski boat on the Swan River in Perth very extensively from 1962 to about 1972, when the family took an interest in sailing. PH-ABLE was used as the official tow boat for ski competitions over here in the late 60’s. Ron Marks always came skiing with us and stayed at out house when he was in Perth. He made custom skis for all of the kids. I still have the first one he gave me. My son and daughter used it as their first single. My 8 year old daughter is still on it. I remember him giving my eldest sister the ski

Brett Herron

he won an Australian slalom championship on - I think she still has it. My Dad introduced Ron to car rallying.

I restored the boat in about 1990 and in 1992 won “Best boat in Show” at the WA Wooden Boat festival.



She is still on the original trailer and original crossply tires along with original upholstery. I changed her white painted hull to a varnish finish and I have partly re-decked her, but other than that, she is all original.

The motor is not original but still retains her Holden 6 format. A ROLCO dog clutch was installed in the mid 70’s

It is good to drag up the history of it – no one else is that interested. (wrong Brett - we are!)



Reader's Boats

Member Alan Harford sent in some pics of his project boat and wondered if we might have any idea of a builder and any other info someone might have through recognising the boat.



The boat is based in Melbourne. Alan has owned it for about two years now and has just brought it out of storage to begin its restoration. Alan intends on a faithful restoration, retaining the side valve V8 engine and timber trailer.



Alan believes the boat to be an Eddy. I would agree that it looks very similar to an Eddy, particularly around the transom and also with



that large "bow tie", but I see there is an internal longitudinal timber strap running over the ribs that I have never seen on an Eddy hull.

The planking up under the bow is not typical of Eddy either. The top plank on Alan's boat actually begins from up under the deck, not starting at the stem (hard to see in the photos). I haven't seen an Eddy built like that.



I know that hulls were painted whatever colour the owner wanted and that boats of this age have usually had several different owners and repaints, the green colour of the hull is very similar to *Nova II*, which is an Eddy hull and carries the original colour. Also, you don't often see a green hull on these old boats.

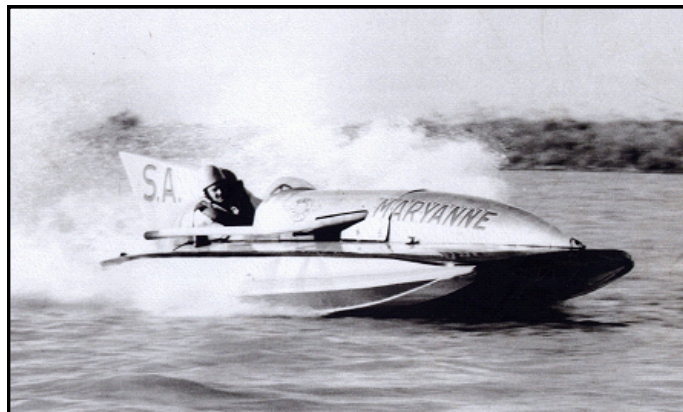
If anyone knows anything of this boat, Alan would like to hear from you. He can be contacted on 0418 342 369.

If life is a waste of time
and time is a waste of life,
then let's all get wasted together
and have the time of our lives

MARYANNE

Member Dave Drewer sent in this picture of the hydroplane MARYANNE in its heyday. The driver, Ray Loffler, has been a friend of Dave's grandfather since they were lads. They are both motor mechanics.

Ray started racing in 1947 with Alan McDonald in a boat called *Pondi*.



MARYANNE was named after Ray's daughter. It was launched in 1957 after being built by caravan builders, Globe. Globe also built other boats. Ray and MARYANNE had a very successful career, winning many local and Australian titles. They even had a win over Ernie Nunn.

Dave got to see MARYANNE a few weeks back. Unfortunately, the boat is in a sad state after spending many years exposed to the weather. It is now in a shed. Ray's son Rob is hoping to restore it. The boat still has most parts with it, including the two Jaguar motors it raced with, one an XK120 and the other an XK150. Rob also has the plans that MARYANNE was built to.

Dave hopes to put some history together for an article in a later newsletter.

Website and Newsletter

Visitors to the website will have noticed a few changes over the past couple of months. At the last AGM, it was decided that we would create our own domain name and increase the size of the website from the very restrictive 10mb that we ran. As a result, our domain name is now "www.cawpba.com" and the website has increased to 200mb. The size format has also changed from 800 X 600 to 1024 X 760 pixels. This is keeping up with the trend of newer computers which are heading to larger and wider screens and the new resolution is better suited to this format.

The increase in size has allowed an increase in content as well as better quality and larger pictures to be put up. As new content is added, these improvements will be included. Time permitting, older pages will also be upgraded if necessary.

New content has included some boat restoration details, member boat profiles, more pictorial reports on past club events and the posting of old newsletters.

Of course, like this newsletter, the most important components for website content are your contributions. Please send in anything you think will be of interest to others.

Speaking of the newsletter, it's a bit late this issue. As most would be aware, I had a computer crash which pretty much stopped everything. Luckily, it wasn't a hard disk problem, but more software and other issues clogging the system. Thankfully, all has been recovered, but it did bring home how vulnerable I was. I usually back up every couple of months, but it had been way over six months and the back-up data was long out of date, particularly with membership records, etc. Needless to say, an external drive has been bought and will be used to regularly back data up.

Of course, another problem for delays with the newsletter was trying to find some good content. At the risk of driving you all nuts with my pathetic pleadings, please send in something for all to read. There are many of you out there doing boats or things to do with boats, just give us all an update - we are genuinely interested.

Don't forget that a colour PDF version of this newsletter is available via email on request.

Turbo-Fire update

For those of you who might have missed the restoration update pictures of Bob Carter's winged Lewis *Turbo-Fire* on the Bulletin Board, here is a teaser.

The boat is coming along really nicely and judging by the photos, looks a treat. Sign writing and finishing touches should complete when you read this.

Bob will have the boat at Nar-randera this year, so those going will get to see it. For those who cannot make it, there will no doubt be many photos taken for you to see later.



Ebony



This one came to light recently. The 15' Bruce Walker hull was built in 1961 for a Mr. Granger of Traralgon in Victoria. The hull has just been restored and refitted with a Dodge sv 6 cylinder.