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We're on the web
http://www.cawpba.com

President's Pronouncements:

Things are certainly very quiet of late. Thinking back, I think I say that in Issue 4 ever year. Probably something to do with winter. We are about to kick of the boating season with our National Get Together at Narrandera and it will be good to catch up with many of you again. Here's hoping that spring will bring plenty of rain to those areas needing it most for not only the country itself, but also for us boat owners. Is the latter being selfish? Maybe, but it's been over 10 years now for us southerners, so what the !

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

Greg

Around the Traps

General:

- Our AGM is coming up in October and all committee positions will be spilled. Please nominate for these positions if you wish to join the committee. Times and dates under "Coming Events".
- If you like the looks of this newsletter, then you should see it in colour. Email me and I will show you how. Members only, of course!

Victoria

- I'm seeking any information at all on a 12' Victorian skiff named Kookie. The boat was raced extensively around Victoria and South Australia in the 60's. It ran a 138 Holden with a Repco cross-flow head. Please give me a call on 0408 937 029 if you know anything of this boat.
- I have heard a whisper that the 18' Hammond *Colway* is now in Victoria. I last saw this boat in Sydney about 2002 when it was for sale. It then disappeared and I haven't seen or heard of it since. Can anyone shed some light?

Quote for Today:

"Fall seven times,
stand up eight"

2008/2009 Committee Members

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The Classic Australian Wooden Power Boat Association Inc.

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THE HOLLOW LOG

Volume 9, Issue 4

October 2009



Narrandera 2009

Well, it's that time of the year again, when many of us will make the annual late October pilgrimage to Narrandera for the CAWPBA annual regatta.

The response this year has been very quiet, enough to be a bit of a worry, although I am being assured that we will still get our 20 or so boats to come along.

This year we will have Lake Talbot to ourselves. A Risk Assessment has been carried out and an Aquatic licence has been issued to CAWPBA to allow us to run our event on the lake, meaning we will be the only ones on the lake between 8am and 7pm on Saturday and Sunday. This is important, as was demonstrated last year when a member of the public attempted to tow a skier out in front of one of our boats doing a high speed pass. The need for an Aquatic Licence was also impressed upon us by a NSW Maritime officer at last year's event.

The Risk Assessment and Aquatic Licence application that was carried out relied heavily on a draught copy produced for the 2009 Southern 80 Ski Race. This was provided by Betty McCoomb who is the Secretary of the Moama Water Sports Club, which runs the Southern 80 each year. I met Betty at the Melbourne Boat Show and she was

extremely helpful with her advice and information on the Aquatic Licence and application process. While the Southern 80 proposal was way over the top for our event, it covered everything that we could possibly need to cover, meaning we only had to delete the stuff we didn't need, not think up the stuff we did. Many thanks Betty, I am eternally grateful.

Because of the responsibility of running our own event and keeping everything nice and tidy, there are now a few regulations for us to run with. Essentially, everyone attending will be required to sign an Indemnity Form and Member's Brief and Agreement. The Indemnity is a form that we should have been signing for years now and had attempted to introduce last year. The Member's Brief is a document outlining a few details about the weekend and responsibilities for boat owner/drivers. There are copies of these forms included with this newsletter. For those of you coming to Narrandera, please fill them out and bring them along.

Water issues have again been a concern this year. Lake Talbot is a small man-made lake and suits our requirements very well. The lake is used as a mid-system storage for irrigation water. It is fed

Coming Events

October 2009

- CAWPBA National Regatta, Narrandera, NSW. 24th & 25th. For details, contact 03 9370 2987 or 0408 937 029 or email at nh35_stormy@bigpond.com
- CAWPBA AGM. 25th, 8:30 am, Narrandera Tourist Park amenities room.

November 2009

- Lake Mulwala Power. Power Boat Racing Spectacular and Outdoor Expo. 28th and 29th. Yarrowonga Foreshore

February 2010

- Melbourne Wooden Boat Festival. 19th - 21st. We are supporting this event as a club and will have boats on show. If you are interested in displaying your boat, contact me on 0408 937 029 or info@cawpba.com. Otherwise, just come along and enjoy it.

