



SMACK DOCK SOUNDINGS



AUTUMN 2001

issue 30

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Good Intent LO 136 built in 1860.

She has a very fine entry and long run and would prove to be a very fast Bawley in the right hands and she is up for sale.

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CHAIRMAN'S REPORT

Mr President, Ladies and Gentlemen, welcome to the AGM of the Colne Smack Preservation Society for the year 2001.

This is my report for the last year as follows:

A further two berths have been created in the Smack Dock and these have been taken up by the "Maria" and the "Nellie". We welcome Paul Winter of "Maria" and Simon and Adrian Fox, together with Max Brown and Christine of the "Nellie" here today.

The "Iris Mary" having undergone a very extensive rebuild in the smack dock has now got her covers off and Jon Brett deserves the very highest commendation, having worked virtually single handed for very long hours. The "Iris Mary" is a credit to Jon and a jolly good advert for our Smacks Dock. She is a very handsome ship and very professionally rebuilt. Incidentally whilst all this was going on, not so much as a paper bag of shavings has been left on the quay. I don't know how he does it but well-done Jon and best wishes.

During the past year we have gained 22 new members and lost only 6 or 7. Giving us a total of 180 members at this time.

This year we were awarded £100 from our Council and we here thank them formally for this generous gesture. This is to open a new Web Site and will be explained better by Roger Walker in his report. (web address is <http://www.colne-smack-preservation-society.org.uk>)

During the year we had our usual entertainment. On 25th February we had Bill Williams "Up the Creek" music and dancing at the Football Club. On 16th March we enjoyed a talk by Robert Simper, entitled "Around the Coast".

During the sailing season on Sunday 22nd July we held our customary "Sail Picnic". This is a very good day and more members should take advantage of this.



Over 70 members attended the AGM a record number.



*The Chairman's bench
From left to right, Cyril Fenner Secretary. Chairman Jim and Roger Walker Treasurer*

Then, of course, "The Smack and Barge Match" held on Saturday 8th September. One of the finest spectacles on the East Coast, especially when viewed from Bateman's Tower.

This winter we plan to return to a traditional "Shanty Night" and also during this lay up season we shall have a "Talk Night". Times and venues of both these events will be advertised in good time.

Having mentioned the Race, I now go on to thank the Race Committee for their achievements in organising such a splendid event. I

would here like to name them. Brian Percival; Jim Spencer; Caroline Allen; Peter Allen; Brian Webb and Bill Williams ably assisted by Caroline Spencer. Caroline Allen is retiring as Race Secretary, so a special thanks to you Caroline.

Also thanks to the General Committee, namely Cyril Fenner - Secretary; Roger Walker - Treasurer; Brian Webb; Bill Williams; Andy Rule; Darren Burton; Richard Titchener and James Powell, with Andy Lindley as a co-opted member. All have done sterling work during the past year and I am indeed indebted to them all.

My thanks also to the two Newsletter Editors, Andy Rule and Darren Burton, always a fun and informative read, except we haven't heard from Old Ismail Jenkinson lately and I hope that he is alive and well.

Shortly we shall be having the elections for Officers and Committee.

Peter Allen is standing down from the main Committee in order to concentrate more fully on the race. So I take this opportunity to thank Peter for all his input over the past 30 years and remind us all that Peter is a founder member of the Society and also one of the Trustees. However, Peter is not going away and will come back "as and when".

We have had no new nominations; so thank the Lord all the others are prepared to stand again. We are up to strength, with Andy co-opted.

My thanks to all those who help to make this Society a success. If I have missed out anyone who needs special mention then my apologies.

This concludes my report for this AGM.

JAMES LAWRENCE
Chairman



Peter Allan committee member for the CSPS for 30 years

Pioneer Trust

After the AGM, Charles Harker, a Trustee of the Pioneer Trust, gave us a slide show and an update of the Pioneers progress.

The slide show narrated by Charles Harker took us through the whole of the project from digging her out of the mud at West Mersea, to the present day rebuild.

