



# SMACK DOCK SOUNDINGS



SPRING 2000

<http://www.colne-smack-preservation.rest.org.uk>

ISSUE 25

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Transcur CK365 Transformed from a wreck to an Essex Smack in 18 months thanks to the hard labours of Clare and Peter Thomas .

Contact: Andy Rule e-mail: [andy@threeswans.demon.co.uk](mailto:andy@threeswans.demon.co.uk)

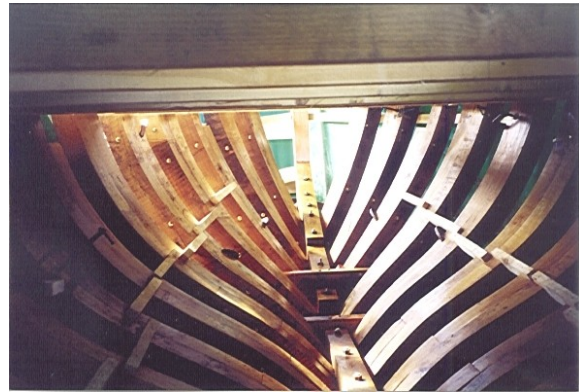


## Pioneer Sailing Trust

<http://www.pioneersailingtrust.org.uk/>

**Built in 1864 by Peter Harris at Rowhedge (One of the best smack builders on the East Coast)**

Computer aided design (CAD) was used when they dug the remains of the smack out of the mud. They divided the outline of the smack into 5 feet sections and went through the mud like an archaeological dig. They saved all the old boat frames and material and collected anything looked like boat bits that was found because it had totally collapsed. The idea of the sections was so when they fitted the boat back together again they would know where everything came from. From the search they recovered an amazing four trailer loads.



*Looking fwd with new frames and stem*

Shaun White was the keeper of all the material found and sorted it out. They used all the old materials and frames to build a new shape and battening to keep the frames in the right places. The boat was surveyed using infra-red equipment which was digital and the information was handed to David Cannell who works as a naval architect. He placed the information onto a computer and made up the line plan which was very close to the old shape. Brian



*New frames laid out ready to fit with the aid of CAD*

Kennell found a photo of the *Pioneer* from the 1900's and they compared the lines from the picture to the line plan they had made and they only had to lift the sheer 4 inches .

From the datum lines they could take measurements and could produce a full sized pattern of any frame, which was very accurate and this saved weeks of time but of course was very expensive. They also spread out the frames on a loft floor and then made a hardboard cut out to make thing a lot more easier to understand.

When the *Pioneer* is rebuilt the wet well will remain but will not have water in it. They are trying to keep as much as they can of her, a

couple of the floor and frames will remain of the old smack but unfortunately not much of the original smack will be left.

The keel will be made from a tropical hardwood called opepe and the planking will be larch on oak frames. The oak which will come from Norfolk and 18 home grown larch trees which will come from Wales.

The *Pioneer* Trust has now been set up and only have a third of the money they need so they are looking for sponsorship or they will go privately if it comes to that. The Trust went to the national lottery for funding but they have yet to get a reply from them hopefully they will be successful.



*The old frames and wet well.*

*Elly Rule you see here in the centre of the picture shows the vast size of the Pioneer*

The progress so far is on schedule and the

framing will be complete by the end of the year and then they will start on the planking next year.

There is an information tourist guide where the *Pioneer* is kept and there are a series of original photos which were taken around the 1900's before the war. The reason for how the *Pioneer* is today is because they were going to change her into a houseboat in West Mersea where she sank from a horrific gale that made her come out from her mud berth, because it was the war nothing could be done so the *Pioneer* filled up with water and rotted away.



*New stem and frames have been completed fwd.*

Nobody claimed her so she was given away in the 1950's to a local fisherman who sold it to the Trust for them to repair and maintain.

