



SMACK DOCK SOUNDINGS



SUMMER 2002
ISSUE 32

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Lizzie Annie MN23. Pretty as a picture, well maintained, well handled, defies all known waterline = speed theories

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Blackwater Barge and Smack Race 2002

Course was Osea, Knoll to starboard, Osea. 25 miles
SW 2-3 Clear

The Start was at 8.00 for the smacks and Ethel Alice was soon out in front with Martha II chasing her followed by the rest of the pack on a reach up the Blackwater. There were a lot of races within the race with Fashion CK428, Primrose CK273 and Sunbeam CK328 grouped together trying to out-wit each other.

By the Bradwell shore Primrose, Sunbeam and Ellen were now trying to test the depth of water, Sunbeam won by

bravely going where others fear to tread and got ahead.

Rounding the outer mark was Ethel Alice, Martha II and Sunbeam.

By now the wind had freshened and the battle was on for second and third as the smacks screamed down the Blackwater.



From L to R Fashion CK428, Primrose CK273 and Sunbeam CK328, battling it out to windward



Dorothy CK159 had a great finish to her race as she challenged the big Whitstable smack Emmeline F14 to the finish line.

Sunbeam and Primrose managed to overhaul Martha II, putting Primrose in second and Sunbeam in third but things were about to change when Sunbeams shear water line length took over and managed to overhaul Primrose.

So the match ended with Ethel Alice first Sunbeam second and Primrose third.

After the race the smacks and barges sailed into Maldon where they rafted up to the quay in the late afternoon sunshine.

The prize giving was held in the Swan Hotel.

Old Gaffer's Race Brightlingsea 2002

WSW 4 -5 Clear

This year for the first time the OGA held their race at Brightlingsea. 50 Gaffer's and Bermudans took part in the race that started at 8.00 .

During the week, Old Gaffer's from all over the East Coast started to arrive slowly filling up the harbour so any newcomer to Brightlingsea would have thought they had stepped back in time . It was a magnificent site to see all kinds of Gaffer's from the racing gaffer's, cruisers ,smacks and open boats.

A Marquee was set up in front of the Colne Yacht Club who hosted the event.

The course they set was to start in the Colne just above West Mersea Stone to the Eagle ,Spitway, Jaywick sewage out fall mark, Colne Bar and twice round the inner Bench Head and Bench Head back to the finish line, some twenty miles.

With a reach to the Spitway it was clear that the race was going to be a quick one with the early lead set by Ethel Alice CK476 followed by Kate CK52 and Dorothy CK159. All the other smacks battling out behind. A tussle of wits came when you rounded the Jaywick mark the only windward course in the race to the Bench head, but still the leading smacks held their position.

Primrose and Ellen were now challenging Dorothy for third place in the tussle round the Bench Head and Inner Bench head. Dorothy had to make a tack before the Bench head that enabled Ellen to slip through.

Ethel Alice was the first smack home followed by Kate, Ellen, Dorothy and Primrose in very quick succession.

In all, the race took about three hours.

The prize giving was held in the evening together with a barbecue and (allegedly) over twenty barrels of beer consumed. You can only imagine that they must have had a good time.

We do hope the OGA will return here next year. Please.



The sight that greeted the onlooker. Smacks, smacks and yet more smacks



Paul Winter's face full of concentration just before the start. Aboard Ellen CK222



Kate CK52 and the Leigh cockler Mary Amelia.



The Two Kent Smacks Ethel Alice CK476 and Primrose CK273

Rowhedge Regatta 2002

Wind. Westerly 3 becoming 4 -5 Clear

Course: Bateman's Tower. Colne Bar to Port. Albion Pub front door finish

Race start Midday



My Alice CK348 Sailing along the historic quayside at Wivenhoe. Photo by Tony Pickering

The Rowhedge Race organisers kindly delayed the race for an hour due to one of the local smacks running aground in her own creek. I could not recognise the culprit (a big black smack with a red bulwarks) you would have thought the skipper would have known better. However the race started at midday and the course was from Bateman's Tower Brightlingsea out to the Colne Bar and the finish line was the front door of the Albion pub in Rowhedge. The race was well attended with over 11 smacks turning up including some first timers being



Nellie CK276 and Sunbeam CK328 making a fine sight reaching out of the Colne



Two of the Colne's finest Lizzie Annie MN23 and Kate CK52

Nellie CK276 and ADC CK428. It was also attended by one of the oldest smacks in existence Boadicea CK213.