He also told us of his hopes of sailing her from Brightlingsea when she is launched which pleased us greatly to have such a magnificent smack sailing from the harbour and we would warmly welcome her.

After the talk, the members asked him many questions on her rebuild and was aided by the shipwright Sean White on some of the answers.

We would like to thank Charles for the very interesting talk and we hope he will be able to come again to tell us more when she is up and running.

Thankyou Charles

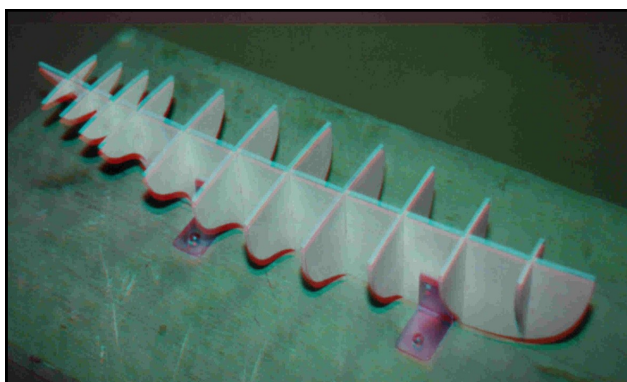


Charles Harker

SMACK MODEL MAKING By Brian Webb

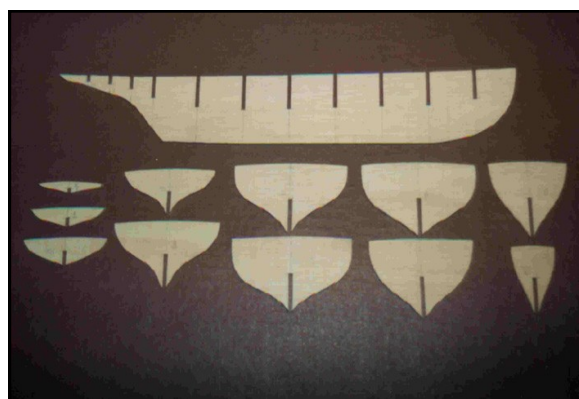
Many years ago the crew members of all types of sailing vessels, whether the big square riggers, coasters, barges or fishing smacks, to while away their spare time, built models of their craft. Now as the long winter evenings are upon us, all you frustrated smacksmen, crewmembers or admirers could consider building a model of one of our particularly shapely craft. It is not as difficult as you might imagine, just a few simple tools and a little patience. We are lucky that we must have one of the most beautiful hull forms and rig in the east coast smack of pretty well all sailing vessels.

I began building models when I purchased a kit of a south coast trading ketch. In a kit you are supplied with pre-cut frames and a false keel which slot together, (see photos) and all the necessary timber and fittings, plus plans and instructions. After building two kits I decided to “scratch-build” a smack, as I had long admired these handsome craft along our coast.



Frames have now been slotted together on a building board to support vessel.

etc. I then used the same method of building that I used for the kits. Of course I had to source all the materials. To make the false keel and frames (bulkheads) I cut the shapes from a copy of the lines drawings, allowing for plank thicknesses, and glued them to a thin sheet of plywood, then carefully cut round them. A building board is needed to set up the framework, to hold it firm and straight and to enable check measurements to be made. (see photo). The frame edges are then faired and planking can commence, much in the same way as a full size smack! In fact almost every thing from now on can be done as the real thing- some can be simplified, its up to the A word of caution- if the deck layout is to be as original, i.e size and position of



Frames have been cut out to the lines of the smack

The first problem to overcome was to obtain a set of lines drawings of a smack from which to obtain accurate measurements of the hull form. I was lucky to obtain a set of lines of Sunbeam CK328, built by Howard of Maldon and fished out of Rowhedge. (There are now two sets of lines drawings available on Roger Walker's excellent website

(www.alberta.ck318.freemove.co.uk) I had to redraw the lines to the scale I wanted to build -3/8" to 1ft. I also visited “Sunbeam” at Peldon to take a lot of detailed measurements of layout, standing rigging and spars



'Sunbeams' hull is now complete

hatches, copying as they are now may not necessarily be correct. Looking at old photos and asking anyone involved with the smack years ago may help.

