The Classic Australian Wooden Power Boat Association Inc.

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Editor's Note:

The newsletter is quite late this issue. Again, it was a real struggle coming up with good quality content, causing the delay. Many thanks to those who did come through with some good material for inclusion.

Special thanks as well to the members who were able to bring their boats in for the recent Melbourne Boat Show. It was a late call and I realise quite inconvenient for them, but they came through all the same. More in the next issue.

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

Greg

Around the Traps

General:

- It was a bit of a struggle getting into the Melbourne Boat Show this year. It wasn't until only two weeks before the opening that we received confirmation of our space. Floor space inside was booked out this year and for reasons unknown, only half the concourse was available.
- I have been considering reducing the newsletter's three column format down to two for some time now and after some constructive criticism, have decided to go ahead and do it. Hopefully it will stop the text being cramped up by pictures, making it easier to read. Any feedback would be appreciated.

Victoria:

- Bob Carter's Lewis skiff *Rebound* is currently undergoing an engine refresh including a new set pistons, steel heads and some other serious go fast goodies.
- I hear a rumour that a winged Lewis driver and his partner have become engaged. Any truth to that? Someone . . . . . please . . . . .

SA:

- A big SA based rearmount has been dispatched to NSW. The Everingham is to undergo a hull restoration in the capable hands of member Ron Johnson.

NSW:

- Phil Lorking's Eddy *Touche'*, known affectionately as the "money box", should now be back after having some rot in the stem repaired. Phil intends to paint the hull and fit the boat out over winter.
- Congratulations to Dave Pagano and partner Suzie on the arrival of their baby daughter Bronte. All are doing well.

USA:

- Ken Warby has a busy US summer ahead of him with a program full of vintage boat shows to attend with his collection of Aussie woodies. Hopefully Ken will send some news back.

Membership Update:

Vic	41	WA	2
NSW	28	Tas	3
Qld	5	USA	1
SA	8	**Total**	**88**

New Members:

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

Kevin Corry, Colin Densley, Gary Laird, Mark Stevens and Peter Charles from Victoria and Ross Ramsey from NSW.

Coming Events

August 2007

- Riverina Vintage Machinery Club Rally. Coleambally, NSW, 11th & 12th. We have been invited to display our boats at this large bi-annual event. Coleambally is about 60 kms west of Narrandera. More info is available from myself on 03 9370 2987 or 0408 937 029.

October 2007

- The Classic Australian Wooden Power Boat Association National Regatta, Narrandera, NSW. 28th and 29th. For further details, contact Greg on (03) 9370 2987.

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.
- Bendigo Swap Meet. Prince of Wales Showgrounds, Bendigo, Vic. 17th & 18th

April 2008

- The American Motoring Show. Sunday 6th, 0900 - 1500. Flemington Racecourse Members Carpark in Melbourne. We have been invited to display boats at this very popular auto show. We will have room for about six boats. If you wish to participate, please contact me on 03 9370 2987 0408 937 029.

ⓘ ***Please check for confirmation of dates and venues***

I heard a great statement from a boatbuilder the other day. We were talking about wooden boats and the various timbers used and their respective characteristics when he came out with: "You use timber to make boats, you burn wood to keep warm."

Quote for Today:
"The future influences the present just as much as the past"

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, TBA

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: 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

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THE HOLLOW LOG

Volume 7, Issue 3 **July 2007**

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Circulation this issue: 93

Announcing the CAWPBA Inc 1st AGM

Our first Annual General Meeting is scheduled to be held on October 27th, 2007, at Narrandera.

The date and venue has finally been set after a long decision making process. Narrandera was chosen as it is the place and time that the majority of members congregate each year.

Our first committee will be voted in on the night. Hopefully, with a committee in place, we will see a little more activity in the club, compared to what has been happening over the past 12 months . . . . . things have certainly been quiet.

All financial members are eligible to stand for a committee position and also to nominate someone else for a committee position. Nomination forms will be mailed out soon.

I encourage you all to consider putting your hand up for nomination or to accept being nominated by another member. Everyone has something to contribute and are best able to do that being an active committee member. This committee, our first, will set the future direction for the club, so has an important job ahead of it.

It is also important for us to have representation across the states. We presently have local representatives in Victoria, South Australia, NSW and Tasmania. With the formation of the committee and specific responsibilities being allocated to specific committee members, we probably won't need these local reps, but should have committee members representing the states. Because of the large variation in number of club members across the states, I would suggest a committee member for Victoria/Tasmania, NSW/Queensland and South Australia/Western Australia.