March 2010

- Geelong Wooden Boat Festival, Royal Geelong Yacht Club, Geelong, Vic. 6th, 7th & 8th. Refer http://www.rgyc.com.au/
- Proposed CAWPBA Victorian Chapter get together, Paynesville. Date to be con-

firmed. Depending on interest shown, so let me know.

April 2010

- Seacraft Syndicate Annual Regatta. 9th - 11th, Echuca, Marool. Refer http://ssboc.com.au/ for further details.

ⓘ Please check for confirmation of dates and venues

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Contact Brian on

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Club Contact Details

New South Wales/ACT Chapter

For further information, contact Dave Pagano by phone on: 02 4777 4558 or 0413 766 501 or by e-mail: davehotboats@hotmail.com

Queensland/WA Chapter

For further information, contact Greg Carr by phone on: 03 9370 2987 or 0408 937 029 or by e-mail: nh35_stormy@bigpond.com

South Australian/NT Chapter

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

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 | 32 | WA | 2 |
| NSW | 21 | Tas | 2 |
| Qld | 3 | SA | 6 |
| NT | 1 | USA | 1 |
| Total | 67 | | |

Melbourne Boat Show

After having a year off in 2008, the CAWPBA returned to the Melbourne Boat Show this year. We were originally to be located in the main hall along with the Wooden Boat Association and one or two other "like groups", but a last minute change saw us back in the concourse. I'm not sure whether Melbourne's 2009 show was going to be along the lines of the Sydney Boat Show a few weeks later where there was a full on nostalgia display, something we played a big part in (see page 3), but it didn't happen and we weren't terribly concerned about it anyway.



The Thursday, Friday and Monday were traditionally quiet, but Saturday and Sunday were very good, with the boats pulling good numbers of lookers. The public were approaching the stand and talking and asking questions which was a pleasant contrast to the last couple of years where there just didn't seem to be a lot of interest.

Boats on show this year were Paul Siddall's Everingham *Ol-Skool*, Ross Foster's runabout *Screwit*, Scott Botterill's runabout *Redskin*, Bob Carter's Lewis skiff *Rebound* and Greg Carr's Eddy skiff *Impact*.



While all the boats were stars, the standout this year was Paul's newly restored and nearly completed 17' Everingham rear mount, *Ol-Skool*. The boat was still a work in progress, but was mostly complete, with only the 350 Chev and drive line and steering needing finalising. The boat was like magnet, with people being drawn to it as soon as they laid eyes on it. A gleaming red hull and superb, gleaming timber deck certainly does the job.

Greg Carr

Several members dropped in to say hullo during the show, some from as far away as Tassie! Again, this is what makes these shows so good, where people drop by and say hello. It's always nice to put a face to a name.



Several memberships were borne out of this years show as well, some new and some renewed. I'm not too sure whether it was outright enthusiasm with seeing the boats for some, or just plain (but good natured) bullying that got them to join.



It was a great show this year, good enough to make us think that it will be worthwhile to go to the effort again next year. Thanks to all who participated and helped out.



Searching for Super Roo

I was talking to a colleague at work the other day about the old off-road buggy he was doing up and the club a few of them had formed for the promotion and use of these vehicles. Anyway, one thing led to another and we got onto boats . . . then old boats . . . then old clinkers . . . then old race boats . . . and then about the old timber clinker skiff his father used to race and how his father would love to find the boat again. Below is a description and picture of the boat.

This is a photo of dad (Leon Barry Doyle) around the late 70's in a handicap race with unlimited boats on the Melton weir. Dad was a member of the club in the 60's and 70's and raced in the Formula Ford class. He was the only skiff in a hydro fleet. The class ran 1600cc Cortina motors. I'm told that he was on the way down when the photo was taken. As a kid I spent many weekends around the boats all over the state and it was only after several bad accidents mum gave dad the ultimatum. Family or the boat! The last we know of the boat it was sold to a bloke in Ballarat. What happened after that, dad is not sure. Do you think you could ask around your club to see if anyone can track it down?

If anyone knows of the boat and can help, please drop me a line.



