



SMACK DOCK SOUNDINGS



SUMMER 2000

ISSUE 26

CONTENTS:

**OUR BOYS CK92
ADC CK431
BREST 2000
CSPS 2000 RACE
SAIL AND PICNIC 2000**

**SWALE MATCH 2000
SMACKS IN NEED
DICK HARMAN
LETTERS**



'OUR BOYS' ON THE SLIP AT ST OSYTH BOATYARD ON HER LAUNCH DAY

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OUR BOYS CK92 Built by Shuttlewoods in 1911 of oak on oak



From left to right: Steve Watsham. Andrew Balfe. Mark Watsham. Alan William's. Ben Harman

It was a day not without some regret that the late Chris Watsham could not be there to see his Smack being launched at St Osyth yard. Our Boy's which is now 'appropriately' named after the brothers and family who vowed to see Chris Watsham's smack rebuilt as he would wish at the St Osyth yard where he spent a lot of his time with the sailing barge Edme.

Chris had become a very familiar sight at the yard where he would help get ready and sail the barge with Andrew Harman and family. I also had the pleasure of his company on my own sailing smack Ellen where he became a very enthusiastic crew member and a delight to have aboard .

His life revolved around these vessels, so much so that he purchased Our Boys with the thought that one day he could have his own smack and become owner/skipper of her and I have no doubt if he had lived he would have achieved this goal.

He must also be given the credit of saving the sailing smack Betsan in which he single handedly dug out of the mud and raised her from her muddy grave. She is now being restored in the CSPA smack dock So we have Chris to thank for saving two very fine smacks.

The Launching took place on Sunday the 17th of September 2000 on the afternoon tide, a crowd of over 100 people gathered to see her launched, helped with a bottle of Newcastle Brown Ale as she went down the slip

I can't tell you what I felt as she touched the water but a shiver went down my back and I could feel from the crowd that had turned out for her that this was no ordinary launch and I for one just hoped that Chris was watching her as well. With emotions charged it was with great courage that Steve Watsham gave a short speech thanking every one who attended the launching.

This was also quite extraordinary day for the St Osyth Boatyard because they had launched ADC a fortnight earlier so it was a kind of dual celebration of two smacks I think they may have achieved some sort of record because I do not know of any other yard that can boast two class 2 smacks launched within a fortnight of each other (apart from Robert Aldous a 100 years ago) So we must also congratulate the yard for producing such fine vessels and a special thanks to Alan Williams and Andrew Balfe for their skill, hard work and fine workmanship.

The CSPA wish the Watsham family every success now in getting her under sail look forward to her sailing the Colne and Blackwater where she belongs

News letter Editor: Andy Rule

ADC CK431 BUILT BY ALDOUS 1890 OF PITCH PINE ON OAK



ADC afloat and Our Boys on the slip . History being made on that superb day.

ADC was launched on the midday tide of Tuesday 29th August 2000 under the watchful eye of Jane Harman ,Alan Williams and Andrew Balfe. Graham Wallis the owner/skipper although delayed by traffic, arrived in time to see ADC as she gently floated free from her trolley. As the water of St Osyth creek gently caressed her hull Andy and Jane Harman, Alan William's and Andrew Balfe toasted her with champagne in the glorious sunshine.

When finally she left her trolley she smoothly came to lay against the quay and very shortly nestled herself into the mud. She took on only a soup bowl full of water just enough to quench her thirst.

She now stands proud with her mast, topmast, boom and bowsprit.



ADC learning to swim again .
Dick Harman says
'they never lose the habit'

On the 17th August 2000 a joint celebration was held with the launching of **Our Boys**. A BBQ supplied and cooked by the Graham Wallis of ADC whilst **Our Boys** owners the 'Watsham family' supplied the beer was enjoyed by all those who came to see the two "Old Girls" afloat. Our sources report that the ADC team drew the short straw as less work was needed in tapping the taps into

the kegs, however no one was willing to be quoted.

ADC is currently being ballasted with lead and it is hoped by the owner that she will be sailing in the not too distant future.

The CSPS wish to congratulate Graham Wallis on the launching of ADC and we have awarded him the honour of 'Best Rebuild' which was ~~presented to him at the CSPS Colne Match.~~ Well done.