Once the hull is complete it needs to be set up on a temporary base taking care to ensure the water-line and sheer are correct by referring to the lines drawing once again. I make the mast and bowsprit from square section timber (lime), eight siding it before going to round. The smaller spars can be done straight from round. The blocks are the most fiddley to make, but all my running rigging works. I use different thicknesses and colours of thread to represent the rigging. I do not rig sails as I have seen very few that look right, -hanging limp as they do.

The full detail of the rigging can be seen much more easily without sails. Stowed sails I think would be better. After painting, mount the finished model in a glass case to set it off.

I have completed three "scratch-built" smacks,



The smack 'Beatrice' now complete

Sunbeam CK328, the pretty Mersea oyster smack Mayflower CK44, and Beatrice 156CK, built by Thomas Harvey & Son of Wivenhoe in 1848, but no longer with us. The former two are in the CSPA display in Brightlingsea Museum.



The smack 'Sunbeam' now completed

Thanks Brian for a superb article on model making, the models of Sunbeam and Beatrice are superb in every detail. I have seen them and you cannot fault them. Ed

The Tollesbury Pursuit Race as told personally from the skipper of 'Fashion CK428

We finally did it. We came last.

Saturday was a tops' l day and guess what - we haven't got one of those, so it looks like its another trip to the sailmakers to use up what we have left from the Hood sail we bought for the big jib.

We thought we had got a result getting a 10.00 start but alas the night before we had been moved up a class to 10.20 on the strength of 'well we hear you are getting her going now'.

(What we want know is 'who's been snitching' #:0)

Well, the race kicked off and as those that were there know, windy it wasn't.

The breeze died off and we went for the midstream 'flood tide drift' but those in the 'know' (which was everyone other than us) went inshore.

What little puffs that eventually materialised never quite got far enough out for us to get a tickle but were just enough to get everyone past us.

Becalmed, we drifted on well behind the rest of the fleet when from nowhere came a nice little blow and one that we had all to ourselves.

Next thing we found ourselves bearing down on the fleet and all we could hear was the rattle of anchor chains as everyone tried frantically to get their hooks back up.



CK52 Kate, CK273 Primrose, CK328 Sunbeam, CK159 Dorothy and CK256 Hyacinth. picture by Peter Wakeling



All is calm.

picture by Peter Wakeling

Well we took the lot at the mark and went into the lead and to say we were chuffed was an understatement, ecstatic more like but it was to be short lived, the wind dropped and the tops'l again reigned supreme.

After that, we accepted our fate and from then on in, we just played around trying different things and treating it as a learning exercise so we had a great day regardless.

The event rounded off with free beer on the quayside in the afternoon and a superb evening in Tollesbury Yacht Club with entertainment provided by one of the most original bands I have heard in a long time.

Altogether, a great event and one we shall be looking forward to competing in next year.

Jomo

CK428 Fashion

I was unable to attend this race so I sent my First mate and race crew to attend but alas my First mate ran the old girl hard aground within 300yds of her mooring much to the delight of all who saw her in the creek . So I would like to thank you very much for a personal view of the pursuit race. Thanks again. Ed

Laying Up Race 2001 by Elly Rule

Wind SE 4 to 5 occ.6, clear and sunny

The wind was howling through the rigging the night before the race and many of us were not expecting the race to have too many entrees.

However in the early morning of October the 6th, ten smacks appeared . The race begun at 9.10 and at 9.05 a very silent gun was fired and to follow was the gun which could only be heard if you were holding it. So, first over the line was Martha II (Ian Wilson -one of the organisers) followed by the rest of the fleet who were very close together on the start buoy (OLM).

