



# SMACK DOCK SOUNDINGS

SPRING 2003



ISSUE 36

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*Class 2 smack Ellen seen here with one reef, topmast housed, bowsprit reefed, as she should be in such conditions. Does it matter she has hollow spars. Ed. (please see letters) Picture by Peter Wakeling*

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# “WILLIAM & MARY” CK90

## HISTORY

Rebuilt: Tollesbury 1887/1917 Reg. Figs: 25' on Keel, 29.9' Stem to Stern post,  
9.1' Breadth, 4.5' Depth (not Draft)  
**Reg Ton:** 7.15 (Today's 5.51)



*She may be small but she is extremely pretty , is this going to be another race winner? I do hope so. Her upper planking is complete and new keel, stem and stern post can be seen.*

- 1917 3<sup>rd</sup> December CK90  
Golding King Owned at Tollesbury
- 1921 21<sup>st</sup> January IH109 Owned E.H.Roworth
- 1921 15<sup>th</sup> February CK90 cancelled. Sold to Harwich
- 1925 4<sup>th</sup> November IH109 Cancelled  
Reg to Bob Brasted, Britlingsea CK32
- 1938 9<sup>th</sup> August CK32 Cancelled
- 1938 September  
Reg MN31 Thomas Henry Askew, Maldon
- 1942 12<sup>th</sup> May Owned by George Watson who installed an engine and registered such in  
March 1943. George Watson sold 8.12.1952
- 1954 December Maldon Reg MN31 cancelled.
- 1954/59 Albert Vickery at Great Wakening. (Not sure if he owned all this period).
- 1960 A.J.Salnon – Sail maker for Windward Sails of Leigh
- 1969 Lloyds Reg of Yachts entry.
- 1970 A.J.Salnon died

1971 14<sup>th</sup> January Terry Lancfied, Shop Lane, East Mersea. Paid £500.00  
 2000 5<sup>th</sup> October Ian Barker, 254 Lordswood Lane, Chatham Paid £2,000.00  
 In need of major work. Removed boat to Gillingham, Kent.  
 2000 2<sup>nd</sup> December Re-build started.

## **“WILLIAM AND MARY” CK90**

Work began on the “William and Mary” in December 2000 with the construction of a cradle to support the hull when the keel was removed. This was replaced with a length of opepe measuring 25’6” x 4¼” x 13”. Once in place, seven of the nine floors were replaced with 4½” x 4½” grown oak. The two floors that were not changed were beneath the engine that had been fitted during the 1940’s and had been preserved by leaking oil. However, they were not the originals, as all of the original frames had been fixed with trunells.

These new floors were clamped into position using clamps made from studding and 3” x 14” silicon bronze screws fastened through the existing planking.

Next was to replace the stem This too was made from opepe measuring 9’ x 4½” x 13”, with an apron and deadwood of oak. Once plumb, the existing hull was pulled and pushed to try and get it all to line up and held in position.



*Upper planking is complete and you can see the start of the counter stern in position.*

Framing then started with the forward cant frames. These too were fixed with studding clamps and screws through the original planking.

Next the stern post and deadwood was replaced. The stern post is 8’6” x 4” x 13” iroko and the deadwood is in one 5’ x 3’ x 5” opepe. Once in, the frames were replaced from the fashion frame forward in 3” x 4” oak.



*Seen here is the new stern post, rudder trunking and keel*

Next was the fat plank, which on this smack is the top plank. This was two bits of iroko scarfed together and steamed round. This was followed by the beam shelf 5½” x 2½” iroko scarfed together and steamed around the outside and then fitted in position by December 2001.

continued.....

Next was the counter framing, quarter timbers and horns in oak with a large, but original, rudder trunk.

I started the planking in May 2002 and finished in February 2003, with seven larch trees. I just had enough to get good 1½” planks, of which over half are full length. Once the hull is faired up, I will start the deck!

What I know of the history is attached. However, if anyone knows differently, or anything further, please let me know.