Well she's launched Graham and I for one wish you the very best. ADC will give you a lot of joy and happiness . We will miss you on the good ship Ellen but at least we will have the pleasure of sailing with ADC alongside Ellen for many years to come. (if we can keep



Jane Harman looking after her old 'flame'. Jane has spent many a happy day on ADC in the past.

BREST AND DOUARNENEZ

BY HILARY



Brest 2000. It was a long way there and a long way back!! Sallie left Heybridge basin on Monday 3rd July. The sun was shining and there was a light breeze. An excited crew had everything set in double quick time as we headed off down towards the spitway and foreign parts (yes I'm talking south coast!). the last time we took Sallie to Brest in 1992 we'd had fair winds all the way to Falmouth. This time was to be totally different. When I came on watch at midnight that first day all seemed to be going smoothly. Within the hour the fog came down, the wind backed and increased and we had to get the topsail down smartish. The borrowed handheld GPS took time to find itself each time it was switched on so we decided it was best left on all the time, it gobbled up the batteries. Sailing in the fog in unfamiliar waters was character building to say the least and a GPS is going on my Christmas list!! We made steady progress until Eastbourne when the W5 got the better of us (the smack was fine but the people were tired, wet, cold and p***** off!!) a night anchored off Eastbourne and we were raring to go again. The next three days were difficult to say the least. Sometimes we had thick fog lasting for a whole day and night, sometimes there was rain, sometimes there was too much wind and at others none at all. The log says that at 07:30 on the 7th there was a hint of sun! WOW! That night at midnight the nav lights failed. The log entry just prior to this says... "lots of traffic", I recall feeling quite scared, we were doing eight and a half knots in a confused sea which made it difficult for me to steer. The generator was on deck to run the nav lights but kept threatening to conk out as it jumped around the deck and there were ships everywhere you looked. The skipper was really enjoying himself! The next day saw us wallowing around in very light airs wondering when we would ever get to Brest. We had our answer a few hours later when the forecast for W-NW 6/7 had some of us deciding that L'Aberw'rach sounded like a jolly nice place not too far from Brest and with a mini festival of its own. We were wind bound there for three days but we had good company as Ellen, Sunbeam and Charlotte Ellen were also there. The crew supper was great, shipwrights dancing on tables, plenty of wine and lots of singing. The showers were fantastic and although we didn't know it, the last we were to have until we got back to England. We all felt totally rejuvenated.



Sallie in Port Rosmeur, Douarnenez. Photo by Tony Pickering



Charlotte Ellen and the Muscle Men Rafting up is fun but can also be hard work
Photo by Tony Pickering

The smacks left early on the 12th, the day the Brest festival started. We had a wet and windy passage but finally we were there on the Illes des Britaniques with the other British boats. The number of boats was noticeably less than our previous visit but even so a pretty good turn out, Essex Smacks were well represented. The crew supper at Brest for 15,000 was amazing, how they managed to give everyone hot food I do not know. The weather did it's worst for the first couple of days but eventually the sun came out. Sallie had a lovely day out in the Rade in brilliant sunshine. The sight of so many traditional boats out sailing was truly fantastic, from huge square riggers to

Thames Barges to tiny lugsail dinghies and everything in between. The French sure know how to organise a festival. Shoreside there was so much to see and do, far to much to eat and drink and huge crowds everywhere. The downside was a lack of showers, eight showers for 15,000 crew wasn't enough!! And so on to Douarnenez. The parade of sail on the 17th was spectacular but we were very soon left behind as the wind died completely and everyone resorted to engines. We arrived in Douarnenez 13 hours after, in company with another British engine-less boat "Tomboy". The hardy smackswoman rowed (yes rowed!) into Port Rosmeur and we were delighted to get a round of applause. Girl power indeed. Douarnenez was quite different to Brest and I felt it was more about the boats and crew than the people who had come to see them. We really enjoyed our day racing although the log describes the race organisation as "the usual shambles"! the *concourse de manoeuvres* was fun even if there were only four people in the grandstand watching and two of them were asleep. As we hadn't brought any dredges with us we used tyres instead. We could just imagine the French wondering how we caught oysters in



Just a sample of the different working craft seen in the Rade de Brest

Firestones! All too soon it was time to head home. On Saturday 22nd we left Douarnenez for the long trip home. The forecast was giving lots of Easterly so we housed the topmast, put in two reefs and set the storm jib. At 16:00 we reefed again and shortly after decided to head for shelter. Tacking and leading into the narrow rocky entrance of L'Aberildut earned us another round of applause. We anchored for the night close to the sailing club with no means of getting ashore for a last bottle or two of wine as the dinghy was on deck. The following day, no wind!! Lots of fog! We rowed out and anchored until a light NE allowed us to get underway. The next 24 hours



Girl power: Charlotte Ellens and Ellens crew going ashore. Room for one more perhaps?