Primrose took immediate lead to the first mark (No.14) and all the smacks were still bunched together but as Primrose rounded the first mark heading over towards St Peters Flats, Sunbeam was close by holding Primrose followed by My Alice. Lizzie Annie, Martha II and Ellen they were still all close together rounding the second mark (No.5). Lizzie Annie and Martha II tried to sneak up behind Ellen. Lizzie Annie took Martha II but was still behind Ellen coming up to the third mark (No.3). Maria followed close by with Fashion, Dorothy and Boadicea.

As the smacks were rounded the third mark the positions changed as Primrose, My Alice and Sunbeam all put tacks in as soon as they rounded, Ellen and Lizzie Annie held on to that tack as long as they could until they could make the fourth mark (No.12) just off of Bradwell marina.



Dorothy and Fashion at the start of the race

This was to great advantage as Ellen and Lizzie were able to catch up dramatically with the leading smacks. Primrose still in the lead, followed closely by Sunbeam, then Ellen rounded the mark and My Alice who now took fourth place. There was now a course change by Mike Emmett yelling over from his new boat Black Rose, that we had to round that fourth mark again for an extra leg. So, Primrose jibed round the fifth mark (Thirslet) first followed closely by Sunbeam who seemed to be catching Primrose slowly.

Next round the mark was Ellen who had trouble jibing

which meant My Alice was catching up again. Lizzie was next, followed by Martha II, Maria, Dorothy and Boadicea.

All smacks then went round the No.12 again holding their places with My Alice really gaining a lot of ground on Ellen in the broad reach to number 12 . As all the smacks rounded the last buoy it was 'head for home' and head for home they did. Primrose was 1st through the finish line followed very closely by Sunbeam 2nd, and Ellen 3rd followed by Lizzie Annie 4th, Martha II 5th, My Alice 6th, Maria 7th and Dorothy 8th.

Unfortunately, Fashion had to retire due to a broken gaff and Boadicea also retired.



Ellen ploughing a furrow after coming third in the race. picture by Peter Wakeling

After a morning of brilliant racing and fun came the prize giving.

The prize giving was held at the Blackwater Marina in Maylandsea Creek. by Andrea (DD) . The race was on handicap and after the calculations were done Martha II was first on handicap followed by Lizzie Annie and Primrose. Martha II also took the prize for being first over the line and 'Smack in the Mouth' prize.

The race was sponsored by :

Marine Event Management and Blackwater Marina Ltd .



Pipes are all the rage on these east coast smacks it seems, another one was spotted on Boadicea.

LETTERS AND NEWS

Ramsgate Home For Smack Boys

With the dramatic rise in Steam Trawlers in the 1870's, owners were unable to persuade enough adults to man the Vessels " and fell back on the draconian method of recruitment which had been used before to create a work force for the first great northern textile mills of the industrial revolution. They turned to the masters of orphanages, reformatories and workhouses in the inland towns and persuaded them (for a fee) to bind their pauper boys to sea as apprentices in fishing boats". "At sea all were forced under constant threat of violence to work incredibly long hours in frequent danger for a financial pittance and if they deserted they could be imprisoned.

This system was used in Brixham, Ramsgate, Lowestoft , Yarmouth , Hull and Grimsby where in the late 19th century half the fishing vessel crews had come this way. The hardships were incredible and in the 10 years from 1884 to 1894 over 2000 men and boys were killed, in 1894 alone 494 fishermen and boys died that year, one out of every 60 in the country! Smack Boys whose average age was between 11 and 13 were treated abysmally. An official enquiry in 1882 concluded that many had suffered " cruel debasing and disgusting treatment" at the hands of the rest of the crew.

There were a few instances of murder but many more of repeated thrashings and whippings which were commonplace.

The first year of crew records held in Grimsby shows that in 1883 25% of Smack Boys succeeded in absconding completely , while a third of those who stayed on spent part of their time in prison for having tried to escape from the Smacks.

In Grimsby apprentice boys made up nearly one third of the crews of the Sailing Smacks and in the 1870,s imprisonment's for abscondments were running at over 500 a year.

The radical politician of the time, Joseph Chamberlain, stated in 1881 that the owners and masters of these Vessels had " reduced matters to a state of serfdom ".