Ian Barker can be contacted on 01634 670454 or e-mail LIGHTN431@aol.com

*We met Ian and his brother in Penzance Harbour in 96, they were on his brothers lugger ‘Brittania’, we thought it odd how we went all that way to lay alongside a Looe Lugger crewed by two men of Kent. It is nice to see at least Ian has come to his senses and is re building an Essex Smack and making a very good job of it to.*

*How he sneaked her away from Mersea under their noses could well be another story.*

*We wish you every success with her Ian and look forward to her launching and with the rapid progress he is making it will not be to long . Thanks very much for writing the article about her and her re build. Ed.*

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## JOE DUNNETT OF CHELMONDISTON 1941-2003

It is with great sadness we wish to inform you of the death of Joe Dunnett A well respected shipwright who with his son in-law Gus was restoring the sailing bawley Gladys LO 194. He also had the sailing smack Alando CK1 which he worked on in 1971 and later the sailing smack Dorothy CK 159 which he rebuilt in 1976.

He was also well known for his barge work , working on such barges as Ethel Ada, Pudge, Centaur, Gladys, Adwina, and the Tollesbury

In 1998 Joe along with Gus decided to rebuild the Bawley Gladys over the Autumn and winter months and they kindly allowed the CSPC to follow their progress.

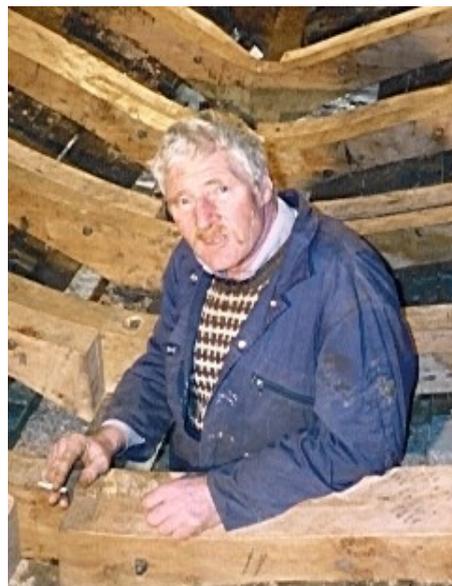
As Gladys was being restored you could gradually see her fine lines appearing and when her hull was completed you could see why Joe had gone for her, with his expert eye he could see she would turn out to be a very fine bawley indeed.

As the demand for more wood grew larger they decided to install a saw mill which they had just finished when Joe died.

Joe will be remembered by us all for his enthusiasm for working on smacks, bawleys and barges and in most cases for little reward just for the sheer enjoyment working on them and sailing them.

Gus has decided to carry on with the project and this must be very difficult for him to do but we can assure him he has our support and help if needed.

Joe will be missed by us all.



*Joe working on the bawley Gladys*

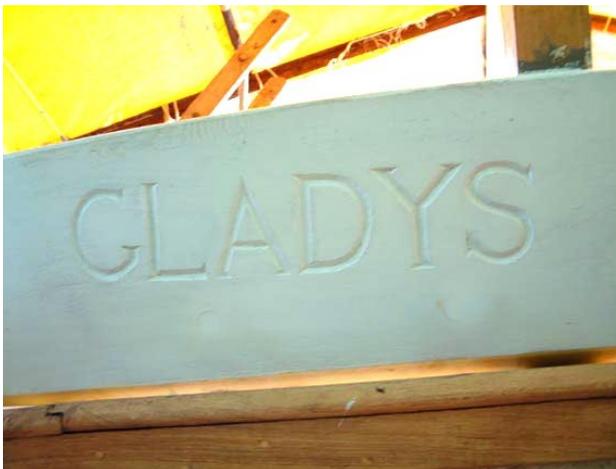
**Gladys LO195 built by Aldous 1904 36' LOD x 13' Beam x 4'6" Draft**



*Looking forward to her bits and bulkhead*



*Deck beams, carlings for her hatches are now in place*



*Carving her name back in gave Gus a great deal of pleasure, he said he feels that by doing so it has now given Gladys her name back.*



*Looking aft at her new rails, bulwarks and stanchions*



*From left to right Brian Croucher, Gus and Gus's father. Gus said that he just wished that Joe could have seen Gladys finished. I think we all feel that way Gus.*

# 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 of Brightlingsea.

Iris Mary lay at Port Milgate at Peldon for many years with other smacks that were in need 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 her 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