Photo by Tony Pickering

were frustrating with light winds or none and a swell which prevented us from setting up the topmast. When we did eventually managed this it promptly descended to the deck again as the heel wire block failed! It wasn't long before a temporary repair was made and once again we were off. The log for Tuesday 25th reads... "England 20 miles away (Lizard point)" and shortly after we heard Concorde's sonic boom - probably the last one as later that day we heard of the terrible crash. At some point a shipwright who shall remain nameless mentioned he'd never seen the Eddystone lighthouse, he regretted those words as we spent 24 hours being washed first one way and then the other.

The following day, no wind!! Lots of fog! We rowed out and anchored until a light NE allowed us to get underway. The next 24 hours



Sallie in the Baie de Douarnenez

Photo by Tony Pickering

Eventually a light Southerly appeared and with parachute set on the bowsprit we were off.

At Start Point the sun was shining, the wind was Westerly, the running sail pole was set and it was pasta for supper again! With a fair tide we were clocking nine or ten knots and every one was happy.

Richard and I began to think we would get home in time to return to the barge on the 29th. A flat calm off Deal prior to a thunder storm delayed us by a crucial hour but no matter before long the N Foreland was abeam and we could smell the Blackwater. Later that night, just before midnight the wind died at Osea and we failed to make the lock in at Heybridge Basin, we anchored for the night at the doubles and drank the last bottle of French wine.

We locked in the following day and a Dutchman offered us a tow up the canal, well you don't think we accepted do you??

All in all it was a fantastic trip despite the frustrating weather conditions. Would we do it again? Ask me when I have recovered from this one.

Hilary

Thank you Hilary for sending me this article on Brest 2000 at such short notice , You have done such a good job perhaps you could send us an article on the life aboard the barge XYLONITE . I am sure all our readers would be interested .

I would also like to congratulate Alan and Leslie for sailing the Lee Cockler 'Enterprise' all the way to Brest. This is the first time a Lee Cockler has attended the festival.



Anyone seen the skipper after that party last night



PETER ELLISTON SARAH ADIE

CONGRATULATIONS TO PETER AND SARAH WHO TIED THE KNOT ON 19TH AUGUST 2000



The Bride as you can see wore traditional dress and a rather ornate veil (a bit butch for my liking but you know these public school-boys anything in a skirt)



The groom looked very smart in his double breasted coat and white flannels (seen here trying to quell the laughter)



After several attempts the bride failed to swing over the 150hp Perkins on the barge Hydrogen it was obvious the barge wern't going no ware. In steps Ian Smith on Bona and hey presto a sail in a Bawley instead.

Here he is seen. having just delivered bride and groom to the honeymoon suite (you can slow down now Smithy and for goodness sake take of that blind fold she wern't that bad)

Let me apologise now to Peter and Sarah for the above article only they had omitted to invite a particular person and I promised revenge.

The CSPS wish them well and hope they will have lot's of little Smacks and Bawleys.

Well done Peter and Sarah.

View from the tower – Millennium Race

Race day dawned hazy with either no wind at all or the lightest of airs from the north. So, it was, I felt, a brave decision of the officer of the day, Ron Hall, and the race committee to decide to set the full course.

The ebb set in on schedule at 09:55, not appearing to the tower party to run very hard by start time at 10:30. The smacks were understandably wary about getting too close to the line too early- “Dorothy” CK159 eventually just beating “Martha II” MN69 to be first over.

Some of the smacks had decided to stay so far clear of the line that they had not crossed it by the time that the barges were starting at 11:00!

An exciting, down tide, drifting start took place between “Repertor” and “Ardwina”- “Repertor” being first

over the line by a fluke – her anchor fluke, which, protruding over her bow, just gave her the edge! A very light air then set in from the south.