I envisage the committee's make up being something similar to this:

Office Holders:

President

Vice President

Treasurer

Secretary

Ordinary Members:

Committee Member Vic/Tas

Committee Member NSW/ACT/Qld

Committee Member SA/WA

If you are considering putting yourself up for a position or have someone ask you for your permission for them to nominate you and you are wondering what the position's responsibilities are, give me a call and I will send some information. I can also let anyone interested know about the current general state of the club and how it operates. There's not much to say about this as it is fairly straight forward and transparent as it is.

Lake Macquarie Heritage Afloat Festival

The Lake Macquarie Heritage Afloat Festival was held over the Easter break in April. Activities were based in the city of Toronto, which is about 90 minutes north of Sydney.

This festival continues to grow in size and popularity each year, with a large range of events as well as things to see and do. Unfortunately, the weather put a bit of a dampener on things this year, but in this time of drought, no one really complains about the rain anymore.

Some old and new wooden speedboats made their way to this year's event.

Above: !950's skiff Mary K

Left: New build barrel back

Below: Mike Ben's "Joker"

Member Mike Benn had his boat *Joker* (*right*) on display. *Joker* has only recently been completely refurbished and attracted plenty of attention.

Another wooden powerboat on show was the recently built and at the time still yet to be launched, twin cockpit barrel backed runabout. I can't seem to find much at all about this new build reproduction of an American style runabout, apart from the fact it was for sale.

Of particular interest was *Mary K*, a 15' Lewis skiff, that was also on display. *Mary K* is quite an early hull, having competed in the 1952 Bridge to Bridge race. The boat is still fitted with its flat head Ford V8.

Many thanks to Nick Luker for info and pictures.

SSBOC Regatta

Greg Carr

For many years now, the weekend after Easter means it is again time for the Seacraft/ Syndicate Boat Owners Club annual regatta. It has been a few years since I've been along to one, so I headed up to Moama on a glorious Saturday in April to spend a few relaxed hours sitting on the banks of the Murray enjoying the spectacle.

There was some real concern for the organisers this year with water levels in the river dropping to dangerously low (for boating) levels in some parts of the river. Luckily, the level at Marool was sufficient to allow the three day event to run. Mind you, sitting high up on the bank looking down, I saw a lot of mud being stirred up a considerable way from the waters edge. Levels certainly were low.

After the long trek through the Merool caravan park, I reached the event site and was amazed. Wooden boats were nosed up on the sandy bank for as far as I could see, with the group actually disappearing around a bend in the river. All of them Seacraft, Syndicate or Rivercraft. Hulls of all ages were there with engines from Holden greys all the way up to 6 or 7 litre V8's. Thirty-nine boats turned up on the Saturday, with an additional three arriving on Sunday. They were all immaculate.

Events such as ski and time trials were run all day and over the weekend, with high participation rates by members. These events are broken down to suit all age groups and boat engine sizes, giving everybody the chance to take part at all levels.

It was a great day and I would certainly recommend to anyone to go along and have a look at the next SSBOC event.

MISS AUCKLAND

Miss Auckland is a circa 1950 runabout. As the name indicates, the boat was built in New Zealand of New Zealand kauri over hardwood frames. Little is known about how it came to Australia or of its history in this country.

Over the years, the boat had become tired and was in desperate need of some serious TLC. The boat's owners handed *Miss Auckland* over to Sydney based boatbuilders/restorers Pheonix Marine, where it underwent a long and extensive restoration.

I last saw the boat at the 2004 Sydney Classic and Wooden Boat Festival, where it was well on its way to completion.

I lost track of the boat after that, although there were some snippets about it having some engine fit out work done by Dave Pagano.

Dave contacted me recently and mentioned he had just had the little boat (it's about 13') out on a run on the Hawkesbury River at Windsor. The boat ran well except for some steering issues that were quickly rectified. While the boat is not quick, having a Morris 4 cylinder engine for motive power, it gets along quite nicely and looks absolutely wonderful on the water.

Miss Auckland will be heading back to its owners soon.

New Johnson runabout

Robyn Johnson sent in this progress photo of the nearly completed runabout that husband Ron has been working on for some time now. The boat replaces a Lewis runabout lost a few years back in bushfires that raged across NSW.

Ron was about to put another coat of clear on before it hit the water.

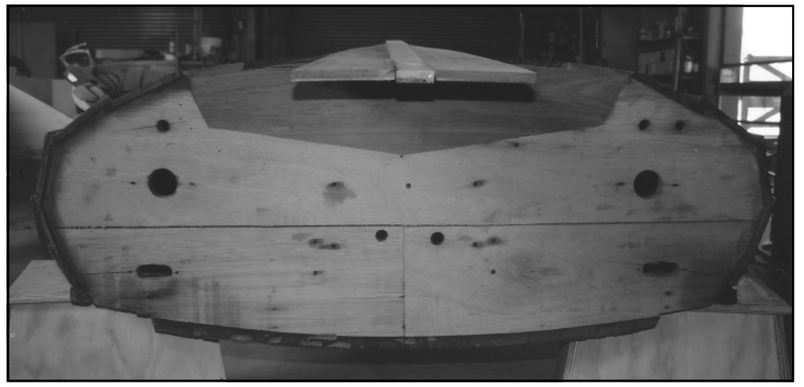
Some eyewitnesses who saw the boat recently say it is a real stunner and although new, a classic in every way.