*Iris Mary is now complete above the decks and you can see what superb job he has done to her.*



*Seen here are the hatch covers that Jon has made and they really do look good on her. Well done.*



*The smaller forward hatch cover.*

been told and quite rightly so that the planking can be carried out at any time as long as the main structure of the boat is sound. Last winter he took her down to the St Osyth boat yard and put her in a lighter where he unfortunately became a temporary fender for her and landed up in hospital. Mark his brother was working with him at the time and raised the alarm and with speedy help of the boat yard they managed to release him but for several months he was on crutches. This did not put Jon of the smack and although he had lots of offers to carry on the work whilst he was laid up he refused them all.

In the mean time Mark who is also involved with her renovation continued to make all the iron work for her so when Jon had repaired himself they could crack on with the job.

After his enforced rest he then set about removing her sand iron (not an easy task on a smack) removing the keel bolts (this is a fun job to).

His brother had made new keel bolts which they then fitted. The sand iron went on next bedded with barge felt, he had pre bent the sand iron that went round the stem and it fitted a treat.

Mark had also made new rudder pintels and fastenings for her (some brother to have aye).

Fitting the new rudder was quite a turning point for Jon as she had been without a rudder since he had owned her and he said he was looking forward to steering his smack for the first time.

She came out of the lighter that summer and went back at Brightlingsea smack dock where he made her new hatch covers which meant that the topsides were now complete.

Jon then orders a telegraph pole to make his mast out of and with a lot of advice (some good and some not so good ) he set about reducing its size and to try and taper the head.

With lots of bits of string, levels, and the 'like' he then made it eight sided so as to reduced its girth and we had much merriment watching him do it.



*Attention to details like this butterfly cleat is just one aspect of Jon's careful renovation of Iris Mary.*



*Jon starts to make the pole 8 sided*



*So it can be done?? Here Jon stands proudly beside his new mast Which he has successfully made 8 sided. (I will be quiet from now on)*

This winter Jon decided to make a big career move and give up his job and to take on Kevin's Taxi service in Brightlingsea harbour Kevin having made so much money out of us smackies can now afford to retire in some tropical climate with his large yacht. (sorry Kevin only joking)

Jon said this would affect progress on Iris Mary and he would not be able to crew for us as much on Ellen CK222 but he feels it is the right move to make and I agree with him.

Please support him and more importantly pay him for his services as you will also be helping him to complete Iris Mary.

**You can contact Jon on 07733078503 or on channel 37**



*Captive aboard Iris Mary. Jon's lucky duck that seemed to like the old girl so much it kept swimming about her in the dock so Jon finally hoisted it aboard. It now has a permanent home on the stem head*

## Events List 2003

<b>7<sup>th</sup> June</b>	<b>Blackwater Barge and Smack Race</b>
<b>21<sup>st</sup> June</b>	<b>OGA race Brightlingsea</b>
<b>19<sup>th</sup> July</b>	<b>Rowhedge Smack Race (see note 1)</b>
<b>2<sup>nd</sup> August</b>	<b>Wivenhoe Town Regatta (see note 2)</b>
<b>16<sup>th</sup> August</b>	<b>Whitstable Oyster Dredging Match (see note 3)</b>
<b>23<sup>rd</sup> August</b>	<b>Swale Smack and Barge Match (see note 3)</b>
<b>31<sup>st</sup> August</b>	<b>Mersea Dredging Match</b>
<b>6<sup>th</sup> September</b>	<b>Colne Smack and Barge Race</b>
<b>13<sup>th</sup> September</b>	<b>Tollesbury Smack Race</b>
<b>27<sup>th</sup> September</b>	<b>Maldon Town Regatta</b>

### Note 1

#### THE ROWHEDGE HERITAGE REGATTA

Flushed with our success last year, it has been decided to hold another regatta this year on the 19<sup>th</sup> of July 2003.

The format will be similar to last year but we hope to improve things even further this year to make a great day out for all.

Our enthusiastic regatta association is hard at work this year to organise a regatta that will try to reflect the traditional regatta's of the past. The events that we have planned are the Smack race, a gun punt race, Wivenhoe and Brightlingsea one design races and hopefully a winkle brig race along with all the other usual rowing boat races etc.