There are two main aims to the trust they have set up:

1. To restore and sail the only example of a wet welled First Class Colchester smack
2. To use for youth groups for character forming etc

**The Pioneer Sailing Trust is having an open day on Saturday the 17th of June 2000.**

**The address is :**

**SCRIPTS FARM. GOAT LODGE ROAD. GREAT TOTHAM**

**Phone Rupert Marks on 01621-893830 if you need more details.**

Reporter Elly Rule and Pictures by Clunes

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

The flower pot we had in our garden is turning into a Thames Sailing Bawley again thanks to the skill and craftsmanship of Joe Dunnet and his partner Gus. They have now completed the framing of her and will start on her planking in September.

When we last visited them a year ago they had finished her keel, deadwoods, stem and apron although the old planking is still on her and she looks on the outside much the same as when she left our garden in Duxford on the inside she looks really smart with her new frames. They have now put her back to the correct shape and it would now be interesting to measure her sister ship 'Bona LO178' just to see what the differences were .



*The new frames looking fwd. To her knee and stem*

The new frames are of oak and they have managed to find some very tight bends at the turn of her bilge as you can see by the picture here. They also have increased her frame size to give her more strength. They have used stainless steel for the knee bolts , stem and apron but on the frames they have used iron nuts and bolts.



She was originally planked in oak but they are going to use larch this time as oak

moves too much and unless the Bawley is used all year round the oak would dry up and shrink.



Joe and Gus have made her transom board and would have fitted it the weekend we called round to see her, but he was busy instead fitting an iron top-sail to his van. We wish them well with their project and god willing she will be a fine sailing Bawley again

*There is always something unique about frames and here you see a lovely example of this in her stern framing . Too good I would have thought for the new Tate Gallery judging from what I have seen of their exhibits.*

We will visit them again next year and see how far they have got with the planking.

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## TRANSCUR CK365

Built by Aldous in 1895 LOD 36' x Beam10'6" x Draft 4'3"



In 18 months Transcur has been transformed from a hulk to a fine Aldous smack

How can you put into words what Clare and Peter Thomas has achieved in a mere 18 months of working on Transcur .

You must take in to account he has a full time Teaching job, Clare works part time for BT, two young children and sailing the Margaret Catchpole during the summer season and yet he has managed to rebuild a smack in his spare time?.

I can hear all the shipwrights say now that he has yet to build his spars they would be wrong he has also built the spars and not only that he has made a good start in making all her blocks as well, including the metal frames which he has forged himself.



*Note the attention to detail he has given to the air vents to the cover boards*

wrong I would reply. He has even carved air hole between the cover board and the beamshelf and attention to other parts of the smack is unsurpassed.

The only job he did not carry out himself was the planking but he faired the planking and caulked it. The two shipwrights that he employed to carry out the planking praised Peter on his framing and could not fault it. They also said he was like a human dynamo and could not believe the speed in which he worked non- stop all day . Praise in deed from two very skilled shipwrights Allan Williams and Andrew Balfe from the St Osyth Boat yard.

Here is a list of the other work he has completed,

bulwark boards including the carving, forward compartment including bunks and lining. Heads including a completely refurbished baby Blake toilet, deck is on and stanchions fitted, engine built and ready to be fitted onto beds he has mocked up the galley area and seating area amidships ready to be made.

I would love to say that this article is fiction and not fact but this is the truth Peter and Clare have shown the way to us all, if you want a Essex Smack and you are prepared to work hard you can achieve what others might see as impossible. He has also put my own achievement into a shadow when I rebuilt Ellen CK222 in 8 months 3 days I was praised at the speed of the rebuild and the quality but I had a great advantage over Peter and Clare as I employed 3 full time carpenters 7 days a week and at the weekend my crew would also turn in and help. I worked on her from Friday to Monday and every night until the job was completed. We also had made available to us all the farm lifting equipment like Tele porters (very handy when lifting baulks of wood about and placing very heavy cover boards on )

When I wrote the first article I headed it 'Well Done Clare and Peter Thomas' little did I realise I would publish these words. **Well done Clare and Peter Thomas. If there was an award for dedication and hard work you would have won it.**



Ellen CK222 at Thriplow Farms Cambridge after rebuild

## **OUR BOYS CK96 built by Shuttlewoods of Pagelsham in 1911 of Oak on Oak**

Our Boys is at the St Osyth Boat Yard where she is having a part rebuild, we went to see her last winter when they first started work on her.

