

## Valkyrie II CK47



She is an Aldous smack built in 1896 for Lemon Cranfield, her dimensions are 39'LOD 9'6" Beam 4' Draught. Built of Pitch pine on Oak frames and according to legend he built her out of prize money that he won out of racing the J Class Valkyrie II



She now resides in Spain and is up 'for sale' near Alicante

She was copper sheathed but the owner has recently removed it, The mast is now in a tabernacle so he could get her through the canals.

The owner has carried out a lot of work since she has been in Spain including a new deck. He says the heat is too much for her and wants her to return home where she belongs.

## Pioneer CK 18

I wonder if any of your readers would be able to help us find out more of the history the big Scal-loper 'Pioneer'.

She has been lying sunk above the **Dabchicks Sailing Club** in West Mersea since the second World War. Recently she has been floated by **Rupert Marks, Shaun White and Brian Kennel** the intention is to rebuild her and then use her for charter.

**Pioneer** was built in 1864 at Rowhedge as a cutter Smack registered No 48991

Initially built for **Charles Bishop** of the Isle of Wight, and then owned by **Thomas Bradley, Joseph Alexander** and **George Cracknell**, by 1883 her managing owner was **Joseph Alexander** of Brightlingsea. Joseph was a butcher in Brightlingsea and owned or had shares in several Smacks. In 1889 she was lengthened in the Aldous yard at Brightlingsea. She went from 23 tons gross and 53ft from stem to sternpost to 32 tons gross and 64ft from stem to stern post. At the same time she was re-rigged as a Ketch and had 'wet well' added. In 1905 an account in the Parish Magazine names her Captain as **W. Stewart**.

In 1917 her owner was **Albert J Aldous** of 52 Church St, Brightlingsea and by 1919 her owner was **Joseph M Eagle** of 15 Queen St, Brightlingsea. In 1929 she had her first engine installed and was removed from the register. At that time her managing owner was **Thomas E Poole** a well known Smack owner.

By 1939 she became a houseboat at East Mersea, but early in the War she was towed to West Mersea by **Bob Stoker** with the Smack *Priscilla* and laid close to her final resting place off the Old City.

We believe she was mainly used for deep sea oyster dredging and scalloping, certainly that would be why the wet well was installed, to increase her range and time she could be at sea. What we are looking for are old photographs of 'Pioneer' CK18, or any other big Smack or paperwork referring to them. If you think you can help please contact **Brian Kennel** on 01621-850468 or **Shaun White** on 01206-302389 evenings only.

Pioneer at West Mersea Hard



## BETSAN MN41

Shooting the trawl from Major George Paget's smack yacht *Betsan*, built at Tollesbury in 1935. He was a keen sailor and wildfowler and, aged eighty-four, entered the *Betsan* in the Little Ship Club's race from Brightlingsea to Ostende. *Douglas West*



MAJOR GEORGE PAGETS ON HIS SMACK 'BETSAN' SHOOTIN THE TRAWL

Builder (unknown) Age (unknown)

LOD 45' LOW 42' Beam 12'9"

DRAUGHT 5', Sail Area when reg. 1056sq.ft

Not much history is known about 'Bestan' prior to 1935 when she was registered to C.

Barker of Maldon at Lloyds, as entry No587 where the above dimensions came from.

She has also been owned by Major Paget, Roy Lewis of Tollesbury and Bob Norris of Wivenhoe who registered as CK337. She has been mentioned in John Leathers books and listed in Hervey Benhems 'Stowboaters'.



She finally sank at Wivenhoe in 1993 when Chris Watcham (owners of 'Our Boys') purchased her and refloated her (well done Chris for saving another one of our East Coast Smacks). After Chris had rescued her from her fate he sold her to Tony Brett (the father of John Brett who is rebuilding 'Iris Mary') Betsan then went to lay beside Iris Mary at Arlesford creek where they used her for a workshop whilst working on Iris Mary.

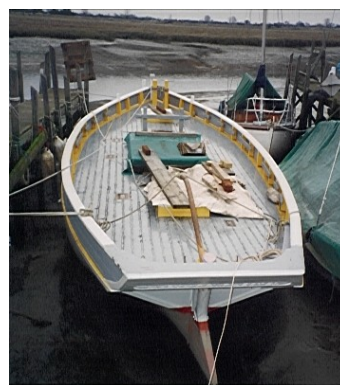
When Iris Mary went to The Aldous Heritage Dock to be completed Peter made a start

on Betsan In 1995.

Since then the following work has been completed . New apron, bresthook, bits, frame-heads throughout, new frames forward and aft, Existing futtocks refastened, new beam shelf and beams, covering board and stanchions, sheer strake and topside planking. He admits that he has still a lot to do but like his son the enthusiasm is there and I just wonder who is going to finish there Smack first and indeed which one will be the faster ?.

Well done Tony we look forward to seeing her under sail again.

## MARY CK78 (LUTE STERN)



Built in approx.

1850 at Burnham

LOD 37' BEAM 11' DRAUGHT 5'

She is built of larch on oak frames

Originally fastened with treenails and the only surviving lute stern smack.

She is now owned by Simon Guy who found her in a mud berth at Mersea in a very poor state.

He purchased her in 1995 and took her to Maldon where Sean White and Brian Kennel rebuilt her off and on over a 4 year period.

A little research was needed as she had a coach roof but a previous owner could remember all the hatch sizes so she is now back to original.