The shore-side events that are in the pipeline are many and varied. There will be a Brass band, bouncy castles, teddy bears picnic for the children, crabbing competition, hog roast, coconut shy, general fête games like the 'whack a rat', and what ever else that can be dreamt up. Shellfish stalls, village stocks, tombola, a fairground organ a live band for the evening festivities and to finish it all off, a firework display!

A problem was encountered in last years Smack race in that the beer ran out to quickly so in addition to the barrels of beer for the first 2<sup>nd</sup> and 3<sup>rd</sup> class smacks home it is proposed to also have another barrel for the hotly contested position of the last smack home.

There is no entry fee and no need to fill in any entry forms, just turn up on the day and have a great time.

The start line will be between Bateman's tower and Mersea stone and we will possibly go again for the Gentlemen's start that seemed to work quite well last year. The course will be decided on the day taking into account weather conditions and arriving at Rowhedge before the grub runs out.

We appreciate that the Brightlingsea boys like to enjoy a bit of a lay-in or have a last minute scrub-off so we will start the race when everybody is mustered.

WWe are reluctant to make any 'rules' for this race but we would like to appeal to your

ense of gentlemanly sportsmanship and to humour us by using only working sail. This is not a rule but any skipper observed making this faux-par on arrival at Rowhedge may be accosted by the 'Management' and will be expected to serve at least half an hour in the **village stocks** being pelted by the children of the village with wet sponges.

The finishing line again will be the Albion pub door and as last year everybody will be encouraged to stay overnight to enjoy the villages' hospitality. There is no overnight berthing fee.

We look forward to seeing you all there

The Rowhedge smack race committee; Steve Watsham (Our Boys)  
James Green  
Steve Hall

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**Note 2: Andy/Jon: WIVENHOE TOWN REGATTA**

**Our first meeting to make plans for this year's Smack & Old Gaffers races will take place next month.**

**Date confirmed Sat 2 Aug.**

**We now have sponsorship arranged, which gives us the chance to add to the event. There will be free beer at the afternoon prize giving for all entrants. It took a few hours to run out last year & we can ensure the same situation occurs this year, or better}.**

**Wivenhoe Sailing Club has been booked for a free evening event for all race entrants, with a live band. They have a good bar, we may also arrange food for the evening, and the view from the balcony on a summers evening is delightful. Fireworks are envisaged as well.**

**Full race details will be sent out nearer the time, but I wanted to contact you to clarify the entertainment's and to ask you to spread the word.**

**Cheers**

**Richard Barnard**

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**Note 3: Whitstable dredging match**

Hi Andy,

Thanks for calling me back yesterday; unfortunately I was running short of time for the KSA AGM and the Nautical Quiz I had prepared for after the meeting, so no time for E-mail.

The meeting (in the Shipwright) itself was over very quickly and we had a very jolly time afterwards...

Now, the **Swale Match is on Sat 23 August.**

**The Whitstable Match (very informal and pleasant) is planned for the 16 August - the weekend before.**

When I talked to Bill Coleman (GAMECOCK) he said that he would be happy to organise the **Dredging Match the same weekend** - maybe on the Sunday. Or we could have two events on the Saturday.

LENA

**I have sent Lena the events list and she will confirm the date set for the Oyster Dredging Match.**  
**Ed.**

## LETTERS TO THE EDITOR:

**Some members may be unaware of the decision by the CSPS committee to ban hollow spars for the 2004 race. Here are some of the responses from smack owners who are to say the least very angry at this decision and I am sure there are many more to come.**

Colin Swindale  
16 Spital Road  
Maldon  
*Essex*  
CM9 6EB

20/3/2003

Dear Sirs,

I have been told from various sources that the C.S.P.S. Committee is considering rule changes re eligibility for participating Smacks in the Colne Match, namely that hollow spars fitted to smacks are to be banned within the next two years.

Whilst I would agree that there needs to be some control on "chequebook" sailing I would suggest that the Committee before implementing any such ban look at fundamental structural changes that have taken place in some Smacks

Viz. external ballast keels, -including extra thick keel shoes, excessive rigs, tri-radial sails and spinnakers plywood decks and lead ballast to name but a few which are all performance enhancing followed by terylene sails, ferro cement sheathing and engines which are certainly all non original.... some poor old Smacks have been rebuilt and modified in such a manner that they don't even look like Smacks anymore.... perhaps all of these should be banned?