Fortunately, the 1880 Payment of wages Act abolished criminal prosecution against apprentices for absconding, despite a loud public outcry from trawler owners this in turn led to a Board of Trade Enquiry in 1882, which eventually ended the apprenticeship system as a major source of labour.

Trawling was the only ordinary civil occupation in the British Isles where being late for work was an imprisonable crime!

Despite the fisherman's strikes in and around 1910, when the fisherman had won the right after two or three weeks at sea for a " Lie Day " with their families, by 1920 they had again lost this hard won right to spend an evening with their wives and children and they could be fined or imprisoned for accepting an invitation to a marriage , being ill or attending the death of a brother , all of which were viewed by the trawler owners and magistrates as " malingering" Even as late as 1935 a Fleetwood magistrate asked "Should defaulting fishermen be flogged ?

Fishing News of the period wrote " They should send more trawlermen to prison ".

The Ramsgate Home for Smack Boys now stands as a monument to a barbaric system and for all those pauper and orphan boys who were bound, against their will, as apprentices in the fishing industry and paid for it with their lives

Colin Swindale 15th October 2001

Thanks Colin for responding to the picture in the last newsletter, the picture did conjure up all sorts of things but now after reading your in depth article all is explained. If you have any other interesting articles please send them in. Thanks Colin Ed.

Letter from Dick Harman

Both the smacks and barges - and indeed the bawleys as well - were not designed but are all at the end of an evolution. They evolved from knowledge gained over many, many years by working men putting their whole intelligence to one subject. They reached perfection and then were superseded by engines.

This perfection can be improved inasmuch as the use of modern materials gives a longer life to hull and gear. However, if racing becomes the only value that is put upon these vessels then the evolution continues and the very things that we value most about them will be lost, as sailing ability was only one aspect of their existence.

We have seen what road the so-called Falmouth work boats have gone down and I believe there is a good consensus of opinion against that happening to our vessels, not so much the Barges as they appear to be satisfied with traditional sails etc. but taking the benefit of man made materials.

Personally I see nothing wrong with the Smack events all being different, even handicaps. Also, I see nothing wrong in a boat-for-boat event and the best traditionally rigged and sailed vessels coming in first. However, when a traditionally rigged and well sailed ex-fishing vessel has to be banned from an ex-sailing fishing vessel race because it is well sailed and faster and wins-I find completely unacceptable and must deplore the attitude to these vessels that the people complaining have, as I consider it to be totally against the principle of the value we attach to the vessels themselves. Therefore, I can only hope that the people who are only interested in racing will transfer their affection to yacht racing and not try to make ex-sailing fishing vessels into racing yachts.

What I would like to be appreciated is that most of these ex-sailing fishing vessels were evolved for different fishing trades and fishing grounds and areas. The people who understand that and try to create events to complement that fact are doing a much greater service to the subject than those so-called enthusiasts who pursue only speed.

Dick Harman

Perhaps the event organisers will take your letter on board and tighten up their rules as did the CSPA 2 years ago. As you already know the CSPA has now agreed to a race (sorry should I have said competition) for a more traditional smack event and we will see just how many smacks will turn up and test their skills at handling their smacks.. Ed

2002 PROVISIONAL DATES FOR OGA EVENTS

4-5th May Foulness/ Brandyhole Rally
1-4 June Jubilee Crouch Rally
15th June East Coast Race Brightlingsea
16th June Brightlingsea Classics
18th June Harwich Harbour Rally
19th June HMS Passage Race to Southwold
20th June Adnams Sole Bay Race Southwold
21st June Southwold Smack and Classic boat rally
22nd June Lowestoft fish fayre
23rd June Passage to Orford Haven
24th June Ore and Alde Rally
25th June Scandinavian seaways race to Ramsholt/Deben Rally
26th June Harwich Haven Presidents race to Levington
27th June Thorn Race to Mistley- Stour Rally & Wrabness Party
28th June Two Rivers Race to Ipswich
29/30 June Ipswich Maritime Trust Rally at Ipswich wet dock for smacks, barges and classics ECC finale
24/26 August Walton and Woolverstone rally
28th September OGA anniversary rally and Maldon Town Regatta.
The event (as are all oga events) is very much open to smacks, indeed many of them based this end of the Wal-
let do take part- but we'd love to see more from the Blackwater!