Narrandera 2009 cont'd

from Bundidgerry Creek, which is fed by the Murrumbidgee River. The lake does not hold a large amount of water in the overall scheme of the irrigation system and while the lake is usually left full over the summer months, we are a bit earlier than that and there is never a guarantee that the lake will be full. Because of this concern every year (something I am becoming paranoid about), I think we need to look seriously at a few alternatives. If anyone knows of a suitable and reliable stretch of water in a similar area, somewhere reasonably central to Melbourne, Sydney and Adelaide (the main source of attending boats at this time), please let me know.

It's looking like we will have about 15 boats at this year's event, which is a good number, although I am sure we will get a couple of surprises, as we do most years.

Don't forget our traditional BBQ at the Lake Talbot Tourist Park on Saturday night (and I am going to be good boy this year).

If you are coming along to Narrandera and wish to order a commemorative T-shirt, please let me know on 03 9370 2987 or 0408 937 028 ASAP. The order has to be in within a couple of days and there are no extras made up, so if you don't order, you will miss out.

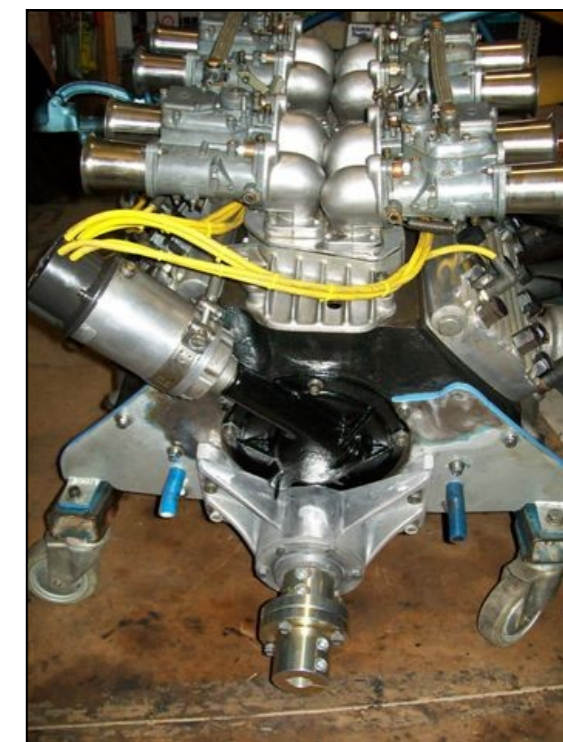
Roll on October 24th. See you there.

Sabre's new heart

Member Leigh Falcke sent in some photos of the engine for his runabout, *Sabre*. *Sabre* is a 17' 6" runabout built in 1959 by Col Winton. The boat is unique in that it is still yet to be launched and had never been fitted with an engine.

The new heart for the boat is a 1946 Mercury flat head V8 running quad sidedraft Solex 40 carbies choked to 32, marine alloy Lundberg heads, a Weber alloy flywheel and a Vertex magneto. A late model cam and front plate have been fitted as well as Isky valve springs and a full copper overhead exhaust system.

The photos below just do not do justice to this beautiful piece of machinery. One can only imagine what it will sound like, particularly sitting in a wooden hull.



The Sting

Well know and respected South Australian boat builder, Dig Traeger, recently restored The Sting, a 25' Jones hydroplane, after finding it at Loxton. Dig continues the story . . .

The hull is an exact copy of Ernie Nunn's *Wasp*. Back in 1973, Ernie invited me to Sydney and allowed me to take exact dimensions from *Wasp*. Ernie even gave me two of his handmade steel propellers.

After building the hull, we installed a 350 Chev V8, entered the time trials and did 112.342 mph, which was, and I believe still is, the under 400 cubic inch record.



Circa 1970's

The boat was well behaved, so I put in a 454 ci Chev and in another time trial with Les Schrapel driving, the boat reached 124 mph, a state record for unlimited hydroplanes. I believe that record also still stands.

I sold the boat and went racing my 1961 Manx Norton motorcycle for about 12 years, but after finding *The Sting* again, which was in remarkable good order, I restored it thoroughly.



Circa 1970's

I built a fairly lumpy 454 Chev that shows 570 hp on the dyno. The boat has 55% step up through the gearbox. We checked fuel consumption - 343 metres per litre on Avgas!