I made the mistake of saying "It's either me or that silly little wooden speedboat of yours."

The rebirth of a LEWIS skiff

Ron Hodge

Ron Hodge, member and long term employee of Lewis Brothers in their heydays, sent in this article about Bewitched, *a mid 60's Lewis skiff.*



Bewitched was built in 1966 for Terry Moran. The boat was fitted with a 289 ci Ford Cobra V8 with a step up gearbox and became a good consistent boat, winning many races. The boat was sold about four years later and did the usual round of different owners.

About three years ago, the boat surfaced again and was offered for sale. The then owner had already started to restore it. Terry bought the boat and asked me if I was interested in doing some work on it, which I was.

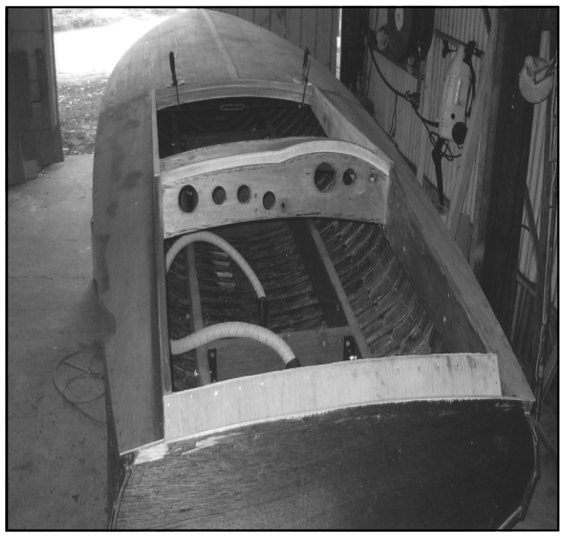
With fellow boatbuilder John Blackmore, the keel and the first three bottom planks on each side were replaced. These planks are timber with ply backs. After that, a new cedar ply deck was fitted along with a ply skin on the stern.

The boat will again be fitted with a 289 Cobra engine.

The aim is for an end of year launch.

Footnote:

Terry Moran was a well known identity in the power boat racing scene in the 50's and 60's and currently has in his collection the 25' ex Ernie Nunn hydros Wasp Too and DO, another hydro, War Eagle and the skiff FOX



JOKE:

A plane leaves Los Angeles airport under the control of a Jewish captain. His co-pilot is Chinese. It's the first time they've flown together and an awkward silence between the two seems to indicate a mutual dislike.

Once they reach cruising altitude, the Jewish captain activates the auto pilot, leans back in his seat, and mutters, "I don't like Chinese."

"No rike Chinese?" asks the co-pilot, "rrhy not?"

"You people bombed Pearl Harbour, that's why!"

"No, no," the co-pilot protests, "Chinese not bomb Peahl Hahbah! That Japanese, not Chinese."

"Japanese, Chinese, Vietnamese... doesn't matter, you're all alike!"

There's a few minutes of silence. "No rike Jews!" the co-pilot suddenly announces.

"Why not?" asks the captain.

"Jews sink Titanic," the co-pilot responds.

"Jews didn't sink the Titanic!" exclaims the captain, "It was an iceberg!"

"Iceberg, Greenberg, Rosenberg, no mattah.... all same.

Turbo Fire Rebuild June 2007

Bob Carter

The rebuild on *Turbo-Fire* has begun a lot sooner than first anticipated. When the boat was purchased from Dubbo in NSW, the boat was to be stored away then brought out later as a retirement project. We had not allowed for the impatience factor though.

So the boat was shipped off to Don McClymont at Advantage Marine in Melbourne to strip apart and have it rebuilt in time for the 2007 Nationals at Narrandera.

TURBO-FIRE, circa 1960's

From the day we purchased the genuine Lewis runabout (which had been renamed *Spirit II*) we knew that there was quite a task ahead. The deck was a total write off and there were a number of planks that had ply patches over long external splits.