The scene, as the combined smack and barge fleets were tacking across each other off east Mersea stone, outlined against the hazy sun with no apparent horizon, was absolutely breathtaking. If the photographers present were able to capture the scene, we are in for some memorable photographs.

The southerly wind now increased slightly, much to the relief of the tower party – the fleet sorting themselves out as the faster craft drew clear – three smacks being seen to have drawn ahead on the reach round Colne Point towards Clacton pier.

The time seemed to pass quickly as we waited for the leaders to return, Sue Last, Tony Goldsmith and Myself being ably entertained by the priceless reminiscences of Dick Harman and Malcolm MacGregor whose powers of barge and smack recognition are of the

greatest assistance on race day.

Four smacks were seen, running goose winged towards us, in Colne, these proved to be “Ethel-Alice” CK476, “Lizzie Annie” MN23, “Maria” CK21 and “Bona” LO178, the first Bawley home.

This was the order in which they finished, “Ethel-Alice” taking five hours, fifty-eight minutes and nineteen seconds to complete the twenty one mile and one cable course.

The closest finish in this group was that between “Maria” CK21 and “Bona” LO178, “Maria” coming third by twenty seven seconds, to “Bona’s” fourth place.

The closest finish in the race was that between “Hyacinth” CK256 and “Ellen” CK222, just fifteen seconds separating them.

Gradually the fleet finished – the setting sun giving more fabulous photographic opportunities with the anchored craft outlined in the glow of “Pyefleet”.



Smacks and Barges at the start of the CSPS Millennium race



Ethel Alice at the start. She was also the first smack home.

The intended prize giving time of 18:30 passed with two barges and three smacks still to come home. The moon was peeping from behind a cloud as the last smack "Mary" CK252 was saluted with a final charge of two and a quarter drachms of black powder, at 19:20, fired through Sue Lasts' fathers' twelve bore.



Ellen rounding the Clacton Pier mark with 2,500 square feet of sail set.

A quick dash was then made to the prize giving at the Colne Yacht Club, now re-scheduled for 19:30, where Jim Spencer made his usual super job of finishing the day off on a high note by tying all the loose ends together.

This year the prizes were presented by Peter Coupland, Brightlingsea' recently retired harbour-master, who, in a brief speech, thanked the smack and barge crews' present, for the many cups of tea (and strong liquids) which he had been served with over several years. He also congratulated the C.S.P.S. race committee for running the race, which had provided such a popular spectacle for Brightlingsea residents.

The prize giving ended with the draw for the excellent oil painting by local artist Steven Hazleton – being won by a Mr. Fearn of Long Melford.

So ended our Millennium Race celebrations – roll on the 2001 race, where do the years go to?

Brian Percival
(Starting officer)

The CSPS wish to thank the Officers of the day and the race committee for a very well organised race, they never fail us.

A special thanks to Brain Percival for this superb report on the race.

A record turn out of smacks was also reported with 23 entering and 21 crossing the line. More pleasing to me was the turn out of **Whitstable** smacks and the CSPS wishes to encourage more of these fine smacks to come over for the race. I have suggested that a **Whitstable** cup should be presented for the first Whitstable smack home and the race committee is considering this for next years race.

It was also reported on the poor number of barges entering. 8 barges entered and 6 completed the course. The committee would like to know how we can encourage more barges to enter this race. In the past races up to 18 barges have entered the race and the decline is rather sad.



A new 'Cock of the Colne' bob has been made by David Patience for the first smack home.

Made of brass and with red bunting for the flag it was a much admired trophy on the day.

For the race results and prizes please see back page.

CSPS Sail and Picnic



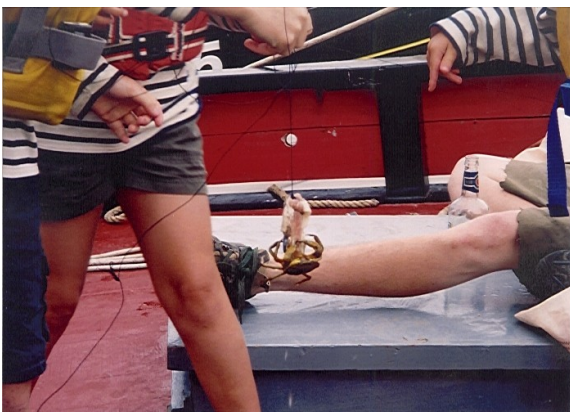
Our Chairman tuning up for the music event



The fishing contest begins in earnest



Our Ancient Mariner "Harry Bird" seems to have lost his bacon sandwich (don't worry Harry it is being put to good use)



What a whopper! the winner holds up a 2lb crab (well it seemed big to the contestants)

"Oh hello, how are you? Haven't seen you since last year."