At the 2007 Goolwa Wooden Boat Festival

I gave Paul Siddall a drive a while ago and I think his facial colour has almost come back to normal now.

My son and I are presently restoring my old 16' Lewis skiff, so we should be able to have some fun in it.



Goolwa 2007 - note the steering wheel set up the same as Ernie Nunn's *Wasp*



For all your boating insurance needs, contact Alan Marsden at Fergusons Financial Services.

03 9783 3200

Sydney Boat Show

A few months ago the head of the NSW BIA contacted myself regarding putting on a display of boats at this years Sydney Boat Show.

I was a bit apprehensive at first as the 2007 show was still fresh in my mind. Anyway, I went along with it hoping that I could provide 10 boats.



My main criteria were these boats had to represent the broad spectrum of speedboating over the last 100 years. They also had to have a great history and be absolutely original to the era.

Over the next few months I approached owners of boats who I thought fitted the bill and gladly they all promised to participate.

In all we had 12 boats ranging from a 1920's red cedar racer called *Invader* to the V12 Merlin powered monster *Aggressor*.



Invader is an interesting boat. She was built on the shores of the Hawkesbury river by the Irwin Brothers in the early 20's. Initially powered by a V8 Cadillac she was involved in a racing accident with another boat. The repair meant 2 feet was cut off the back. A smaller Oakland 6 cylinder was fitted and it raced like that till 1939. *Invader* also raced in the first Bridge to Bridge and every one after that until the War.

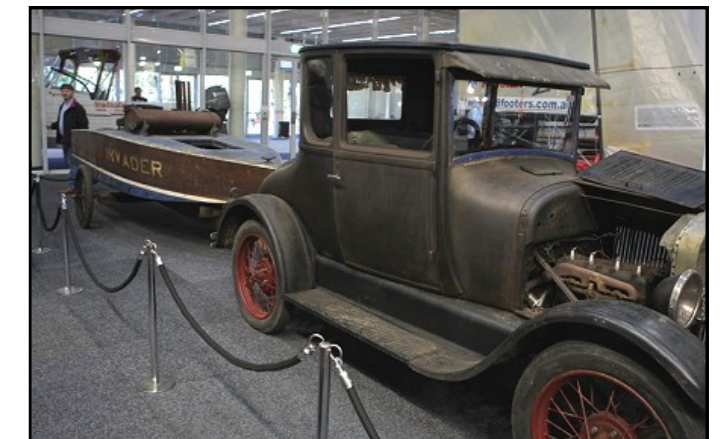
When WW2 began she was parked in the Irwin's shed as a sign of respect for the soldiers at the front. *Invader* never left the shed again until her current owner purchased the boat in the late 80's. Again it went back in a shed until the owner decided to fit a super rare B model Ford 4 cylinder racing engine with an even rarer HAL twin overhead cam conversion. This engine originally powered a 1920's

Dave Pagano

Indianapolis race car. The owner did an incredible job of maintaining the boat's patina. Its hard to tell the current configuration was recently created. An equally unrestored T Ford Coupe was displayed towing the boat.



Boats on show were: Hydros - *Aggressor*, *Atomic*, *JMH*, *Latimer Lodge* and a *Molinari*, runabouts were *Cassatta* (Abbatte), *Cesilde*



(Italian outboard), *Melodee* (Everingham), *Miss Kristhol* (1949 Chris Craft Sportsman) and skiffs were *Invader* (1920's racer), *The Jet* and *Renegade* (Lewis).



It really was a great display with nothing but favourable feedback.

Glenis Ann

At Melbourne's recent boat show, Peter Caleo stopped at our stand for a chat. Peter and I ended up having a few things in common - Peter grew up in Moonee Ponds, where I live now, we both went to school at St Bernards and we both skied at Bonnie Doon in the mid to late 60's.

Peter spoke about the boat he owned in the 60's. The following is Peter's story.

I purchased a bare hull in about 1960 from two chaps building beautifully finished boats in a backyard shed in Plateau Rd, Reservoir in Melbourne, their names being Aitken and Turner, I think Neville and Bill. The hull was a solid meranti clinker ski boat.