Jon Please phone for further information 01206 393 537 or 01206 783 969

Thanks for the list Jon, looks like a very busy June. Good luck and success with your OGA race from Brightlingsea about time you got here. Ed

Colin Swindale has lost a smack, can you help him?

Hi Andy

Question...Do any of your membership have any photographs or information about the Former Rams-gate Smack" Karolin" She was built as the "Sweetheart" by well known Smack builders Beecham,Moses & Co. in 1896 for Tom Gabriel of Commercial Road ,Lambeth Off. No.10655 . 33ft X. 9.1ft.and cutter rigged.
Probably converted to a yacht in the 1930,s and sailing out of Ramsgate in 1951, by the mid 1950,s she had been sold to the late Terry Hallam who kept her at Heybridge Basin.
By this time she was Marconi rigged with a yacht style coachroof. She was later owned by Derek Steele and in the mid 1970,s by Bob Hill who cut her counter off up Heybridge Creek and renamed her Sweetheart.
She then went to **St Osyth** and reputedly sank off the North Foreland around 1976/7 but the Rams-gate lifeboat records of this period do not mention her.
So where did she finish up or is she still afloat somewhere...?

Colin Swindale If you have any information please phone Colin on 01621 852 776

Snippets

ADC CK428 and has taken a mooring in Brightlingsea creek and is now sailing. We look forward to seeing her next year.

The G&A is ~~coming home~~ to Brightlingsea and will be sailing from the Creek.

Maria CK21 has taken a mooring in the Creek. Both Harris smacks now will be sail-

ing from here.

This brings a total of 12 smacks moored in the creek.

Next Newsletter will contain all the rebuilds:
Shamrock, Gladys, Charlotte Ellen,
Iris Mary. Victorious
The search starts for **NEVA**

A Letter sent in by Bill Watson AB Ret. Of Chatham. Kent

Dear Sir

I was just wonderin if you would be interested in a little story that happened to my father and his brother many years ago, only I know it got nothin to do with your smacks but I thought that before I pass on I thought I would tell it any how. My father wrote it down and I kept it all these years and I would like to tell you about it.

My father was based in Portsmouth as an ordinary seamen and his brother George ran out of Gravesend on a borley fishin for sprats and suchlike he was only the mate you see.

Any now this is how the story went and a true story it is.

My fathers skipper a Petty Officer was given the job of delivering a big old cutter called the Grace to Harwich and also another Officer was ordered to deliver the Hound an american schooner to Harwich as well for training purposes.

Well between the two ships bets were placed who was going to get their fust ! and did the Commander hear of it a try to put a stop to it?.

They musterd at 04 00 in the morning and the tug was fust of all supposed to pull both out but the commander ordered the Hound to be tugged to clear water and the Grace to be tugged to the sound after. Well my young Officer Bill was non to impressed being an ex barges mate on the river an all and I can tell you he pulled a trick. When the tug came back for the Grace a good hour later he put a slippery bend on the hawser and as she was being tugged he lashed the bite onto the main and throat, as the tug pull out of sight of the Commander he order us to cast the tow and as we did he put her helm down and the tug helped pull the main up snug and tight, we then cast of the bite at great speed or it would have taken her sticks out. He bore away and we put the staysl up and the jib endin with the mizzen, The Hound by now was a good hour and a half away but the race was on.

There were 12 crew aboard including the cook and it was a very grey December morning with the wind SW 4 to 5 Bill then ordered the jack to be set on the main but she was being pressed any way and he told us to carry on. He said he hated B..... schooners they only place for them is on *biscuit tin lids* and with that we hoisted the Jack while he put the tackle on the helm.