The shipwrights Allan Williams and Andrew Balfe had already made a start on her by fitted a new rudder trunk and stem and had started replacing her counter stern.

The late Chris Watcham had started this work of before his untimely death and now the Watcham family have taken on the job of finishing her and all credit to them for taking on not only a mighty task but what must be a constant reminder of Chris Watcham's only love.

The day we visited her Mark Watcham was painting the stanchions and it was extremely hot in the tin shed but he seemed happy enough with paint brush in hand.



They have now completed her counter and fitted new deck beams, deck, cover board, stanchions capping rail and hatch combing's. As predicted her oak boarding although in good condition still have opened up and they are going to move them all down therefore closing the gaps and also giving them an opportunity to refasten her at the same time. They will be fitting new planking on the more seriously worn places.

The two brothers Steve and Mark Watcham are also working on her and making this a true family venture and one that is going to be completely successful. They hope to be launching her this year and taking her back to the famous fishing village of Rowhedge where work will continue on her and she will be ready for the sea and sailing once more to delight our coastline with her presence.

We wish them well with their project and look forward to her competing in the CSPS race.

## **PRISCILLA MN76 Built By Stone at Brightlingsea**

Well here she is a rare specimen indeed a Stone Smack waiting for a rebuild to go and join her sister 'Peace CK171' on the race track and she is predicted to be very quick indeed.

Found by our very own Harry Bird (still trying to find a medal for you Harry can't find one small enough) and rescued by Brian Kennel and co.

I could not make out after Rupert Marks and been to see her at Bristol that Brian Kennel had no hesitation in wanting to rescue her.





All was to be revealed because Brian knows instantly when he sees a thoroughbred and that is exactly what she is and well worth saving from being broken up.

As you can see by the pictures that she has a very fine entry and a long run although she has been lengthened by 6ft approx. Brian strongly suggests to remove her extra 6 ft and put her back to 38ft approx. he feels that would be the best thing for her.

You will be able to see Priscilla if you go to the **Pioneer Open Day** because that is where she is at the moment. Brian says it is strange to have the very smack here that towed Pioneer to her last resting place when Bob Stoker had her.

Perhaps one day one of our Members will pluck up courage and secure a very fine Stone smack for himself or indeed herself (mustn't forget the backbone of every smack owner come on ladies us show how it's done).

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### **BRIGHTLINGSEA TOWN MILLENNIUM REGATTA**

Brigtingsea town are holding a millennium regatta on 5<sup>th</sup> August, with events taking place on the water and on the hard. The society has been asked if any of our members would like to take part with a possible sail past and smacks dressed overall moored in the creek.

Any members who would like a leisurely day on board a participating smack please contact **Jim Lawrence on 01206 304204** or **Cyril Fenner on 01206 304768**.

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### **KENT SAIL ASSOCIATION**

**Important Change to the rules.**

**Kent Sail Assoc. would like to inform smack and bawley owners of an amendment to the entry criteria for the 2000 Swale Race.**

**As follows:**

**Craft entering this class must have been built as a smack or bawley and been either registered as a smack or bawley or have been built for trade.**

**Additionally the criteria as from 2000:-**

**All vessels must have been built between Spurn Head and North Foreland.**

## **VERY IMPORTANT NOTICE TO ALL SMACK, BARGE AND BAWLEY OWNERS**

### **A word about the C.S.P.S Race from the Race Committee**

Each year there are “murmurings” about what constitutes traditional Working Sails and which sails should be allowed etc.

Very few people can afford, or indeed appear to want, flax and cotton sails, so we have come to accept Duradon and Terylene.

Because the Colne Race is run by the Colne Smack Preservation Society the Race Committee feel that the vessels entering the race should, as far as possible, **be restored and rigged in an authentic way**. Some fleets of traditional boats have been “developed” for better race performance and no doubt are much quicker with their “up to date” gear and equipment. **As a committee we do not wish to run a race, which will be dominated by Smacks with wood-grained carbon fibre spars, and fully battened Kevlar sails.** We do not feel that this is what we should encourage because we are about preserving rather than developing. So we ask all competitors to agree to race under the rules laid out. If you have a sail, which you think may not meet the requirements of the Colne Race, please do not use it as disqualification may result.

