

## GLADYS LO195



Built by Aldous in 1904 of Oak on Oak frames. She is 36'x13'x4'6". Built for Richard Kirby at the same time as Bona Kirby had his Bawley built in the same yard ("BONA LO178"),

Gladys became a fixture in my garden for over four years during which time many people had looked at her, she was the right price they said but either the expense of the rebuild or their wives put them off the project.

Eventually her saviours came in the name of Joe Dunnett and his friend Gus. Joe a shipwright for many years already had under his belt the smack "Dorothy" the Thames sailing barge "Tollesbury" so he knew the score and was willing to take her on.

Joe and Gus came one day with transporter and crane and took her away to Dedham where they are going to rebuild her. We caught up with them a year later to see the progress they have made.



As you can see in this picture she now boasts a fine new keel and floors. In their workshop they have made her a new stem, stern post and knee.

on to keep her shape.

Because of her very weak condition Joe and Gus have had to be very careful of how to tackle a lot of jobs on her but they are now on the road to getting a lot more strength in her so the job is getting easier as she progresses.

They are also making her frames slightly larger to make her stronger than the original (for some reason or another both "Gladys" and "Bona" were very lightly framed, (only Mr Aldous would be able to tell us why if he were alive) .



Joe and Gus are hoping to salvage some of her frames but in most of these cases what looks good on top does not always follow to the underside of the frame.

They are both making a fine job of her and I personally wish them every success with their project and look forward to the day of standing on her deck whilst overhauling her sister "Bona".

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## Rob Pete LN 177

Built in 1923 by the Worfolk Brothers in Kings



Lynn as the "JOHN AND REBECCA"

She is 41' L.O.D 11'6" Beam, 4'6" Draft. She was built of Red Pine planks and Grown Oak single frame, This is quite typical of the lightly framed Lynn smacks.

She was sold to Richard Heffer in 1989 but was not de registered until 1994.

She has now been substantially rebuilt by William Cracknell a local shipwright in Wells, Norfolk. He has replaced her counter , substantial number of frames , cover boards, stanchions, rails, coamings, knees and a third of her planking.

Richard Heffer has put her back to how she was built originally as a "Well" smack..

Alas Richard Heffer had to sell her before she was

## Iris Mary CK105



Built by Aldous in 1911 she is 44' LOD 11'6" Beam 5'6" draft built of pine on oak frames . She was built for Joe Francis.

Iris Mary lay at Port Milgate at Peldon for many years with other smacks that were in need such as "My Alice" she was eventually sold to Harry Bird who then sold her to Jon Brett who now owns her and is rebuilding her at Brightlingsea.

Jon has rebuilt he rudder trunk, counter stern, cover boards, replace numerous frames he has also completely redecked her with new deck beams breast hook knees and planking,,in fact the list he gave me off the work he has carried out on her was to long for this article.

One off Jons concerns are that looking at her hull from the outside she looks pretty rough with her original old tarred planking,, what people do not realise that behind that facade lie a completely



rebuilt

smack. Jon has been told and quiet rightly so that the planking can be carried out at any time as long as the main structure of the boat is sound.

As you can see by the pictures Jon has made a fine



completed and our hearts went out to him when we heard the news for he had struggled against all odds to get her this far only to lose her at the finishing post. But all was not entirely lost because Tony Pickering one of our members purchased her and has welcomed Richard aboard when she has been completed. We know it will never be quite the same for him but at least he knows she is in very capable hands with Tony who is one of our top class

"smack



weekends at the smack dock.



I asked Jon once what drove him relentlessly on every weekend come hell or high-water he just said it was “better than sitting at home getting bored.” I am sure there was more to it than that?. Jon has worked alone on this project, he is always happy, he always has a ready smile and a cheery “Hello” when you tap on his canvas tent. He is confident in what he is doing and what he has done, he has done in a most professional manner.

We must encourage more of this type of youngster into Smacks and Bawleys because the future of our smacks today will be with them, if they are all like Jon they will be in safe hands.

## PURITAN CK399



Built by Aldous in 1892 she is Aprox 32’LOD 9’ beam and 4’ draft .

Johnny Milgate has been building her over the last 8 years .

Johnny has been using her as one of his projects for his night school classes. She is built of Pine on Oak frames, he has also used a lot of iroko on her.

The planking has been fastened with “silica bronze” screws and the quality of the work as you can imagine is very high so high in fact it would be a shame to paint her.



However John is hoping to complete her ready for the year 2000 .

I still find it difficult to believe she is an “Aldous” smack. She has not got a straight line on her, she is full of curves all in the right places and there is no doubt in my mind one of the prettiest smacks I have seen. But of course beauty is in the eye of the beholder!.

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## SPRING EDITION

**We will be featuring :**

**Primrose built by Barry Tester.**

**A. D. C (completed) built by Alan Williams.**

**Mary (lute stern) built by Brian Kennel.**

**Emyline**

**Betsan**

**G and A**

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**“smack in danger”**

**“Priscilla” the “Stone” smack is in grave danger of being broken up she is in**

**“desperate need”**

**PLEASE RING HARRY BIRD FOR DETAILS 01206 231394**

Continuing our series of “Smacks and Bawleys” in alphabetical order:

## ALANDO CK1



Built by Aldous in 1923 of Pine on Oak frames she is 25'.7 LOD, 8'1 Beam and 3'.8 draft.

She was built for a Mr Albert Death and was first registered for fishing on the 10th of January 1924 with the unique number of CK1. Her registered tonnage was then 5.44 Gross. She came out of fishing and was deregistered in 2nd August 1938, and supposedly went as a private yacht.

Alas we could not trace a thing about her until she was found at Fred Webbs yard in 1971. Her previous owner was a J.R. Carroll who had left her there for several years when Joe Dunnnett (yes the very same man that has now rescued Gladys LO195) saw her and purchased her on the 1st of September 1971.

Joe carried out a lot of work on her such as frames and planking until she was fit to go to sea again and Joe sailed for the next couple of years until he sold her in 1974 to a Falmouth man who ran a Company called West Coast Chandlers (the owners name is not known).

The history now gets a bit vague because she was sold later to a Mr Derek Mc R Lamb who reregistered her as CK178 whilst she was still in Falmouth. He registered her for line and net fishing and used her out of Falmouth for about 10 years. Mr Derek Mc R Lamb then moved to Scotland and took the smack with him.

In 1990 he put her up for sale with the Caledonian Yacht Services, Argyll where a Mr Robert Bryson found her and purchased her on the 28th of February 1991. He then transported her home by lorry to David Patience yard in Maldon where he launched her. He has since sold her again to his brother Howard Bryson who now sails her out of Tollesbury.

If anyone knows more about this smack could you contact Andy Rule on 01763 208564 or E,mail: andy @ threeswans.demon.co.uk.

I would like to thank **Joe Dunnnett** for her earlier history and producing pictures of her and also H M Customs documentation of her.

