

Her keel and one deadwood are original but the rest of her is new, she has now been refastened with galvanised spikes because to refasten her with treenails would have been prohibitively expensive. She also has a proper laid deck and she will not have an engine.

It could be very possible to see her sailing this year and she will be based at Gillingham Kent.

Built by Kidby in 1908 LOD 47' Beam 11'6" Draught 6' centre line and deadwoods Opepe on Larch planking

The last owner was Norman Childs who had owned her since the 60's and fished and dredged with her, She was hit by a dredger and sunk at her moorings

in Pagelsham. Norman re-floated her and took her to Johnny Milgates where some work was done on her (not a lot but enough to keep her viable). She lay at Port Milgate for several years under the watchful eye of Johnny Milgate.

Eventually she was sold to Jim and taken to Brian Kennells yard at Malden where Sean White, Lawrence Weldon, Peter Graham and Brian Kennell rebuilt her on and off for 4 to 5 years. Brian says she has a cut away forefoot and she is a very clever shape underwater 'all run' and very slippery.

The rebuild is accurate as the hull was complete, all be it in very poor condition. She will be based in Maldon and at the moment is being 'ballasted'. Hopefully Jim will be sailing her in the year 2000 if not before.

KENT REPORT by Paul Winter

During the past few months the North Kent fleet has been busy preparing for the fast approaching season.



THE VERY POWERFUL 'MARIA' UNDER WAY WITH CAPT. PAUL WINTER

At Hollowshore, 'Ethel Alice' has come out from her winter lay-up in the dry dock with even a smoother bottom than last season. Next in turn for the dry dock was the Hall built 'Kate CK139' also came in for a paint job. Sadly Mike Goodban has made the decision to part with 'Kate' after almost 20 years of ownership.

'Maria CK21' also came in for a paint job and a new rudder, whilst her rudder was being fitted the Rochester bawley 'Thistle' was also having a new one made and was lined up for the dry dock after 'Maria's' exit.

'Primrose MN2' has been undergoing a complete rebuild at Hollowshore yard and is due to be launched in June and sailing in time for the Swale match.



The

Kent built

A VERY PROUD MOMENT FOR PAUL WINTER

smacks are also growing in numbers. Gamecock and Stormy Petrel have been joined recently by Thistle and this year will see the Emeline out on the water.

ALBERTA CK318

Built by Aldous of Brightlingsea in 1885 of pitch pine on oak. LOD 44'10" Beam 11'6" Draught 5'.

She was a working fishing boat until 1974 when Tom Gray who had worked on her for many years re-rigged her and with a smart new suite of flax sails from the loft of Jim Lawrence sailed her for pleasure.

We are not sure who she was built for but Sam Heard of Tollesbury owned her as a young man (born 4/10/68). In 1900 she was owned by Mr Pettigan who was a Congregational school teacher and a Mr Frederick E Hasler who lived at Tollesbury from 1893 to 96. In later years Mr Hasler commissioned Roger Finch design a pair of windows for Saint Mary's Church, Tollesbury showing in one window America's Cup Contenders and in the other common working craft. He instructed Mr Finch that the oyster smack be 'Alberta'. Come what may Alberta will live on in glass if not in wood.



I bought 'Alberta' in Faversham on the 4.10.1994 (maybe Sam Heard was looking on his 126th birthday) and on the 20th of that month smack yacht 'Pertwee' towed the sparless, engineless rudderless, unballasted, half-decked hulk back to Brightlingsea overnight. I will never forget standing on the lively deck at 0400, the moon breaking through the clouds and 'Pertwee' ahead with full working canvass set to the south easterly 3-4 pulling us up the Swin to home while Tony and Jon Brett (of the Betson and Iris Mary) made a brew in the hold using a camping gas burner propped in a bucket while they sat on the sole in the bare hull.

A Class 2 smack her fishing certificate of registry gives her length as 40.7ft and breadth as 11.6ft with a depth of 3.5ft. Length of keel 32.7ft and tonnage 17 gross and nett. That was when she had her counter sawn off. She is now 44.10ft on deck with a rather strange counter tacked on. With the bowsprit run out and the topmast rigged she is as tall as she is long at 65ft.

In 1997 we sailed in the Colne Match and had quite an eventful day culminating in a grounding on the Knoll and being towed home by Pertwee for the second time.

Roger Walker