Finally, it is impossible for the Officer of the day to follow the fleet over a 21-mile course to check every sail change made during the race. Like the use of engines, this rule has to be self-regulating.

**So for the Colne Race – as traditional as possible please!!**

**The following is the changed rule regarding spinnakers that will go into the Race Rules:**

**Running Sails may be set boomed out, providing they are triangular in shape with a definitive Luff and Leach and capable of being set to windward.  
Balloon and Radial cut sails may not be used.**

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### **Thankyou David Patient**

The societies winter event this year was a splendid talk by David Patient, which was a huge success, being attended by about 90 people. The subject of David’s talk was the Maldon boat builder Howard, giving us a brief history of the man and his yard, supported by pictures of some of the ships he built.

David commented that this could be a warm up for more talks he may be doing in promoting his other vocation of local historian and author so look out for his first book which he hopes will soon be in print.

The nights raffle raised £83.00 and David also kindly returned his expenses as a donation to the society.

Thanks also to Pauline Lawrence for donating many of the raffle draw prizes (although Jim did inspect them first to make sure his bawley Saxonia was not one of them)

## Brightlingsea Harbour Nature Notes 1999-2000

Well, another year has flown by and with it comes another collection of nature notes, which I have extracted from the harbour log. In order of their happening, therefore, I offer the following: -

6<sup>th</sup> April 1999 saw the first mullet of the year under the wide pontoons.

27<sup>th</sup> June counted eighteen quarter grown shelduck with their parents in St Osyth creek.

18<sup>th</sup> August had a closed encounter with our semi tame seal "Dunlop"

27<sup>th</sup> September spotted four immature herons in south channel plus two swans with seven cygnets.

9<sup>th</sup> October four white egrets were sitting on the wreck of the "Reality" between first and second Cindry islands. Reserve warden Reg Arthur reported that fifteen egrets now roost on Howlands Reserve.

10<sup>th</sup> October disturbed a cock pheasant, which had been roosting on the rudder of the barge "Fertile" on the hard. Five avocets were seen feeding off Pincushion Island. Johnny Walsh living on board "Helen & Violet" in the Pyefleet reported seeing the first brent geese arrive, about sixty of them.

17<sup>th</sup> October saw six white egrets on "Reality" this morning plus two kingfishers off Lynch Acre saltings.

4<sup>th</sup> November Reg Arthur reported that the number of egrets now roosting on the reserve has increased to twenty-one.

20<sup>th</sup> November counted thirteen avocets on Cindry 2 this morning.

21<sup>st</sup> December sighted a new young seal (not Dunlop) today.

23<sup>rd</sup> December the new seal (which I have named Michelin) was basking in the sun on the narrow pontoon by "Astra" this morning. South channel was full of little grebes (dabchicks) and mergansers.

28<sup>th</sup> December witnessed a carrion crow make an attack on a dabchick today, the dabchick made a crash dive staying under water for just on a minute!

4<sup>th</sup> January 2000 estimated that 5-600 pewit lifted off Cindry 2 today.

15<sup>th</sup> January got close to Dunlop and Michelin today, they were alongside the sprat boats on the fisherman's trots.

1<sup>st</sup> February counted fifteen golden plover drop onto Cindry 2 today. I have never seen "Goldie's" in Brightlingsea creek before.

7<sup>th</sup> February saw a huge gathering of pewit today I estimated 5-600 were resting on the mud between the wreck of the "Reality" and the point of Cindry 2, with a similar number on the mud below Pincushion Island on the St Osyth shore.

10<sup>th</sup> February had a report seven seals had been seen off the wharf, along with the Harwich and Mersea smacks which were unloading sprats. The spratting season has been a good one this year, smacks from Harwich, Mersea and Wivenhoe having been fishing for them from just after Christmas until the end of February on a full time basis.

This year a new area for roosting waders has emerged, the build up of shingle opposite James & Stone on the St Osyth shore giving protection to immense numbers of dunlin who shelter in the lee of the shingle banks in high westerly or south west winds.