Such was overheard as we congregated on the Colne Yacht Club hammerhead in the morning cool, waiting to be 'told off' by Cyril Fenner to our host smacks in Brightlingsea Harbour.

Kevin's water taxi and sundry small craft were kept busy ferrying the 80 plus guests and crew out to the smacks **Electron, Ellen, Phantom, Mary** and bawleys **Saxonia, Bona** and **Good Intent**.

Tan sails hoisted over black and grey hulls made a striking sight amongst the rest of the white on white craft in the harbour as the picnic fleet made for open water down the Creek and into the River Colne.

As we worked into the south-something force 2, my skipper Harry Bird, aboard his smack Phantom CK175, adopted the traditional CSPS picnic mode of all skippers (and most of the crew) of sitting on the rail, beer in hand, enjoying the sun, sea, breeze and company and not touching a tiller or rope the whole day.

We let the Ellen CK222 slip through us, her decks covered with picnickers and crew, and worked out towards the Bench Head and the confluence of the Rivers Colne and Blackwater.

As tummies rumbled round the fleet, all eyes were on the Chairman's bawley Saxonia to see when she would turn onto the run and take the flood up the Colne to the picnic spot. The Sax turned and eased sheets and as one, like a flock of starlings, the fleet eagerly followed and picked up speed. But it was a masterful feint by Jim (or the helmsman had put the helm up as he stooped to re-charge his glass) for the Aldous bawley hardened up again. The fleet followed setting their jibs as hard as their jaws and tightening their belts.

At last Jim finished telling his yarn and said that it was time to have our 'piece' up the Colne and with the flood under us the four miles were covered in good time till we rafted up off Geedon Creek.

As the food and drink appeared on deck we watched the Parade of Sail 2000 go past with more than 50 boats from Wivenhoe, Rowhedge, Alresford and other ports sailing in company.

They raised £405.66 for the **RNLI** on the day.

As times are hard, the children were forced to supplement their picnic by catching crabs. The shrieks and squeals of delight/fear as a crab was shaken off the bait and missed the bucket, to then scuttle across the deck between bare toes drowned out the Shanty Band on occasions.

The band was good and our thanks go to the musicians for a great sing-song. And thanks also to Saxonia's fisherman's hook and half inch chain that held a 75 ton raft of old fishing boats averaging 100 years old, in place.

After a few hours of eating, drinking, singing and yarning, time came to take the ebb tide home and the end of another perfect Sail & Picnic.

May I, on behalf of the guests, express their heartfelt thanks to the skippers and crews for a wonderful day out.

Roll on Sail & Picnic 2001.

By **Roger Walker**

Thanks Roger.

I see that you can still turn a good pen when forced to, being ex. Editor of this newsletter.

Just don't lose the habit. Ed.

THE SWALE MATCH BY TONY PICKERING

Winds were light NNW at the with some sunny intervals then it became dull and overcast. Charlotte Ellen passed the Columbine Spit the wrong side, realised and had to back track, losing places. Ethel Alice lead all around the course followed by Primrose, with Fly and Charlotte Ellen following.

Long and short tack beat from Herne Bay mark to Whitstable Street buoy in which Fly closed on Primrose to pass her shortly after the buoy with a free wind allowing a big gho-ster to be set.

At the line Ethel Alice first, Fly second, followed closely by Primrose

SMACKS IN NEED / FOR SALE



The Aldous in 1909 LOD 42'

G & A built by

G & A is looking for a new owner. She has had a substantial re build but needs completing. Paul Winter is the man to contact about her as he was involved in saving her. ~~Please telephone him on 01795 520500~~

The Victorious is in desperate need she is about to be cut up unless some one saves her.

Her owner has left her and cannot be contacted but his partner needs this smack moving.