After breakfast Bill set up watches and I turned in and left them to it when I got up the wind had increased as far as I could tell because we were running now like a hare on heat Bill reckoned we were topping 14 knots if not more in the gusts but still no sight of the american schooner.

We past the Royal and signalled to her, the answer did not please Bill, the schooner was still 1 hr and half ahead within a little. Put up the Duck he said that'll show em, so we got the big old duck spinnaker on deck all 3,500 square feet of it and we trebled up the back stays and with a lot of cusin and swearin ran her up, with that duck up she took her heels it was some sight I can tell you. Not satisfied with that Bill ordered the mizzen staysl . We could carry no more sail it was up to her to catch the american.

After 4 hours of tearing her gear out sailing the american appeared and this seemed to calm Bill down a bit but he still had one up his sleeve. He knew the Hound would have to go round the long way and he was prepared to cut across the Thames estuary to save time and he asked me to help him, we both had good knowledge of the sands.

It was getting night fall now as we rounded the foreland and the wind was abeam we were now sailing hard toward the Thames and we were between us navigating round the sands all the time the wind was picking up and veering southerly . We held for the Edinburgh then the Barrow ending up in the East Swin. The night was as black as a tar pot and the wind was a steady six to seven now and time to get the jack down. We pulled and tugged but it would not budge Bill said he darn't round up so up I went to find out what was snagging it. In the gloom seventy feet from the deck I found the halyard jammed into one of the peaks. Pull, tug, lever I could not move it I went half way down and told them to let the hardener go on the peak when I gave the signal , up I went once more and got myself a good position to give the halyard and tug waved to the deck then 'Bang' the last I saw of my hat was flying up the yard and over the top at great speed. I suffered a badly bruised cheek and eye when the halyard whipped out of the sheath.

I came down to the deck and sorted myself out with a tot of rum and Bill carrying on somethin awful about tryin to kill meself.

We finally got to Harwich where we dropped hook in the quarters and there was no sign of the Hound an hour later out in the gloom what appeared to be a Borley and she headed straight for us. I could not believe my eyes when my brother stepped on board clutching my hat.

He said he had been in the Wallet and was just haulin when what he thought was a seagull hit his mainsail and fell to the deck. He went back to discover it was a sailors hat and inside to his utter surprise was the name of his brother. Putting two and two together he hauld his gear and headed straight for Harwich were he found us.

The hat must have flown through the air over the sands a good mile before landing on his deck.

The Hound finally appeared after another hour and anchored off, her skipper and crew coming on board for what was the biggest party I ever had in the Navy and was even better because my brother was there.

Thanks Bill for a very fascinating story and almost unbelievable circumstances. I would also like to thank you for the poem you sent in about Minesweeper's perhaps you would allow us to print that in another edition of this newsletter. I hope you enjoy this copy of the newsletter and your health improves. ED

I would like to apologise to Pauline Lawrence for missing out her last two verses of her poem: Here it is 'in full '

Northsea Drifters

At Early Morn with Prospects Bright
The north sea drifters hove in sight.

While sailing on the Bounteous Sea
Sweet Emily waved her hand to me

Come to the Silver Dale she cried
With Gratitude Young Rowland replied
I'll hastily Proceed to your side.

Guide Me gently passed the booms
Where sweet Lily of the Valley blooms

The City of London then came past
Close by the City of Belfast

The City of Edinburgh and the City of Perth

The home of famous men of birth

They finished their trip
And then went hence
To home and Beauty and Recompense

All 16 Smacks should now be present . Sorry Pauline. Ed

BONA'S PARTY

YEAR 2 or is it 3 or who cares

It's that time again when Smithy lets his hair down (to coin a phrase) and don's women's clothing all for the sake of his

Christmas party (or so he tells us).

Smithy's main aim is to entice sweet young ladies on to his lap, ply them with Gin and then for the life of him he can't remember what should happen next (bless him) Never mind Smithy we all grow old and silly.



No Smithy not that one

By the way the grumpy elf looks as if he's past it too.



That's more like it Smithy