My own Smack used to have a solid boom on which was 37ft long by 8.5" in diameter, gybing was always fraught and not to be undertaken lightly in a breeze.... fitting a hollow spruce boom of the same dimensions has made gybing lighter and safer the Smack consequently is more seaworthy and as a result gybing has become less stressful and traumatic. There is no way that I would consider fitting a solid boom again as I would consider that to be retrograde and detrimental to the safety and seaworthiness of the Vessel.

I do not consider that there is any performance gain with the hollow boom as fitted to my Smack either in boat speed or windward ability, but there is a marked increase in safety, especially for the crew...

I am also proposing to fit a new 50ft by 10.5" diameter steel mainmast to my Smack to replace an identical size wooden mainmast, which is rotten

I cannot source a 50ft. baulk of timber at a realistic price and to build up a solid wooden mast would cost around £4000 double the cost of a steel mast

I do not consider that there will be any weight or performance advantage in fitting a steel mast but I will have absolute confidence in such a spar in poor weather conditions, an important consideration for an engineless Smack....

Nearly every sailing barge in commission is now fitted with a hollow steel mast and sprit due to lack of suitable timber and the exorbitant cost of such timber for spars, if it could be found, makes steel the only viable option....

I have never heard it said anywhere that the sailing barges have compromised their integrity by fitting steel spars so why should this new criteria apply to smacks only?

Yours Faithfully

Colin Swindale

---

~~Dan Tester~~ & Fiona Little  
204-206 The Street  
Boughton, Faversham  
Kent

The Chairman,  
Colne Smack Preservation Society

27<sup>th</sup> March 2003

BY EMAIL

Dear Sir,

Having recently received word that you intend to ban 'hollow spars' for use in the Colne Smack Race, I would respond as follows:

The Colne Smack Race is probably the best run, best attended and most respected race on the circuit. Having attended the race for a number of years I was astounded to learn that you intend to introduce a rule which, if carried out, may serve to ruin the race for the majority of smack owners and crews. Many of the smacks currently eligible to race have some form of 'hollow' spar, and surely these are now not welcome to compete. You are, in effect, splitting the fleet.

The conversations regarding 'traditionalism' among smacks have continued for many years, and why is it only now that hollow spars are to be banned? There are any number of other methods and equipment currently in use which are far less traditional in their philosophy and construction, let alone their relevance to the history of smacks; plywood decks, external ballast keels and deck winches are a few examples. If this decision is based entirely on traditionalism then surely the barge fleet must also be included, as there are few (if any) with wooden sprits remaining. However I do not believe that this is so. It is my belief that, in the eyes of certain parties, hollow spars constitute an unfair advantage to the vessel carrying them. I would refer them to my previous comments regarding ballast keels and winches.

Hollow spars are the product of traditional craftsmen using carefully selected timber and expertly constructed. This has been brought about by the severe shortage of full-length quality timber and its subsequent high cost. We are proud of our boats and their appearance, and it is with this in mind that we have not opted for 'telegraph pole' standards in our spars. Pride of appearance is paramount in the eyes of most owners and crew. Using available materials to construct a durable, long-lasting and low maintenance boat should not be derided by anybody, considering the pressures of time and financial constraints we all face. It is not even the case that these spars use non-traditional materials; I doubt that there is a boat involved with the Colne Match that has not used modern glues and paints.

We are also in the midst of something of a revolution, in that our boats are being raced by families, our wives and our children. How is it that introducing more user-friendly equipment to our vessel is to be penalised? Surely the Society must look upon the widening of the pool of knowledge and the smack fraternity as a positive thing, prolonging the longevity of our boats. Or is it merely concerned with 'traditionalism' in whatever form a minority of persons (the number of boats with hollow or indeed glued-up spars will bear testament to that) think is correct?

