

Information Please.

Emma CK 369



She is an Aldous smack of Approx. 36' x 10' x 4'6" and was last around this area in 1961/62 and when she was sold it was believed she went to Scotland. The last owner was a J. P. Miller according to some records.

The top picture shows her going into Ipswich wet



dock and the lower picture is of her under sail just before her sails were tanned.

If you have any information on her whereabouts could you ring Julie Garcia on 01206 250063.

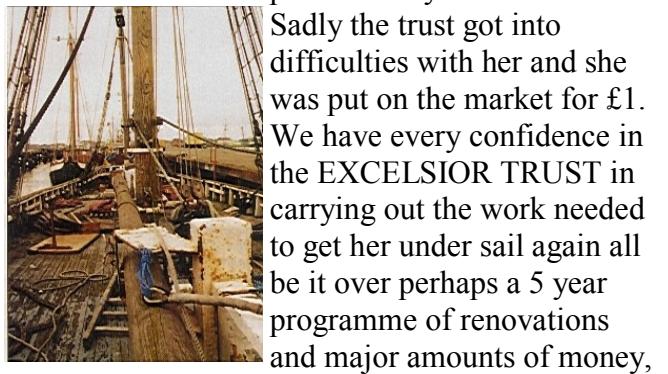
Editors Note : We would appreciate any information on the whereabouts of any East Coast smack or Bawley our readership may come across on their holidays etc., If you come across one please ring Andy Rule on 01763 208564 and give me her name and present owner if possible and where you found her.

The WILLIAM McCANN



We wish to congratulate the EXCELSIOR TRUST on saving the William McCann (ex City of Edinboro) from the predicament she was in and wish them every success in their new venture.

The William McCann was built in 1884 as a Humber sailing trawler at the William McCann yard. She measures 110ft with a draught of 11ft and was working up to 1980 and then she was purchased by a trust in 1984.



Sadly the trust got into difficulties with her and she was put on the market for £1. We have every confidence in the EXCELSIOR TRUST in carrying out the work needed to get her under sail again all be it over perhaps a 5 year programme of renovations and major amounts of money, but looking at the sailing Trawler Excelsoir and the magnificent job they did on her, we can now look forward to the day when they both will be sailing together.

The Excelsior Trust can be contacted on 01502 585302 or write to Riverside Road Lowestoft Suffolk. NR33 0TU



PIONEER CK18



Built at the Harris Brothers yard at Rowhedge in 1863 but registered for fishing in 1864. Built of pitch pine on oak.

Aldous of Brightlingsea lengthened her in 1889 adding in a wet well and also changing her to a ketch, she is now 64ft from stem to stern post and will be approx. 70ft LOD with a 15.2ft beam and draught of 7.5ft her depth in hold is 6.75ft making her a Class 1 smack. When fully restored she will be the largest Essex sailing smack in the fleet.

John Milgate's recovery of ABC started the ball rolling and Sean White seeing how much was left of ABC prompted Brian Kennel into looking for another smack about the same size of ABC but smaller if possible. Alas they dug around the marshes and backwaters where the old bones lay and could not find one. Brian however had remembered the old Pioneer from his youth and



Pioneer stern post looking forward



Pioneers forefoot in the foreground and A B C the Aldous Smack in the Background

decided to look at her although much larger than he wanted there

was enough left of her to rebuild and so the project was started.

He then set about getting a team of volunteers together to help him dig her out of the mud. Rupert Marks underwrote the cost of the removal and transporting her to his farm and with volunteers such as Richard Titchener

Sean White and Andy Dyer the digging began. Floation bags were bought in to help lift her and with a lot of pumping and digging she was removed from her grave and lifted on to the hard at West Mersea.

Brian Kennel is now setting up the "Pioneer Trust" so a start can be made on rebuilding her. In fact he already has started looking for a length of oak for her keel .

We wish The Pioneer Trust every success in their new venture and we are sure with Brian and Sean's skills and their ready enthusiasm this project is off to a flying start.

Please contact Brian Kennel on 01621 853330 or Sean White on 01206 302389 if you need any further information on this project they will be pleased to here from you.

ETHEL ALICE CK476



May I take this opportunity to apologise to Barry Tester. I accused him of racing with a sail that could not be set along the the centre line, he has very kindly sent this picture to me to prove it can be. Sorry Barry

Andy Rule

MARIA CK21



Built at Rowhedge by Peter and Enos Harris in 1866 of pitch pine on oak frames she is 47' long . She is now owned by Paul Winter who had the awesome task of retrieving her from "furrin parts" in what must be termed as the most difficult of circumstances. But Paul having a good head for difficult negotiations and a determination to bring her home succeeded in the end. If there were a medal to give for such a task Paul would easily have won it.

Paul has since been busy removing coachhouses and all the things added to a smack that has left home and the owner knows no different. Paul is now rigging her for this season and we hope to see her out in the coming races.

For the first time in at least 70 years we will see two Harris smacks under sail the other

one being “Ellen” CK222. This does not mean the end to “Aldous” dominating the fleet but at least it a good start.

Paul freely admits that she needs a lot of work carried out on her so he will have to treat her gently to start with but at least she will be under sail again.

Her reputation for speed came in the early days when “Neva” (another Harris smack) Elise, Xanthe, Sunbeam etc., were racing together and her name carries on today with a local shipwright calling her “formidable” and a local sailmaker calling her a “very slippery piece of wood”. Now it’s down to Paul to prove it?. But perhaps not just yet.

I apologise to the readership about carrying on about Harris Smacks but they were simply the best. (this is a totally un-biased opinion)



Transcur CK315



Built in 1895 by Aldous she is 34’L.O.D (will be 36’ approx when finished) 10’6” beam and 4’3” draft. She was built of pitch pine on oak with elm keel. In her original planking she has a rubbing strake at the turn of her bilge, you can only assume she was built to take the ground. She was decommissioned for fishing in 1934 and sold as a private yacht. Claire and Peter Thomas after spending many months searching for smacks decided that Transcur

was the smack most suitable for them and purchased her from a yard at Lymington, they then transported her to their home at Barham



Green.

As you can see from the picture Peter has wasted no time on starting work on her. He has already knocked the concrete out of her , removed the keel and made a new one out of opepe which he was about to fit the day we visited him. In the following months he is going to replace her frames, deadwoods etc., ready for planking this summer and at the pace he is going and the machinery he has got in his barn you cannot doubt his word. Peter however knows that the planking ~~will be a two handed job and therefore he will~~ employ a shipwright to help him with it He has taken a very sensible approach to this project and has set himself targets to aim for but also realises that he will need help occasionally with the bigger tasks ahead of him. It is obvious to us the day