There was no gun just the honesty of the smacks to start on time.

With a reach to the Colne Bar in strengthening winds the smacks must have made an awesome sight. The Class two smacks showing the big boys the way home Kate CK52 leading the way with Lizzie Annie MN23 and Peace CK171 chasing.

The fun however was to try and sail into Rowhedge with a head

wind. Most made it as far as the barrier apart from Sunbeam CK328 who ran aground on the first of the narrow bends known as Marriages Bight followed by Lizzie Annie at the Roman River and Peace also hit the mud by the Rowhedge docks. Ellen CK222 had a rousing reception by the crowd being a Harris smack built at Rowhedge (we were quite touched by it, thank you) The big smack My Alice CK348 however managed to sail the whole course to the finish line with several other smacks.

Kate CK52 picked up the First prize for class 2 and Peace came Second. The first class 1 smack was My Alice and Ellen came second.

A barrel of beer for each of the winning smacks was shared by all of the smacks after the race with a bottle of Champagne for the runners up.



Lizzie Annie with the old historic 'bowthruster' in use at Roman River. This system of wending a smack is rarely used these days.

Photo by Tony Pickering



Two of the big smacks, My Alice CK348 with James Green and Steve Watsham the smack race organisers on board. Sunbeam CK328 to port. What a lovely sight.



The surprise of the day must be Mary CK252. She really did look smart and didn't she go, Well done you have really made a good job of her and sorted her out.

With the smacks rafted up on the Quay for the night and with Brass band playing it was party time and what a party it was. With plenty of food and beer the party went on to late at night.



We were told that Rowhedge Villagers knew how to hold a party and we were not let down, some of the

crews who had been to the bigger French Festivals likened it to Douarnenez with a very relaxed and pleasant atmosphere.

With a live rock group playing and fire works in the evening the party went on.

The Rowhedge children having never seen a smack invaded the boats, ADC had over twenty children on her deck and Ellen had over 15 children asking as many question as my crew could answer. It was a very pleasant time to see such enthusiasm in such young people.

A wonderful time was had by all and we wish to thank's the organisers and the people of Rowhedge for welcoming us so warmly.

OLD GAFFER'S RACE RESULTS

No handicap applied.

pos.	smack	start	finish H.M.Secs
1	Ethel Alice CK476	8	10.53.02
2	Kate CK52	8	11.04.34
3	Ellen CK222	8	11.05.04
4	Dorothy CK159	8	11.05.57
5	Primrose CK273	8	11.06.58
6	Emeline F14	8	11.10.22
7	Transcur CK365	8	11.23.28
8	William MN15	8	11.42.58
9	Alice & Florie LO222	8	11.44.88
10	Mary CK252	8	11.48.37
11	Electron CK46	8	11.56.02
12	Mary Amelia	8	Retired

Swallows and Amazons 13th July 2002 Ian Smith (Bawley Bona)

What a race! Myself, Sue Garcia and Jayne Rule drove our smacks boat to the limit of our ability.

The start 'the new to us' or two year old rules seemed very complex and were probably changed to stop those starting a race from becoming bored. A gun at 5 min, 4 min, 1 min, then start, the Blue Peter coming down 1 minute before the start. If the gun could not be heard then I suppose you just guessed. Anyway, the start boat enjoyed explaining the system to the highly competitive fleet! I know little of the race as a whole, but more about my race with the smack's boats.



Race start heading out of the Twizzle.

We started well and there was probably only 20 yards in it between the fleet of smacks boats. To start with, Clare and Peter Thomas (smack Transcur) led the way out of the river to Stone Point. It was close hauled, the higher to windward you were, the less tide you had to battle with but the wind was lighter and Darren and Maria were close on the heels of Peter and Clare. At Stone Point we found a favourable eddy and this took us into the lead all be it temporary. By the end of the run we were in third place with Andy (smack Ellen) hard on our heels, Elly, the other rule racer was also going like the cl...rs but was having difficulty