Dunlin are the tiny silver and grey waders who swerve and turn as one when they collect together in autumn and winter, they always remind me of a shoal of tropical fish when filmed underwater in some exotic lagoon. Turnstone and pewit also roost in this area at low tide.

All in all then another fantastic year with the numbers of birds continuing to increase and new habitat being exploited.

Best regards

Brian Percival

(Assistant harbour master, Brightlingsea Harbour.)

*Thank you Brian for your marvellous contribution to the newsletter. Our members always look forward to this article, it gives a lovely balance. We are all wondering what you will call the next seal you see 'cross ply' sounds about right, Thanks again ED*

COLNE SMACK PRESERVATION SOCIETY  
INVITE YOU THEIR ANNUAL SAIL AND PICNIC ON SUNDAY THE 20th AUGUST 2000  
PLEASE CONTACT JIM LAWRENCE ON 01206 – 304 204  
OR CYRIL FENNER ON 01206 —304 768  
ALL MEMBERS ARE VERY WELCOME TO JOIN US FOR A FEAST OF FOOD AND SAIL  
YOU MAY ALSO BE LUCKY ENOUGH TO HEAR OUR CHAIRMAN JIM PLAY HIS MOUTH ORGAN  
AND SING FOR US ?.

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### Getting A.D.C. back to sail by Dick Harman

In 1968 I took A.D.C. to St Osyth as a motor smack. She had been pair trawling and had a forward wheelhouse and wheel steering. She was owned at that time By David Gowing, John Purcel and myself. David and John worked for me on Clacton beach and sailed with Richard Duke on the barge Millie in barge matches. Having had the last years of stowboating in Charlotte Ellen with Denis Heard I had made the acquaintance of many of the older generation of real sailing smacks-men in the 1950's.

One of whom was Charlie Barbrook whose father had A.D.C. built in 1895. She was to be called ADA after a girl called Ada, sister of Charlie, born 1890. However this caused an altercation among the other children who were Albert, Ada, Dick and Charlie. Mr Barbrook Snr. decided on A.D.C. to keep them all happy.

Charlie taking over from his father had been skipper of A.D.C. most of his working life. Being a dredgerman by trade, he therefore, had a lifetime's experience of working small grounds in close company with many smacks and did not have an engine fitted in A.D.C. until 1939. He had never raced A.D.C. in any organized race, as being the younger, he had to crew for his elder brother on A.E.F.A. He did say however that when coming or going up Kent A.D.C. always did very well against them all.

I got all the main rigging details from Charlie. He has no idea at all of anything in feet and inches, but gave me all the dimensions against the smack itself. For instance, when the mast was laid on deck it was an arm's length longer than the smack. The boom overhung the counter so you could reach the end. The bowsprit when rigged in came to the after end of the main hatch and the gaff was over the after end of the after hatch. The rig overall was the same from bowsprit to boom end as from deck to topmast head. That gave me the length of the topmast.



### Rigging

The windlass chocks were used to make fast the jib outhaul on the port side and the bobstay fall on the starboard side or sometimes to the windlass. Staysail halyard to a cleat on fore side of mast just up clear of the staysail horse. Jib halyard to a cleat on starboard side of mast. Jib hardener to port side pin rail on rigging (racking staff). Main peak halyard to starboard side of cavil rail. Peak hardener tack fall to forward side pin on starboard pin rail on rigging. Topping lift to after pin on starboard pin rail. Topsail halyard to cleat on port side of mast. Topsail tack to main cavil or ring in deck just aft of mast foot (sometimes wound round the mast to hold a better wind). Topsail sheet under boom, starboard side to cleat on port side of boom. This cleat a thumb cleat holds the forward end strop of reef tackle. Topmast heel rope to after end of port pin rail. Jib sheets through bulwarks fairlead made fast with thole hitch on cavil rail on timberheads just aft of staysail horse. When dredging to a thole in heel of bowsprit, for convenience of men working the forward dredge, A.D.C. carried jibs to No 6 when working.