The CSPA and race committee have done excellent work in promoting and preserving smacks, and the recent rule change in the Colne Match regarding headsails has improved the racing. However, the preservation of the spectacle of the smacks and their inclusion in the events should be foremost in the thoughts of the committee and the members at all times. This is, after all, a *Preservation* Society. To exclude a number of boats will only serve to diminish entries and lower the willingness of owners to attend. The best resolution in this matter would be to keep petty politics out of racing, as the Colne Match is exactly that. A race. The committee, should it choose to pursue its ban on hollow spars, is simply letting narrow-mindedness and the bigoted views of a few affect everyone involved. Also, why is the committee choosing to adopt this ban without the consultation of its members? I believe that a vote should be taken at a meeting attended by all those concerns and, if the ban is passed, exact clarification of the criteria for entry is agreed.

I must ask that the committee do away with this pedantic ban, and that we revert to the close and enjoyable racing of recent years. To carry out this ban will merely serve to antagonize many and please a few, to the detriment of everyone concerned.

Yours faithfully,

Dan Tester

Andy Rule

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Newsletter Editor

Colne Smack Preservation Society

Date: 16 April 2003 12:22

Dear Andy,

I am writing to you with reference to the news that the CSPA has banned hollow spars, I feel this is a real shame as the Colne Match has become the best event of the season with of late a very good turn out of smacks, not only because the race itself is unmissable but the evening ashore is wonderful with the amount of crews who attend. I believe this ban will only alienate a large number of smacks and they will just not come which will make the event poorer for it.

I can understand the concerns of some members about the direction the boats are going but surely as so many smacks have hollow spars of some sort or other, consulting the owners about the way they feel it should go is the best starting point. The society addressed the problems arising from inappropriate sails and since then there has been no problems and at least they look right to the spectator, unlike some of the other races throughout the year when multi coloured modern cut sails are set ruining the sight of these beautiful boats.

I believe the society should reconsider its decision taking into account the impact on the race entry, the ability of all the owners to replace their spars and the timescale to do it, and also the need for some crews to be able to handle the gear as after all the boats need sailing all season not just turned out for the races.

Yours sincerely

Darren Burton

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Via email  
Eleanor Bracken

Dear Andy

I was very disappointed to hear about the rule change for the 2003 Colne Match concerning hollow spars.

I very much enjoy participating in this race which must be the premier smack and barge event in the calendar.

The rule change appears to have been introduced without widespread discussion which I feel is very important to ensure that the true views of the membership are represented. I understand that if the 2002 race had been run under this rule then only six smacks would have been racing. This is very close to a non-event and if the 2003 entry is of this order then there must be a danger that the event will die just at the point when it has become so vibrant.

I would like to urge the committee to reconsider this matter for the good of the Colne Match.

Yours Sincerely

Edwin Bracken (Primrose CK273)

Marion Tester

Dear Andy

Have the Colne Smack Preservation Society not thought what affect their ill conceived idea of banning smacks with hollow spars from entering the Colne Match will have on the Match itself?

The Colne Match has always had one of the largest entries amongst the smack races, this year there will only be a handful of smacks permitted to enter.

Lets hope the Committee does not go down the same path with the barges, because most of these now have hollow spars, so entries would be down to a couple, or are hollow spars 'traditional' on a barge?

Last year out of over 20 entries in the Match there were only some **half a dozen**, which did not have at least one hollow spar. Is their reasoning because hollow spars are not 'traditional' They look no different than solid spars, unlike plywood decks, terylene sails and aluminum tops'l poles which upon sight or touch look what they are. ( Are they 'traditional'?)

These have been accepted by the Society so why not hollow spars.

Long lengths of good quality spar timber are almost impossible to acquire now, so a replacement needs to be found. Hollow spars are lighter and easier to handle, and cost less, who wants a heavy boom thrashing about over their heads when a lighter one does has the same function and also looks the same as a solid one.

Surely the idea of the Colne Smack Preservation is there to preserve these beautiful craft. The future of the Smack must surely lie in the young people who sail these craft and the

sympathetic use of modern materials and ideas along side the more traditional. If these things are suppressed by the so-called 'traditionalists' out there, the future of the Smack looks bleak. Fifty years down the line when us elder generation are not around and young people have lost interest on account of the fact that no forward progress of these craft has been made, because the use of modern materials and ideas has been discouraged, the creeks along the east coast

will be littered with old craft that no one has any interest in anymore.

