



# SMACK DOCK SOUNDINGS

AUTUMN 2002



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

ISSUE 33

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**CSPS AGM 30TH NOVEMBER 2002**



*Lizzie Annie MN23, Hyacinth CK256 and Mayflower CK44 (the Foreman's smack) at the 2002 oyster dredging match.*

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## The Swale Match 2002 by Tony Pickering

The Swale Match day dawned cloudy with very little wind. With the barges and gaffer's already away on the ebb, the smacks found it hard to keep on the right side of the start line.

Dorothy was over the line at the gun and incurred a 10 minute penalty.

Emeline crossed first within seconds of the gun (thus winning the beer), closely followed by Primrose.

Primrose took the lead for a short while but was soon overtaken by Ethel Alice, Dorothy and eventually Emeline.

The race soon turned into a beat in slight and fluky winds with everyone trying to guess where the best wind would be. As the front runners reached the Columbine buoy the fleet was informed that the course had been shortened to the Spaniard and back. With the wind filling in a little the smacks short tacked towards the Spaniard with Primrose managing to overtake Emeline and



*The Whitstable smack Thistle in light airs*

Kate closing on the leaders. Dorothy took a long port tack along the Kent shore, usually a losing tactic, but came speeding back up to the Spaniard to catch Ethel Alice.

There were thunderstorms threatening all around now but the wind remained 2-3 for the run back to the Swale. Suddenly, as the front runners reached the Columbine Spit, the race turned into a force 5 beat with everyone short tacking up to the Pollard Spit. During these few minutes Kate managed to pass Primrose. The squall passed, the wind veered west to allow a long board up the Swale and the sun finally came out. Emeline passed Primrose, picking up cleaner air with her taller topsail and jib- topsail.

At the finish it was Ethel Alice first, Dorothy second, Kate third, but Dorothy was given a 10 minute penalty which gave Kate the second place. Shortly afterwards the wind returned to the north-east. The rest of the fleet of smacks, gaffer's and barges (which had done a longer course) came running down towards the finish line packed together, making a fine sight in the bright sunshine.

*Pictures taken by Tony Pickering*

Name	Number	Time hrs.m.s	place
Ethel Alice	CK476	5.03.17	1
Kate	CK52	5.13.28	2
Dorothy	CK159	5.21.39	3
Emeline	F14	5.22.59	4
Primrose	CK273	5.33.13	5
Sunbeam	CK328	6.02.47	6
Gracie	CK46	6.14.35	7
Peace	CK171	6.16.17	8
Thistle	RR2	6.26.59	9
Thistle	F86	6.57.01	10

**Thanks Tony for this account of the Swale Match.**

**I am pleased to announce that the job of reporter is yours. I am going to offer you the same terms and conditions of the Editor. Ed**



*Dorothy and Emeline at the start of the race*



*The Whitstable smack Emeline with all sail set*

## Wivenhoe regatta 2002 by Jo Osman-Barter

Wind N to NW 1 to 2 Clear

The race started at 1030 hrs. The start line was the tug 'Evelyn Spearing' anchored off Bate-mans Tower to the marks of East Mersea (Colne Match line). After the start the wind died down to less than one after twenty minutes and the fleet drifted under the lee of Brightlingsea for some time. Sunbeam, however, who was further down the Colne managed to find a breeze and also had less tide so headed towards the Eagle. A good tactical move as she picked up the wind from the Wallet. However, what she did not know was the race committee decided to shorten the course and she had to be chased by the committee boat to be informed. She turned and was permitted to leave the Colne bar to starboard and head for Wivenhoe.

A breathtaking sight was seen as the two smacks Sunbeam and Ellen each passed the Bar buoy, Ellen leaving to Port and Sunbeam to Starboard. Sunbeam headed up the Colne fol-



*Fashion and Peace ghosting along*



*Peace, Sunbeam and Ellen going to the outer mark*

lowed closely by Ellen. Transcur kept up the chase and was third round the buoy. The race finished at Wivenhoe with Sunbeam and Ellen sailing though the line which made a fine sight followed by Transcur.

We were all greeted with a cheers from the crowd on Wivenhoe Quayside with the invitation of free beer and burgers.

All participants were given a complimentary mug and all the smacksmen were most grateful. A good hog roast and band were playing at the 'Black Buoy' and I am sure a good time was had by all. Well done.



*A large crowd had gathered at Wivenhoe quay to see the smacks return*

*Richard Barnard, the race organiser has written to us saying that there will be an evening event next year comprising of a BBQ and music. The Event next year will be on August 30 2002. We will confirm this date later.*

## Dredging Match 2002



Managed to get there after the last two years of fog and running aground in our own creek and what a delightful day it was.

The idea was to start at 1100 Hrs and to follow the foreman's smack Mayflower CK44. We were undecided on how much sail was needed on Ellen as I had forgotten quite how to dredge. So we decided as the wind was light but some times gusty to have plain sail and a working jib. After tricing her up and backing the headsails for a trial run we thought it was about right at about 1 1/2 knots through the water.