Peter Thomas is negotiating a stay of execution. Please contact Peter On 01473 832808

Work on Victorious has been started with some new frames and she comes with loads of timber and a new iron shoe.

Peter and the Ed. will be going to see her and get more information on her.

WILLIAM AND EMILY CK212 (ODD TIMES)



Reputed to be built in 1880. She comes with a fine set of spars and has just acquired ADC's old rudder which should make her a little faster. She lays at the St Osyth yard and needs a new owner.

If any one is interested in her please could you ring Andy Harman on 01255 820005. Andy says there is a lot of history about her so please do not hesitate to contact him.

LETTERS TO THE EDITOR



EDITOR ^ FINDS FREE
MOORING IN BRIGHTLINGSEA
CREEK !

Just a personal note:

If any of our members recognises the hand writing would they please let me know, there will be a reward?

I might add that I was not altogether to blame for this as we had the racing helmsman of 'Our Boys' on the helm at the time, I was busy looking at the echo sounder! The following week Charlotte Ellen's crew put us aground just inside the creek much to the hilarity of Colin Swindale on Telegraph who just happened to be anchored there. (rolling around on the deck with laughter I felt was going a bit over the top Colin)

The one in Tre'boul where we blocked the slip for half a day was just bad luck? And I won't go into that one.

Yves Genet
Avenue des Eperviers 78
1150. Bruxelles

Bruxelles le 14 Septembre 2000

Dear Mister Rule

I have obtained your name and address through the ABER 2000 organisation.
We met you and the Ellen's crew at the crew supper we shared with you in L'Aber ' Wrack.
I have pleasure to send you through the post a video cassette (PAL format 16/9) wich I took that night of the supper and two of your crew dancing on the table also they led the snake like dance after that.
We had a lovely time. It is obvious from the film!!
Sincerely yours

Yves Genet Skipper of the Lindy-lu

PS we could not reach you by your e-mail address communicated to us by the ABER2000.
(ancly@threeswans.devon.uk) is this the correct one)

TRADUCTION FAITE EN ANGLAIS PAR: jhon HULET crew of Lindy - lu
E-mail address : yves.genet@wol.be

Andy Rule
Kinnettles
Duxford Grange
Duxford
Cambridge
CB2 4QF

andy@threeswans.demon.co.uk

20 September 2000

Dear Yves

Thank you so much for contacting me it must have been quite an effort on your part. We have yet to receive the film perhaps now you have the correct address you will send it.

I would however like to point out that it was the **Sallie's** crew on the table and not the **Ellen's** and the film you have taken is a very rare **Shipwrights Table Dance** normally only seen on the rare occasion of a shipwright gaining a contract to build another **Essex Smack**.

He would normally have danced this ritual in his local town of **Malden Essex** with an adze in one hand and a wench in the other aided with a liberal helping of what we Essex men call **Falling Down Water**.

The other dance you saw him do (with the aid of approx. 40 Breton's) is not a snake dance but a form of **Rhumba** only danced after the completion of a **Essex Smack** and only in the town of **Maldon** this is of course aided again with the liberal helping of **Falling Down Water**.

The shipwrights name however in this dance is Brian Kennell a well known **Maldon shipwright** and **Master mariner** and I am sure he will be very pleased that some one has captured this on video because the actual photographs that one of **Sallie's** crew had taken of this dance have somehow been mislaid

When we receive this film if you don't mind we will play it at our **AGM** in November unless we receive a better offer.

On another note may I apologise on behalf of the skipper of **Ellen** on his behaviour in English terms it is known as ' **Being out of his tree**' which I might say is totally out of character of this fine ' young' man who is normally as sober as a Judge (another English saying meaning 'not often drunk').

Thanks again for contacting me and we look forward to hearing from you

Andy Rule (skipper of another smack)



Brian Kennell with the Falling Down Water and a bunch of flower tucked neatly behind his ear (another local custom I believe).

Distressed Seaman's Home
Battery Green Road
Lowestoft
Suffolk

Dear Mr. Walker,

I've bin tellin Matron some yarns lately and she sed I should write and tell you about sum of the souperstishions sum of our old skippers had.

Firinstance green was always reckond to be an un licky color tho I hadnt any time for this old skwit meself, besides if it really was unlucky they wouldnt be allowed to make it.