Finally spare a thought for us more petite women who crew on these Smacks, we are not physically strong enough to handle some of these cumbersome heavy spars and revel in the fact that a lighter alternative has been found. --

Regards

Marion TesterHi Andy

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Dear Andy

Well It seems that the SSA has had their way. What do we do? The Maldon smacks will be the only vessels eligible to race in the Colne race. Well, Helen and Violet, and the Saxonia comply.

How does Bona stray from their original requirements?

- 1 Has an engine fitted.
- 2 Lead ballast because it takes up less space. (The motion is more pendulum-like, but I have standing headroom under the hatch areas for me!)
- 3 Steel rudder because it was easier for me to make this than a wooden one.
- 4 Steel foot replacing the rotten bottom of my mast, because I'm able to fit this without removing the mast, but, and here's the rub, the first foot of my mast is hollow!
- 5 GRP: 250kg of the stuff! over the laid timber deck, dry below deck.
- 6 Modern anti-foul.
- 7 Rigging swaged not spliced.
- 8 Synthetic ropes.
- 9 VHF radio and mobile phone.
- 10 Echo sounder.
- 11 Log.
- 12 Sat Nav.
- 13 Oh yes, hollow alloy gaff (it was free and I was able to weld it up), plus, of course, it is considerably lighter than the timber gaff.
- 14 My windlass will be hollow in a week or two.

My views on the issue of hollow or not: it is not traditional, but in the case of timber it makes more ecological sense to make a hollow spar as there is less wood wasted. The boat looks just the same as one with a solid spar. Alloy, on the other hand, is just a lazy way of getting a spar and will never look like wood. Do these materials improve the performance? Who knows, and by how much? Who and how do we measure it? There are several boats that only sail during the short summer racing season and generally are only seen racing.

All the bits and pieces on Bona are there to make the boat easy and pleasant to sail, not to win races. That said, I have enjoyed racing, but if I am barred from competing in the future then so be it. I think that a Terylene main with no 1'' bolt rope down the leach, 3 or 4 feet

on the mast and a longer top mast should do the job. I then dispose of the alloy gaff and go back to hoisting the equivalent of the average smack's boom up the mast!

It Is a jolly nice debate, There must be some boats that are close to the original. The cost and reliability were the main limiting factors imposed on the original builder,. They built the boats as they were because, with the technology available, that was the best way. **We have managed to maintain the spirit of the original**, but to get maximum utilisation from the boat, the conversion has been done during the rebuild for my use.

Where we go now, who knows? We can keep the vessels in the spirit of the original or we can really mess them; up the choice is ours!

Good luck with this one Andy you will need it  
Ian Smith

**Thanks Ian I needed more than luck alas I lost the argument and resigned ED**

Dear Andy \_\_\_\_\_

Just a casual observation from a founder member of the CSPA. I think things need to be slowed down a trifle.

Two years past the Alberta a utter and complete shambles with no work ever done that was in keeping with an ex working sailing fishing vessel was allowed to race.

Two years hence she will be all probability come back from Kent totally restored as an Essex smack but could be banned from the race because she has been built with a hollow spar that makes know difference at all to the appearance of a brand new smack.

Most members I feel sure want to preserve at least the appearance of these vessels and do not wish to see them evolve into racing yachts as the so called Falmouth working boats have done.

There has got to be a middle way and I believe there will be a very interesting AGM before anything is written in stone for the 04 race.

Yours sincerely

Dick Harman

Andy Rule  
Kinnettles \_\_\_\_\_  
Duxford Grange  
Duxford  
Cambridge.

#### 2002 Colne Smack Preservation Society AGM

Some of you may be aware of the growing concern about the way the Smacks are evolving and after several complaints I proposed at the 2002 AGM to send out a questionnaire to smack owners and the membership so that they could voice their opinion to get an overall insight to how they wish to see them evolve and also start to turn back the tide gradually for a more traditional smack.