When working many smacks on a small piece of ground the smack had to be ballasted to handle easily, and when sailing normally carried far less helm than is usual today as much more attention was given to ballasting correctly. This was standard practice everywhere. The vessel was ballasted to her normal sailing depth, and then sailed in a whole sail breeze (a good force 4) with topsail set and one reef down. Balance at this by shifting ballast AFT for less weather helm and FORWARD for more until correct. Then in light airs with full main she was balanced. In more wind the topsail was taken in (which doesn't affect the balance) then as the wind increased and more reefs were required jibs were changed until small jibs could be brought in along the bowsprit to effect balance.

When, after I had got all the information on A.D.C., I asked Charlie how she was ballasted, he thought for a bit and then said "about right". When pressed on the subject (as I had nothing to start with) he said there had been a bad winter in 1914 and if I looked carefully around the bow I would find a slight ice scar a few inches under the bobstay fitting if it was still there. It wasn't, but the scar was! He said ballast to that and the bottom of the rudder trunk on the sternpost, then proceed as before mentioned, Aft for less weather helm, Forward for more.

By the time I was rigged Charlie had developed bad cataracts in his eyes so I was unable to show him his dear old A.D.C. put back as he had her which was a very great disappointment to me. He died soon after. However I must say by her performance as the years went by and Andrew took her she has always been a credit to dear old Charlie, and I hope she will be always as she is now a new vessel again.

I was given (in exchange for her trawl nets) a prize mainsail that had been raced for pre-war by Hector Frost of Varuna CK442. I used this for a few years but the boltropes were of wire and rusted the sail out (I had Gowens of West Mersea copy it later). Denis Heard gave me a letter to Gowens giving me a sail he had taken in years before to have cut down to a leg of mutton when he had no engine fitted in the Charlotte Ellen. It had gotten through the years without being cut and is still in my possession.

The mainsheet came from a strop on the boom (between the bee blocks for reef pennants) to a ring in transom beam with the fall led through a deadeye on a very short strop in the centre of the tonkin thwart. Made fast with two half hitches round all standing parts of the tackle. This arrangement ensures that the mainsheet does not become jammed in the event of an accidental hard gybe.

R.E.Harman.

*We have more wisdom from Dick Harmans in the next newsletter thanks Dick this is really good material. ED I would like to add my own word of wisdom I have found that my bow sprit has tried to open Shotley lock gates and just recently has removed quite neatly a push pit on a yacht. I discovered that it was the first bit of my bow sprit doing this so I chopped it of so that it does not happen again. More hints and tips from me next issue..*



## LETTERS AND COMMENTS:

**CSPS Newsletter Spring 2000**

**Ref: Core Collection / Designated Vessels**

**The CSPS attended a meeting held on the 15<sup>th</sup> Jan 00 at the Town Hall, Ipswich.**

Roger Knight Chaired the meeting and the main purpose was to hear public opinion of the vessels chosen for the Core Collection and the Designated Vessels.

Robert Prescott steered the meeting and told us how the committee had arrived at its decision to place such vessels on the list.

He had explained to us the parameters of the way the vessels were chosen i.e. 40tons/40ft/ pre 1945. And he stressed that he was not allowed to veer from these parameters. He then went on to say that they had to whittle down the list of some 1500 vessels to '45' on the Core Collection and '100' on the Designated List.

They drew up their own list of Merit Marks to enable a choice on the selected few that were to be on the final list. The merit marks were based on Originality, Age, Construction Materials, Advances in technology etc.,

To our great dismay (and the SSA) Stormy Petrel the Whitstable Smack was chosen for the Core List, and believe it or not two Class 2 Smacks built by Aldous were chosen to go on the Designated list. We feel this was a poor choice as the two smacks chosen are very similar.

We questioned them on their choice but did not receive very good answers, in fact the answers we did receive confirmed that not a lot of research had been carried out on East Coast fishing smacks.

We think the problem mainly has been the owners of more worthy craft not forwarding their details to the committee, therefore limiting their choice, and communication with the relevant bodies that have better knowledge of the subject has been poor.

They emphasised that the list was still in its infancy and they also say it can be altered if new information is made available.

We sincerely hope that alterations to the lists are possible to save any further embarrassment.

Andy Rule Editor

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Tobias Hutchens  
66,Gresham Road  
Staines  
Middlesex  
TW18 2AE  
25.11.99

Dear Mr Rule

I have just read a letter in the 'Smack Dock Soundings' by an old 'shipmate' of mine Ishmail Jenkinson (it's spelt with an 'H').