Their attention to detail and finish was superb. I found them very helpful to me, a young bloke with very limited money, no boating or woodworking experience whatsoever, never mind no motor or mechanical knowledge. I seem to remember Neville Aitken later building wooden clinker boats on his own somewhere in Coburg or Campbellfield.

My own boat was named *Glenis Ann*, after my then girlfriend and subsequently my wife (and still is after 46 years). I finished riveting

New "big" kid on the block

Miss APBA has emerged from the Frecheville-Heaney workshops. This 28' reproduction of a 1928 Hacker design is a sister ship to *Rosita*, the shop's previous foray into Hacker boats.

I spoke to James Frecheville at Paynesville earlier this year and again at the Melbourne Boat Show and James told me that he was extremely happy with the way the boat was turning out.

I was fortunate enough to have a drive of *Rosita* earlier this year and was most impressed with the way the boat performed, considering the design was essentially 80 years old. I would suggest that the 28 footer will be just as impressive in the water, both in performance and handling and "headturnability".

Miss APBA is will be based with her new owner in Queensland.

The boat's progress can be seen on the Frecheville-Heaney website at: <http://www.fhboats.com.au/>.



Peter Caleo

and decking and installing a Dodge Kew motor with a Tawco manifold, enlarged water cooled sump and direct drive, on a trailer made from welded water pipes and a drop axle on Holden wheels.

It served us - myself, brother and friends - for many years, skiing firstly on the Maribyrnong River near Maribyrnong Road until the authorities quickly put a stop to it, then Pykes Creek Reservoir, sometimes the bay but most on Eildon Weir at Bonnie Doon where we camped at Ron and Glad Phillip's caravan park for many enjoyable and never to be forgotten years.



A young family prioritised my spending in the late 60's and I had to sell the boat. Amazingly, some short years later while holidaying at Cowes I saw it again. Even though painted yellow all over, I had no trouble recognising its distinctive contours. The current owner told me it was still going well, but no number of coats of yellow paint could obliterate the name *Glenis Ann*, which still showed through when the light hit it at certain angles.

To return to the start, the boat builders Aitken & Turner seem little known even though they built superb boats during the heyday of wooden clinker runabouts and I would be interested to learn anything more of their history.

Peter can be contacted on 03 9584 8203.

Recently spotted

Club member Bob Carter was in Brisbane recently for the Brisbane Boat Show and spotted a couple of gems on display.

One was a lovely little new build Glen L outboard runabout. The other a nicely restored Everingham.



Also spotted in Queensland, but not the Boat Show, was this car-boat combination, shown here in separate pictures. The boat is a Chris-Craft and the tow car a 1952 Buick Woodie. What a combo! I'm guessing that's a wooden surfboard on top too.



Melbourne Wooden Boat Festival 2010

The Melbourne Wooden Boat Festival 2010 will be held in Victoria Harbour, Docklands from February 19th - 21st.

The event will bring together all of the major wooden boat and classic yacht groups in and around Melbourne creating an exciting opportunity for wooden boat enthusiasts to participate and enjoy.

The event is designed to promote wooden boat heritage and connect a broader public with the spirit of timber boating.

Event Highlights

The program includes both on water and on piazza displays, quick and dirty competition, model sailing and racing boats, marine trade displays, strolling shanty musicians, in harbour sailing, working boats displays.

Boat maintenance master classes, how to maintain your hull, engine, rig, sail, paint. What is required for an annual safety inspection and information on the suitability of marine timbers.

Shipwright Conference, a gathering of the shipwrights of Victoria in one space to meet and share their extraordinary skills, knowledge and history.



This is the first serious attempt at a Wooden Boat Festival for Melbourne and there has been an excellent response from various groups and businesses wishing to support the event.

The organisers recognise the importance of our group and the boating group we represent. The CAWPBA is actively supporting this festival and we are keen to get as many wooden speedboats as possible there. Registration details for this event are available of the web at <http://www.woodenboat.com.au/MWBF2010/>. You can also contact Mark Bergin, the Festival Director, on 0418 565 848 or even myself on 0408 937 029 for further details.