I do notis that sum of your little old Members bots paint there top rails green and I just think that might be tempting prvidence a bit to far.

I remember once laying at anchor under the West barrow, it was blowin a gale from the S.S.W. on a spring ebb, the skipper was hoping for the wind to suthor so that we could fetch up under the garrison, howsumever at about 2 hours ebb there came a extra very hard squall and she bust her chain. The skipper shoved the helm hard over and ordered the forsail to be set.

It was very dark but our only chance was to run for it, there was no lights in the swin then and the skipper was very concerned to find the Spitway.

Me and the mate was stairen thro the gloom when I noticed the sky getten lighter and I just glimsed the south Wittaker buoy, this was just what the skipper wanted and he set a course N.E. for a father mile and a half then turned true North. By this time the sky over Clacton lit up and we new we were looking at Aroa Boriloss, this was reckoned to be the worst sign of bad luck that you could git so far South of the North Pole, but the church ashore was clear to see and this was the leading mark thro the spitway then. St. Elmos fire lit the sky right up. I was on the led and found just a foot in the hollows, rare feared we was I can tell you.

Then I found a little more water, then two fathom next three then 4 and when we found 7 fathom we new we was safe.

All the way down the Wallet the skipper kept sayin thats strange that is, the shorest sign of bad luck yet if that didnt lite up the sky like that I dont think weed have found the Spitway and would proberbly founded and broke up on the gunfleet.

When we got to Harwich we brought up in the pound on the spare anker,

Thankyou Ismail for this charming letter about superstitions. You should meet a fellow member of ours Dick Harman he has a whole list of things you should not do on a Smack before you go out to sea on her?

I hope you have contacted your old shipmate Mr Tobias Hutchens (Spring 2000 newsletter) . Perhaps Matron would let him stay with you for a yarn over the Christmas period.

Smack gossip and news

We welcome Betsan to our smack dock I am sure Tony and his smack will get plenty of shore side advice from our local Brightlingsea Mafia.

I am also sure they will not be so happy to meet your bad tempered dog. Well done Tony for thinking of that one!



Robert Simper has promised to give us one of his superb talks in the new year. A date will be arranged and printed in the next edition

The CSPS are going to hold a music night in the new year, sounds like it might be a sixties night? How our Chairman Jim is going to cope with that one with his mouth organ only time will tell?

Dr Robert Prescott ?

Not a word from him. We have written to him, faxed him, emailed him.

Not a word?

What a farce and a waste of time on our and the SSA's behalf.

Just goes to prove that their road show they held in Ipswich Town Hall was just a comical side show.

The National Register of Historic Vessels obviously listens to no-one but itself.

If there were such a thing as a spar breaking contest Ellen would have won it!

Ellen: 1 x bowsprit 2 x boom's

Charlotte Ellen 2 x bowsprits

Enterprise 1 x topmast 1 x boom

Most spectacular shorting of rig goes to Charlotte Ellen when a heel rope broke and the spar descended narrowly missing a crew member.

Sallie also had the same mishap in the Chenal du Four but it was only in a gale 9

The smack ABC may have found a new home in the new year. Hopefully we will have more information about this in the next newsletter ?

'What has happened to the SSA'? people keep asking me.

They have certainly been in some sort of turmoil to say the least.

Perhaps their Chairman Colin Swindale would like to write to us and explain?

We will let you know in the New Year.

Is Portsmouth next year about to charge an entrance fee for the exhibitors ?

The rumour has it that they will charge us an entrance fee to go to their show with our smacks. I for one will not be going if they do so.

Charlotte Ellen has a new owner his name is James Bardrick and his address is 38. Wilton Square. Islington. London.

N W 1 3 DW.

The CSPS wish to congratulate him on his purchase, he has chosen a very fine and fast smack

Well done.

Paul Winter's Harris smack Maria has got herself a new suit of sails and she is going extremely fast. Watch out Ethel Alice and well done Paul.

Will we see My Alice out next year?

Her spars are being made for her so perhaps we will see Jim Dines out and racing her.

She will also be a very fast smack and perhaps will be the one to take on Ethel Alice.

The Nobby has 'gorn north' to be with her sisters where no doubt she will be raced to her fullest potential.

Hopefully Gayle Heard will be able to show his skill of sailing on another smack in the new season for he is too good a skipper to lose out of the scene.