These decisions I felt had to come mainly from the smack owners who would eventually over a period of say 10 years would have to finance such changes so it would be important to have there opinion on the matter. I felt also we could and should encourage them by

awarding trophies for the best traditional smack etc.,

At the next meeting of the CSPA this matter was discussed further. Paul Winter and Richard Titchener of the SSA (both of whom sit on our committee) stated that they were doing something similar and perhaps it would be a good idea if they tackled this subject. I agreed to this proposal as the work load writing, compiling and sending 190 + newsletters (on average 2300 sheets), supporting the Rowhedge and Wivenhoe regatta, compiling and printing our own Race leaflet and replying to the many organisations that write to us requiring information (sometimes this is a job on its own) is quite a task and I felt it would relieve my work load.

Had I have realised that I was handing over the 'ballot box' to a 'dictatorship' I would never have agreed to such a thing.

Subsequently to this meeting I received an urgent e mail from a committee member that said the CSPA were going to ban hollow spars for the 2004 race and had held a special meeting of the race committee to push the ban through.

I then attended the next meeting and pointed out that such a ban now would involve 18 out of the 22 smacks that took part in the 2002 race and stated they would now no longer be able to race.

The financial implications to get them to change from hollow to solid spars would be too huge for them to do in one year, this had no impact on the committee at all and they still felt that this was the right decision to make and uphold.

Pen is mightier than the sword I thought so I contacted by e mail 8 smack owners who very quickly sent me letters of protest which I gave out at the next meeting again the committee said that the new ruling is written in stone and cannot be changed. As newsletter editor and voice of the membership I felt that I had let the membership down therefore with much sadness I tendered my resignation as committee member and Newsletter Editor which was accepted.

**If you as a smack owner wish to protest this decision and bring back a more democratic system of rule changes please do not attend the 2003 smack race but do please attend the CSPA AGM for 2003 where your voice can and will be heard.**

I would like now to thank all the smack owners and the membership that have given me support and encouragement over the years to write the newsletter without them I could not have done it.

It has been a most enjoyable experience writing about the re builds and the races. I have tried to add a little humour at the expense of others which they accepted with grace. It has been a big part of my life and I will miss it greatly.

I am positive that your new Newsletter Editor Crispin Yarker will carry on the Newsletter as it stands with a very easy and enjoyable format and he again will need your support.

Andy Rule  
Resignation letter

**FOR SALE:**



**For Sale For Restoration**  
**Harriet Blanche MN 42**  
**Length 38 feet beam 9ft 6ins draught 4ft 6ins**  
**Price £4000.00**  
**PLEASE PHONE FOR DETAILS:**  
**01795 532 317**

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## **Fashion CK428 is up FOR SALE**

**1894 - 2003**

**"Fashion" was built by Robert Aldous of Brightlingsea for  
Samual Munson Gentry of West Mersea.  
On 24th July 1894, the Tollesbury &  
Mersea Oyster Company registered her  
as CK428.**



**PLEASE PHONE FOR DETAILS:**  
**01268 458631 and my mobile is:**  
**07760 176320.**  
**My address is**  
**29 Eynsham Way**  
**Basildon**  
**SS13 1RB**

## Annual Talk Night

The Annual Talk Night was held at Brightlingsea Football Club on Friday 7<sup>th</sup> March. Our guest was Commander Mike Tibbles of Trinity House. Using Microsoft PowerPoint, he presented a very professional and extremely interesting illustrated talk about the history, vessels and work of Trinity House. It was followed by a very good discussion period, and finally a raffle.

It was somewhat disappointing that only 27 members and locals attended. The vast majority of members certainly missed a good evening. More support is needed to encourage your committee to arrange such social functions, or perhaps this one in particular is not wanted?

Brian Webb.

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### GLUG GLUG SLURP SLURP

Treat your standing rigging to a long luxurious relaxing bath in raw linseed oil this coming winter.

Andy Lindley owner of the sincerest form of flattery, aka the smackette K&M, has taken over the cut down drum of oil from Roger Walker.

There is room in the drum for wire off a couple of smacks to enjoy a beneficial hibernation, if they don't object to bedding down with wire of a fake. It is free, but a contribution of some raw linseed would be appreciated. Andy can be contacted in Brightlingsea on 01206 306702

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<http://www.brest2004.fr/gb/mailling-list.htm>