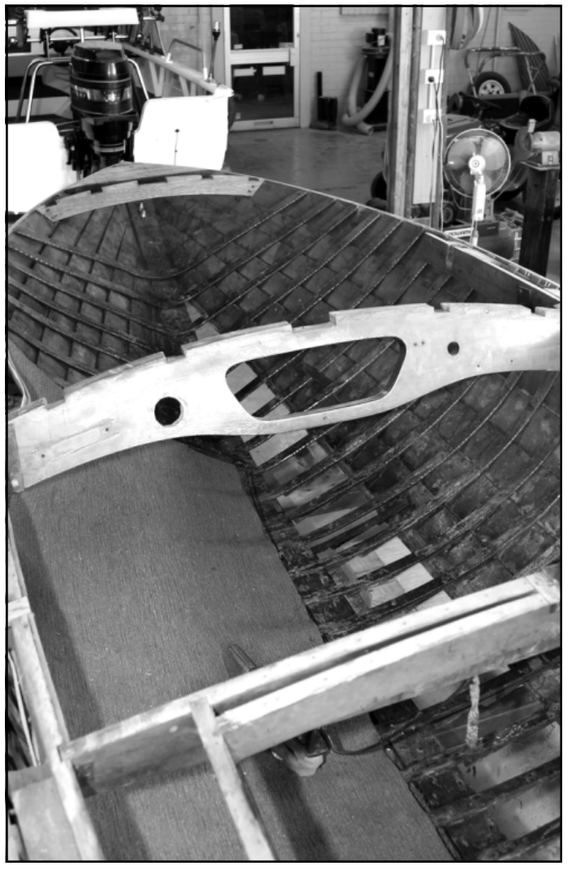
The full extent of the rebuild only came to light when the hull was cleaned out and strip down began. The deck was carefully removed piece by piece to keep as patterns and then the bearers and all fittings removed from the hull. The pressure cleaner went to work to blast out the gunk in the bilge.

As Spirit II, when purchase by Bob

The assessment was not good. The transom was confirmed as a write off (as initially suspected) and all the deck frames were loose and in need of re-fixing. There was no rot in the deck framing, it simply needs to be re-glued and fixed with modern fastenings to make it tight again.

The hull was quite a different story. The three planks either side of the keel (six planks all up) had rot in them. The ply backing on the solid planks had come away in parts and with the water between the ply and planks, the ply was delaminating. A number of ribs have split and will also be replaced.

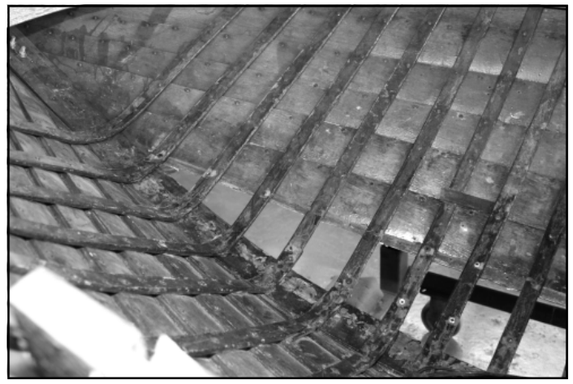
To check the planking a further two planks were removed from the starboard side of the hull, the garboard and the plank adjacent. This revealed a small amount of rot in the stem, but otherwise the red gum keel appears to be very solid. Three planks either side will certainly be replaced, maybe four a side depending on what is found when the other planks come off.



Restoration begins

The trailer looks to be okay and will receive a freshen up with a coat of paint and new carpet on the bearers. The Chrysler 318 V8 engine is sitting on the workshop floor untouched since the day it was removed from the hull. We would like to use the same engine again provided it is serviceable, but depending on costs we may opt for a Chrysler long block replacement or re-power with a small block Chev.

The game plan going forward is to fit a new transom and repair all



Planks out

Transom out

the deck framing. With the hull tight across the deck, the planks will be replaced with new 1/2" ply planks using the old planks for patterns. Then the busted ribs will be replaced and finally the deck goes on. It all sounds way too simple!

The assessment is that the hull is well worth saving being a classic twin cockpit Lewis design. Without this tradition the hull would be nowhere near as valuable in a heritage sense.

The reality is that we have probably started the restoration work on the hull just in time. There is certainly more rebuilding involved than was ever anticipated, but we are all confident that the result will be worth the effort and investment.

Dolphin

Dolphin is a 14ft 6in twin cockpit clinker hull runabout located in South Australia. Not much is known of the boat except that it was known locally as *Dolphin* and that it was purchased from the York Peninsular by B Horne of Tumby Bay, SA, in the mid to late 50s'. It is believed to have been raced in late 1958 at Port Lincoln and Coffin Bay during the power boat era at Port Lincoln, which ran from 1953 to 1958. After the power boat and racing section of the club folded, the boat went skiing. *Dolphin*, suspected to be a Lewis, runs a Holden 138 motor with a lightened flywheel, twin carbs, etc.

Dolphin is currently undergoing restoration by Axel Stenross Maritime Museum in Port Lincoln. The owners and restorers are keen to find out more about the history of this boat. If you can help, they can be contacted via email at:asmm@centralonline.com.au