Mr Smith with traitor on board

altering course due to the foils of her boat being designed to operate at supersonic speeds. Mike and Sue Feather were also closing at this point round the back of Horsey Island and on the wind. This is where the set up of the boats seemed to matter most and to add to this, we watched Darren sail in what I can only describe as a puddle. He was sailing faster and more sensibly than the rest of us. We followed Shoal Waters because I thought he ought to know where the water was. The rest of the fleet seemed to sail somewhere between us and Darren. We lost to Darren but gained on everyone else. Several grounded and we were chasing Peter and Clare by the end of the Wade with

Andy very close. We went the starboard side of the piles before the Marina entrance. The good news- the tide was less, the bad news- so was the wind. When we got to the end of the second row of piles we were 200 metres behind Clare and Peter and Andy but they were both stuck in the tide with no wind. We managed to creep up to their position and get ahead on the south side of the river, splitting Clare's tack, she returned in the tide to the north side of the river. When we turned up the fetch to the Club and the finish we heard the gun for Darren and Maria finishing and we had a good lead on both Andy and Clare.

As we sailed further up the river, these two boats closed up on us once again. All I could hear was the bow wave on Andy's boat so I eased to weather. At this time my second tactical

crew member warned me of her husbands approach (what a traitor) to ensure he had to go through my lee to pass me. This he would have done had the race been 100 metres longer. He seemed to have great speed every now and then and we ended our race in second with Andy 1 boat length behind! The better news even if Andy had beaten us through the water, his boat had the same handicap as the Ellen!! So we would still have come second, until Jayne pointed out the error to those awarding the prizes.

In conclusion I think, "What do we need to do to beat Darren and Maria?" I decided that it is simple. Sail more, take the boat home for a winter refit, (their new paint intimidates) go and look at his boat for inspiration but probably most importantly, team race to ensure he does not get into free air! In truth, it was their day. I am pleased that we were beaten by such a nice couple. There was nothing to be done but follow their lead. Well done both of you.



Three of Andy Rule's daughters in their smacks boat 'Neva'. Should have been called the three swans?? Perhaps.

The Treasure Hunt 14 July 2002

This was the real event, the smacks boat was the ideal form of transport and the backwaters the ideal venue. We started a 10 o'clock beach combing, Jayne for shells Sue for stones with holes in. The sailing started at 1.30 and took us all over the southern and western part of the Backwaters. Our most northerly point was Stone Point. Based on Arthur Ransoms Secret Waters.

We had a copy of his map and a whole bundle of questions, with answers for points all cunningly devised by Tessa and Stuart. There were even clues rescued by locals thinking the fender tied to a withy was a gift from the fender god with a snorkel attached!

Again, great for boat handling and for those in the crew who were able to sort out the answers, very challenging. Cloud Nine won the event but that didn't seem to matter. It was great to sail to all quarters of the Wade and see all the little boats flitting from clue to clue like bees round a honey pot. One lady apparently staying on Skippers Island taking a quiet swim must have thought she was on the M 25 as we all sailed past. She has probably gone for therapy now!

Pete the Knife made an excellent Pirate, if a little damp, hurling buckets of water over us as we passed. I also learnt that if you have weapons, (my crew purchased the biggest water pistol I have ever seen) you get bucket full after bucket full back. Great fun! Stuart was dressed as a Warlock at the most southerly point of our trip with vital information for our continued exploits.

With clues you sailed past, clues you sailed to, all for goodies, word games, they had the lot. Altogether an excellent way, to spend a Sunday afternoon. **Well done Tessa and Stuart.**

The C.S.P.S Sail and Picnic 14th July 2002 by *Sandi Green*

48 guests plus crew turned up for this years sail and picnic, the best turn out yet. What a glorious day and such a wonderful spectacle which was enjoyed by those afloat and ashore. Seven smacks, the Nellie, William, Polly, ADC, Saxonia, Ellen, Phantom and the K&M and also, a brief visit by Telegraph who joined in the fleet. The fleet headed by Saxonia sailed out of Brightlingsea towards the Colne where they sailed their separate ways letting the guests helm and crew the smacks (not obligatory of course). Some smacks even tested the mud with the Sax finding a large quantity around Rat Island, ADC by Alresford creek and the K&M on the Colne. K&M using her supercargo by standing them on the sprit enabling her to slip back in the water. After the morning sailing the smacks, the crew and guests became hungry so they rafted up



Guests starting to board the smack Ellen and ADC, who took over 30 guests and crew between them.



Pretty Polly and Phantom beating to windward up the Colne



Our Lord and Master taking his guests around Rat Island. Bet he wished he had used his line?!