At 1100 hrs Mayflower put her dredges to work and just at that moment a squall went through the fleet and my heart sank as Ellen surged ahead, Kate CK 52 heeled with such a gust but was held in check by some very skilful seamanship. The squall lasted only a few seconds and the wind settled to a gentle 2 for the rest of the match.

We waited for the rest of the fleet to start dredging and then we put our dredges down for what we now know was too long this was because the first haul we could hardly lift aboard but we managed to tip the haul on deck to start sorting out the catch and what a heap it was. Then when we had put the dredge back over we realised why Sunbeam had invited the whole of Tollesbury village on board to help (well 17 of them anyway) because with just 5 aboard we could not sort the catch, sail her and dredge at the same time. We decided to reduce the three dredges to two and employ a dustpan and various items of on equipment on board to speed up sorting.

The two hours of dredging amongst a fleet of smacks was a most delightful and rewarding experience and we thoroughly enjoyed ourselves and decided it was much better than the 'nerve racking'



*Big or small they all took part in the dredging match*



*All three dredges are down and the sorting starts on board*



*Hauling the dredges on board was heavy work if you got it wrong*

racing around the cans .  
The prize giving was in  
The Old Packing Shed  
on Packing Shed island  
Also available was a de-  
licious sea food platter  
which we could have or-  
dered on our 'entry  
forms' and wish we had  
done so.

We are all now looking  
foreword to next years  
dredging match, long  
may these events con-  
tinue.



*Mary, Boadacea and Peace look as if they are in trouble but with skilful sea-  
manship they all are dredging and miss each other without mishap.*

### **The Results of THE MERSEA DREDGING MATCH by Charles Harker**

19 Smacks, Bawleys and Bumkins gathered on the Common Grounds off West Mer-  
sea Island on Sunday 1<sup>st</sup> September 2002. With a light NE breeze they dredged for  
two hours until low water.

Following the lead of the foreman's smack, Mayflower CK44, they were able to tow  
to the east on the ebb before hauling, sailing back and pitching in again.

Beyond in the River the sailing barges Repertor, Xylonite and Hydrogen turned  
away slowly to windward. So many traditional craft working together in the river  
made a pretty sight.

162 kilos of healthy Native Oysters were landed on packing Shed Island where a  
large crowd was gathered for the prize giving.

The match was judged by Mr Bob Craig R.D., C.A. Chairman of Loch Fyne Oysters  
Ltd., Campbeltown, Argyll.

He awarded the **Hervey Benham And John Kemp Trophy** for the greatest weight  
of oysters landed to **Bob Fawkes' Lizzie Annie MN23**. The **John Frost Trophy** for  
merit and style went to **Gerard Swift's Kate CK52**. The **Brig Prize** was won by  
**John Milgate's Boy George CK28**. The **Peter Light trophy** for Seamanship and  
services to the sailing smack movement was awarded to **Bob Fawkes** owner of the  
Lizzie Annie MN23.

**Thank you Charles for the results and on behalf of the smack owners for a splendid  
day dredging oysters long may events like this continue. Andy Rule**

## Tollesbury 2002

Friday night the wind blew and howled around the rigging of the smack in Brightlingsea creek and the night was pitch black so we decided to get her out of the creek and over to the Pyefleet for an early morning start to the Tollesbury match hoping the wind would ease. 0530 hrs that Saturday morning the wind had eased a little to a steady 5 but now it was raining hard so we set about dropping the topmast and getting her rigged for the squally conditions. As the Nass came into sight the rain eased and so did the wind so we shook out the reef and put up the big jib and tow foresail.



*Mermaid and Primrose battle it out to windward*

Our start was a 0910 hrs and we were under canvassed on the first leg as we started with Martha II and Primrose leaving Sunbeam, Ethel Alice and Peace to start after us. Seeing Martha II leave us standing and Primrose also disappearing we decided ( too late ) to put up the top mast up and fly the topsail. Next past us was Sunbeam, sporting her huge tri radial cut reaching jib and next to come along was Ethel Alice. The fleet was now well ahead of us and gave us an impossible task to catch up with them. The class three smacks were however in their element and were very impressive with Kate and Dorothy challenging each other for the lead. These two smacks made an impressive sight on the windward leg home. However, Martha II with Gayle Heard at her helm took the gun with Kate following and Dorothy coming third.



*Primrose making an impressive sight as she overtakes us to windward*

We decided to stay at Tollesbury that evening having heard the news that the G & A was going to sail to Brightlingsea the next day and we thought that it would be nice to sail with her.

The prize giving was at Tollesbury yacht club where they had delicious food at extremely cheap prices. So in the warm and friendly atmosphere of the club we spent a very enjoyable evening.

I apologise for the pictures I have taken but we were so far behind the fleet that it almost impossible to get good ones. We did however manage to come 4<sup>th</sup> from last.



*Martha II taking no prisoners with Gayle Heard at her helm.*

## Colne Match 2002

The CSPA saw one of the biggest fleet of smacks and barges assemble in the Colne for the 2002 match. It comprised of twenty two smacks and nine barges. As far as we are aware this is the biggest fleet ever assembled for a smack and barge race. (unless you know of another).