Colne Smack and Barge Race 09/09/00 H.W. 09:52

Millennium race – Smacks, started 10:30, wind S 0-3, Hazy sunshine

Millennium race – Barges, started 11:00, wind S 0-3, Hazy sunshine

NAME OF BOAT	SAIL NO.	1 ST SMACK/ BARGE OVER START LINE	CORRECTED TIME HRS.MIN.SEC	PLACE
ETHEL ALICE	CK 476		05.58.19	1 st
LIZZIE ANNIE	MN 23		06.11.47	2 nd
MARIA	CK21		06.26.56	3 rd
BONA	LO178		06.27.23	4 th
SUNBEAM	CK328		06.30.05	5 th
PRIMROSE	CK273		06.34.07	6 th
CHARLOTTE ELLEN	CK258		06.34.26	7 th
HELEN AND VIOLET	LO262		06.39.13	8 th
HYACINTH	CK256		06.49.53	9 th
ELLEN	CK222		06.50.08	10 th
DOROTHY	CK159	1 st smack over start line	07.05.03	11 th
THISTLE	F86		07.07.29	12 th
KATE	CK139		07.07.59	13 th
EMELINE	F14		07.19.26	14 th
WILLIAM	MN15		07.35.02	15 th
MARTHA II	MN69		07.38.28	16 th
ELECTRON	CK36		07.41.41	17 th
BRITTANIA	PZ8		07.53.34	18 th
JAQUELINE	HH43		08.00.45	19 th
GRACIE	CK46		08.39.06	20 th
MARY	CK252		08.52.30	21 st
XYLONITE			06.40.05	1 ST
MARJORIE			06.48.57	2 ND
REPERTOR		1 st barge over start line	06.59.34	3 RD
MIROSA			07.07.42	4 TH
PHOENICIAN			07.23.33	5 TH
PORTLIGHT			07.45.26	6 TH
REMINDER			08.06.57	7 TH

SMACKS

		2000	1999
Cock of the Colne, King Colne cup & Pennant	1 st ex-fishing boat	Ethel-Alice	Ethel-Alice
Arthur Bowles Cup	2 nd ex-fishing boat	Lizzie-Annie	Sunbeam
Xanthe Trophy	3 rd ex-fishing boat	Maria	Charlotte Ellen
Hammond Bell Trophy	1 st over start line	Dorothy	Martha II
Rose Bowl- Colne Bawley Trophy	1 st Bawley	Bona	Bona
Skippers Trophy	Skipper of 1 st smack	Ethel-Alice	Ethel-Alice
Vernon Scott Tro- phy	Last smack home	Mary	Good Intent

		2000	1999
TSB Barge Cup	1 st barge	Xylonite	Repertor
Sailorman Cup	2 nd barge	Marjorie	Marjorie
Prior Cup	3 rd barge	Repertor	Xylonite
Weston Cup	4 th barge	Mirosa	Mirosa
Golden Cockerel	1 st over line	Repertor by a fluke	Repertor

BARGES

		2000	1999
Bob Harmon Trophy	Best recorded elapsed time	Ethel-Alice	Ethel-Alice

COLNE SMACK PRESERVATION SOCIETY

WISHES TO INVITE YOU TO IT'S **A.G.M** ON
SATURDAY NOVEMBER 25TH A 1400 HRS AT:
THE BRIGHTLINGSEA COMMUNITY CENTRE

Open to members and non-members alike.

If you would like to become a member there will be enrolment on the day .
 Membership of this very exclusive society cost a tenner and possibly a pint to various com-
 mittee members .

If however you have questions you would like to ask our committee there will be time
 allotted after the meeting under 'any other business'

Next issue of this newsletter will be in the new year and we apologise to Dick Harman and other mem-
 bers that have submitted material to this newsletter and have not had it included. We will include it in
 the next issue.

We hope to bring you an update of Victorious. Puritan. AGM report. Dick Harman on seamanship.
 The Bawley Maud. The 2001 CSPS race rules. Coming events. Contact list of race organisers.

If you have any comments to make or news that would be of interest to our readership please contact us.
 The addresses are on the front page. If you prefer not to write just give us a ring and I will gladly write
 down what you wish to say and add it to this newsletter. Ed.