Not only is Jim a good barge and bawley skipper, he is also a dab hand with the squeeze box.

NATURE NOTES 2001-2002 by *Brian Percival*

I have selected the following items from the harbour log, hopefully they will be of interest:-

28th Dec 2001 Saw 2 *Seals* in the creek - CK348 “My Alice” visited overnight - showing good seamanship by mooring up neatly without an engine.

30th Dec 2001 Severe frost overnight - 3 pairs of *Mallard* were feeding off the trailing weed on the fishing smacks mooring rope first thing this morning.

1st Jan 2002 Really low temperatures again this morning, when I washed the ice off the weather forecast board with warm water at 08.15, it refroze before I could start writing!

2nd Jan 2002 Sheets of ice in south channel up to 2” (50mm) thick. 11 *Dab chicks* in a group by fishing boats.

9th Jan 2002 Watched a *Cormorant* swallow an *Eel* of between half to three quarters of a pound in “Bumpkin Bay”. Very unusual for *Eels* to be available at this time of year. The *Cormorant* took 20 minutes to swallow it.

14th Jan 2002 Two *seals* in the creek, one half grown.

24th Jan 2002 Two hundred *Teal* flew over high towards the “west edge” at high tide

27th Jan 2002 Whilst on buoy maintenance in Colne, I estimate between 1000 and 1500 *Widgeon* got up from the geedons plus about 500 *Pewit*.

4th Feb 2002 As I checked moorings in a steady Force 8 Southerly gale with driving rain I saw a *Kingfisher* fly across the wind, over Cyndry Island to smack dock.

14th Feb 2002 A *Kingfisher* was put off the pump out pontoon plus a *Herring Gull* picking up and dropping cockles on “Minters Point”.

28th Feb 2002 A *Kingfisher* was surprised on the pump out pontoon at 06.30 this morning.

7th Mar 2002 Found a *Clam* that had been dropped onto the deck of a steel yacht and then eaten. Was the bird intelligent enough to realise that it was a steel yacht which smashed the clam easily?

26th Mar 2002 Found a *Goose* nest on Cyndry 11 with 3 eggs - bird sitting was an albino *Greylag*, bird on guard was a normal *Greylag*.

9th Apr 2002 Called the R.S.P.C.A to a distressed *Seal* on the causeway - details on an orange tag on its flipper indicated that it had spent some time in a seal sanctuary on the wash. Four *Canada Geese* were competing for partners and nesting area on Cyndry 2 today.

28th Apr 2002 The pair of *Canada's* which have been nesting on Cyndry 1 have survived the recent high tides with their nest.

1st May 2002 *Canada Goose* very protective on Cyndry 1 - heard first *Cuckoo* and saw first school of *Mullet* today.

23rd May 2002 Three *Canada's* hatched on Cyndry 1.

25th Jun 2002 Saw first *Mallard* ducklings of the year today, a mother with eight day olds in “Bumpkin Bay”.

1st July 2002 Andy Harman reported that whilst anchored for lunch on ‘EDME’ at the ‘knoll’, a female *Kestrel* landed on board having suffered oil damage to its tail. It was secured, cleaned ashore and then taken out to the ‘knoll’ and released- after a trial circuit it flew off strongly towards Bradwell!

Kingfishers have continued to feature strongly again this year - I wonder if it is the same bird which we see year after years or whether they have a short life. I did some research into the age of birds the following details may be of interest :- A *Curlew* rung in Norfolk in 1958 was caught 32 years later. A *Tern* proved to be 26 years old after being re-caught, a *Herring Gull* lived for 29 years in captivity. Two *Wood Pigeon* were recovered in Ireland one 9 year old bird from Denmark the other was a 10 year old Irish bird. Two *Teal* rung at Abberton were recovered in the same week eight years later! A *Grey Partridge* lasted for seven years and a

yellow *Wagtail* and *Reed Bunting* lived for nine years. The record however, must go to a tame *Raven* which lived for 80 years having confounded all the experts, who had declared it to be a male by laying an egg in its 79th year!

Well that all for this issue, keep looking at those birds, they may be older than you!
Best Regards, Brian Percival (assistant harbourmaster).

Thanks Brian for such a superb 'Nature Notes'. Alas, it made me late for work when it arrived in the post because I could not put it down. This should certainly please the Nature Notes fan club. I do hope you carry on with this yearly report, we all look forward to it. Thanks ED.