I sail with Ishmail many times as a cabin boy and I was on the trawler that put into Brightlingsea that fatal day, he got most of his facts right except about Jed Nathans 'boot', Jed in fact exchanged his boot for a crate of 'ale' with the landlord of the 'Anchor' who wanted the leather for something or the other, the

landlord got the best of the deal as good leather was scarce then, also when they fell in the water Jed's concertina was truly soaked and never did sound the same again, Jed was heartbroken by this and when the crate of ale was near finished he never drank beer agin . (unless someone else paid)

Times was hard then but more fun.

I also sailed on the 'Sharmara' under Captain White of Tollesbury Essex, he is still alive and living in Southampton.

Well I must close now as the 'old hands' are starting to shake from arthritis .

Yours Sincerely Toby Hutchens

P. S Maybe you could pass my letter to Ishmail as one I have sent got returned with 'No such home in Lowestoft'

*Alas Toby we also have tried to contact him but to no avail, but we do know he reads this newsletter so I am sure he will write to us again or maybe contact you direct.*

*The good thing about this Toby that it at least clears up the mystery of the missing boot it had been worrying the committee indeed the whole society had the gravest concern about the missing boot even the local museum had got involved but now we can put our minds at rest and sleep a lot easier now. Thanks again and please do not hesitate to write to us agin with your fascinating stories. ED.*

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#### Gossip column

**We hear Andy Harman and family are back with us again. Hopefully St Osyth boatyard will be back to normal again.**

**We are all pleased to see you back Andy and family.**

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**Electron will be going quicker this year with a new mast and a new suit of sails.**

**Well done Peter keep spending the money, you will get there in the end.**

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**Ellen is to celebrate her 100th birthday in Brightlingsea creek on the 5th of August please keep it a secret cos the skipper is a tight old sod and does not want to spend much on beer barrels.**

**We have a new Harbour Master at Brightlingsea his name is Bernie Hethrington and at the moment he quite like smacks and bawleys PLEASE DO NOT CHANGE HIS MIND, BREAK HIM IN GENTLY.**

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**Finally our chairman's wish has come true the smack dock has finally been dredged and you can now sail in and out of the dock at your leisure . There is now another 4 ft of water in the dock and Jim has a fixed grin on his face.**

**We would like to take this opportunity to thanks the person who donated £300.00 to help us dredge the dock. Who ever you are THANKS you are a Gent of the first order.**

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**There will not be another issue of this newsletter until the end of September due to having to sail my smack to Brest etc., We will be reporting on Brest 2000, Brightlingsea 2000, CSPS Smack Race, Harriet Blanche, ADC launch, Sail and Picnic, Puritan, Victorious, Dick Harman seamanship,**

#### 4 RULES FOR SAFETY AT SEA

*As taught to Dick Harman when he first went to sea.*

When both lights you see ahead starboard wheel and show your red.  
Green to green or red to red perfect safety go ahead.  
If to starboard red appear it is your duty to keep clear.  
To act as judgement says is proper.  
Starboard, port, back or stop her.

But when upon your port is seen,  
A steamers starboard light of green,  
There is nothing much for you to do,  
As green to port keeps clear of you.

Both is safety and in doubt,  
Always keep a sharp look out,  
In danger with no room to turn,  
Ease her, stop her, go astern.

Now these four rules we all must note,  
Are no use in a sailing boat.  
As we are dependant on the wind another set of rules we find.

A close-hauled ship you'll never see,  
Give way to ones that's running free.  
It's easier being free to steer,  
That's the reason she keeps clear.

With wind the same side running free,  
One to windward, one to lee,  
The leeward ship goes straight ahead,  
The other alters course instead.

Both close hauled or both running free,  
On different tacks we all agree,  
The ship that has the wind to port,  
Must keep clear is what we're taught.

All other times the altering craft,  
Is the one with the wind right aft.

Sail or motor as you may,  
Never forget the case of Michael O'Day  
Who died defending his right of way.  
He was right dead right as he roared along,  
Now he is just as dead as if he was wrong.