LETTERS

Dear Andy,

It is interesting to read the debate re traditionalism in smack restorations.

This last winter in my travels round the IJsselmeer in Maryll, I have been having quite a good look at how they handle it in Holland.

If you look at the "brown fleet" (charter barges and ships), it is lovely to see so many of them earning a living (about 600?), but they generally do not look as original as say our Spritties like Edme. However, they have had to prostitute themselves to stay in business, in terms of crew, passenger safety and maintenance costs.

There is a class of smaller barges called skutjes (pardon my Dutch) which again is prolific and fine fettle, because of serious (and I mean serious) racing. They are much nastier to each other than you smackies- the odd bowsprit taken away is nothing, hand to hand brawling between crews is common. They sail to kill even more than winning. They have pushed beyond originality, never mind cross cut battened mains, but they have hi-tech foresails too.

The nearest to what you are talking about is the botter fleet. Not completely original, but close to it. Their association rules on rig, cloth, construction etc are quite strict. If they were applied to the CSPS, most of the smacks would not pass. It was very interesting to visit Spakenberg, where about 40 are berthed in prime position in the town, and they have completely restored a botter-yard to working and original order. It is marvellous to see the shipwrights at work in such authentic surroundings.

All three classes of traditional craft contribute hugely to the local economy, and the powers that be respond appropriately with grants, concessions, infrastructure in a way which makes you realise how useless our authorities like councils, museums etc are.

Speaking as an outsider, I think you ought to be going along the botter route. The long term

aim must be to recreate authenticity while people can still work out what was authentic. This would mean most, not just the odd race winner from Kent, would have their work cut out to de-yachtify their smacks.

This of course would not suit a lot of people. Smacks were not designed to suit the needs of the modern yachtsman. Most of them spent their working lives in sight of their home port- in yachting terms they were just big day boats sailing in very familiar waters. They would not think of thrashing across the North Sea or down to the Channel Islands, not the little smacks we have. The blokes who manned them were very much stronger than the business executives, professional people and other white collar types who make up most of our amateur skippers and crews. There is thus a very good justification for modifying an old boat, to make her appropriate for today's needs. Far better to keep the boat sailing than in a museum or restricted to a few ethnic outings.

Of course I have the OGA to look after me so I am not so bothered about this holier than thou business.

However, whilst having the primary aim of authenticity for posterity, why not have another class for derivatives, non standard smacks, nobbies, Itchen Ferries and other traditional generic working craft?

Jon Wainright

**Brian Kennell's only comment to the Ethel Alice letter was:
"how on earth did those old boys get them about in the olden days"**

Hi Andy

There were several Shamrock's including a Norfolk built one, which was reregged a few years and sailing out of Boston .

Ck174 was built by Aldous 1900.

I've not researched her history but she may well have been earlier registered as CK200 and Stowboating from Tollesbury.

Shamrock fished for the "company" until the bad winter of 1962/3 when she was employed as the watch vessel in Thirslet creek.

Around Christmas time she was cut down by the ice which took the stem right out of her then after she'd sunk, it took out the mast.....

She lay sunk for around eight weeks until the ice dissipated when she was salvaged and laid on Mersea Hard looking very sad with the stem hanging drunkenly to one side held only by the iron band and canvas patches forward on the waterline for several feet forward both sides where the ice had cut through the planking.

She lay there for around 9 months until Cecil Stebbings from Heybridge Basin bought her as a wreck for £25.00.

Cecil and I towed her up from Mersea with his launch Dido (which reputedly came from the Battleship of that name) and laid her on the foreshore just below the lock where Cecil fitted a new stem and a couple of pieces of planking foreward

then rerigging her.

Cecil sailed her for three or four years then bought the derelict, sunken Ethel Alice (also laying at Mersea) to rebuild and rig selling the Shamrock to I believe Ed, Caswell who probably sold her to Andrew Thornhill AKA Exeter Maritime museum. Exeter Maritime museum received a £15000.00 grant from the Science museum to help purchase Shamrock apparently a caveat being that they are not allowed to sell her.....

I put Paul Winter onto her years ago when he was first looking for a Smack and he tried hard to buy her from Andrew Thornhill who apparently told Paul that he could rebuild her and sail her but that they would still retain ownership. But that deal fell through and quite rightly so.

I had a good look over Shamrock a couple of years ago when she lay at Isca's premises at Oulton Broad.....All of the work carried out on her has apparently been by YTS Trainees and is of very poor quality most will probably have to be re-done.....

The shipwright has already rebuilt one vessel for ISCA so perhaps all is not gloom. I don't think that they would have spent money moving her from Lowestoft to Southwold just to break her up.... and she apparently still has this "string" attached to her, maybe the Science Museum have given them a hard time or maybe they are funding it?.....

Thanks for your letter Colin but I have just received news that she is on the move again and is going to be shifted back to Lowestoft. One day someone will put her out of misery and hopefully soon. Ed

ALBERTA CK318

**Built by Aldous of Brightlingsea in
1885 of pitch pine on oak. LOD 44'10"
Beam 11'6" Draught 5'.**

She was a working fishing boat until 1974 when Tom Gray who had worked on her for many years re rigged her and with a smart new suite of flax sails from the loft of Jim Lawrence sailed her for pleasure.

We are not sure who she was built for but Sam Heard of Tollesbury owned her as a young man (born 4/ 10/ 68)

In 1900 she was owned by Mr Pettigan who was a Congregational school teacher and a Mr Frederick E Hasler who lived at Tollesbury from 1893 to 96. In later years Mr Hasler commissioned Roger Finch to design a pair of windows For Saint Mary's Church, Tollesbury showing in one window America's Cup Contenders and in the other common working craft. He instructed Mr Finch that the oyster smack be 'Alberta'. Come what may Alberta will live on in glass if not in wood.

I bought 'Alberta' in Faversham on the 4.10.1994 (maybe Sam Heard was looking on his 126th birthday) and on the 20th of that month smack yacht 'Pertwee' towed the sparless, engineless, rudderless, unballasted, half decked hull back to Brightlingsea overnight. I will never forget standing on the lively deck at 0400, the moon breaking through the clouds and 'Pertwee' ahead with full working canvass set to the south easterly 3-4 pulling us up the Swin to home while Tony and Jon Brett (of the Betson and Iris Mary) made a brew in the

hold using a camping gas burner propped in a bucket while they sat on the sole in the bare hull.

A Class 2 smack, her fishing certificate of registry gives her length as 40.7ft and breadth as 11.6 ft with a depth of 3.5 ft. Length of keel 32.7 ft and tonnage 17 gross and nett. That was when she had her counter sawn off. She is now 44.10ft on deck with a rather strange counter tacked on.

With the bowsprit run out and the topmast rigged she is as tall as she is long at 65 ft.

In 1997 we sailed in the Colne Match and had quite an eventful day culminating in a grounding on the Knoll and being towed home by Pertwee for the second time.

Roger Walker

NEWS SNIPPETS

ROGER WALKER NOW HAS HER UP 'FOR SALE' IN BRIGHTLINGSEA SMACK DOCK. PLEASE PHONE HIM ON 01206 211 143 AND HE WILL BE GLAD TO HEAR FROM YOU.

AS THEY SAY IN THE HOUSING MARKET ONLY TWO LEFT, PLEASE HURRY.

There has been a delay in the launching of Pioneer due to the deck wood turning up and being rejected by the Trust. They have now decided to launch her in the Spring next year.

The fun race that I advertised is not going to happen this year but it is definitely on for next year now that the Rowhedge and Wivenhoe smack races are up and running. They took a little bit more of my time than I thought.

Andy Rule Ed.

Kevin Gooch the ferry man in Brightlingsea harbour who is often seen tugging smacks about and getting them out of trouble, is at long last going to become a member of the CSPS.

Well, that is after the initiation ceremony??
What about some discount Kevin, Aye!!!!

How about forming a class association for these smacks dinghy's. Everyone say's it's a good idea and that there an awful lot of them. I could help any volunteer who wishes to take it on I have a data base of the owners (well a lot of them anyway.)

Don't be shy come forward and be a hero.
Ed

The new Pontoon moorings for smacks in Brightlingsea harbour are a tremendous success and we would like to thank the Harbour Commissioners for supplying them. We now wonder quite how we managed without them. Thanks

Iron topsail for sale.
16 Bhp 3 cyl Yanmar diesel engine
Ideal for hydraulic drive
£350.00
Please phone 01206 231 394