The race started at 0800 for the smacks and 0830 for the barges although it was a chilly start it warmed your heart to see so many smacks and barges getting ready to race. Dorothy was first over the line as the gun went which sent the fleet on a very broad reach to the Colne bar. Sunbeam was first round the Colne bar which made the smacks harden up for the Clacton pier mark. The long windward leg to the Clacton Pier mark saw Ellen take the lead from Sunbeam followed by Martha Two. It was fascinating to watch the two Bawley's fight it out, Saxonia leading all the way from the start to the Wallet Spitway where Bona managed to get ahead of her they finally **finished within two minutes of each other.**

The broad reach to the Wallet Spitway gave the smacks a real chance to show their speed with Ellen leading the way, Ethel Alice and My Alice were now closing the gap on Martha II and Sunbeam. The rest of the fleet also had closed in making a fine sight when coming around the Colne Bar.

Sunbeam now gained the lead on the windward leg, heading to the finish line with Ethel Alice showing her true capability to windward. The positions on this leg were quite fascinating as they seemed to change on every tack. My Alice and Martha II doing very well on this leg. Peace and Kate were also doing especially well and the race was quite plainly won or lost on this leg as the smacks beat down the Colne finally to see Ethel Alice through the finish line followed by Sunbeam and Martha II.

The evening presentation was held at the Brightlingsea Sailing Club and what a welcome change of venue. Instead of a group huddled around in the cold with cars trying to pass outside the Colne Yacht Club, to a warm and welcoming atmosphere of this delightful sailing club was well appreciated by all the crews and we would like to have the prize giving there again. The food was excellent and the bar staff were more than helpful.

Jim Spencer the Chairman of the race committee and Mrs Allen presented the prizes.



*ADC at the start of the Colne match, she held the race record until Ethel Alice took it away.*



*Transcur, Peace and Kate gilling around before the start of the race*



*Left to right G&A, Kate, Mermaid, Primrose, Mary, Transcur just after the start.*

## Colne Smack and Barge race results

Smack	CK	Hrs.Mins.Secs	Place	Barge	Hrs.Mins.Secs	Place
Ethel Alice	CK476	3.43.27	1	Edme	3.17.24	1
Sunbeam	CK328	3.47.47	2	Xylonite	3.21.06	2
Martha II	MN69	3.54.51	3	Marjorie	3.34.20	3
My Alice	CK348	3.57.02	4	Repertor	3.40.03	4
Peace	CK171	3.59.11	5	Thistle	4.15.40	5
Kate	CK52	4.00.07	6	Phonecian	4.17.50	6
Ellen	CK222	4.00.38	7	Betula	4.23.25	7
Dorothy	CK159	4.06.08	8	Wyvenhoe	4.43.35	8
Transcur	CK365	4.08.21	9	Centaur	5.05.35	9
Mermaid	LN32	4.11.35	10			
Emeline	F14	4.11.45	11			
G&A	CK76	4.16.16	12			
Thistle	F86	4.19.45	13			
Bona	LO178	4.19.58	14			
Gracie	CK46	4.21.05	15			
Saxonia	LO32	4.21.34	16			
Primrose	CK273	4.22.04	17			
ADC	CK431	4.57.09	18			
Fashion	CK428	4.58.27	19			
Mary	CK252	5.02.29	20			
Nellie		Retired				
Mary Amelia		Retired				

**The Colne Smack Preservation Society** would like to thank the race committee especially **Jim Spencer** who has been unwell and we wish him a full recovery. We also wish to thank Brightlingsea Sailing Club for making us very welcome.

What would we do without our lovely harbour masters who were so helpful to all the participants and Kevin (the taxi) who is always at hand to tug smacks about. Thank you all for making this event so popular.



*The smack Dorothy and Sunbeam running to the Colne Bar*

## View From The Tower - 2002 Race by Brian Percival

The weather pattern was settled enough so that the normal 0600 hours meeting of the race committee on race day could be dispensed with - a force 3-4 NE. Breeze increasing to force 4-5 by afternoon being predicted for both Friday and Saturday, which is exactly what we were issued with.



*Xylonite, Edme and Repertor waiting for the smacks to start*

There was a record entry of twenty two smacks and nine barges for this, our thirtieth race. We fielded a strong and experienced tower party which consisted of Sue Last, Malcolm MacGregor, Neil MacGregor, Tony Goldsmith, Roger Green and Myself.

The smacks made a brave sight as they gilled about for the 0800 hours start, "Ellen" (CK222) being well below the line at the five minute gun. She was handicapped by the wind easing slightly at this point, but she hardened up and successfully clawed her way back above the line just before the starting gun. "Martha II" (MN69) made an attempt to gain the honour of being first over the line, but "Dorothy" (CK159) powered through in fine style to be first away.

The twenty two smacks (or to be more precise) twenty smacks and two Bawleys made an impressive sight as they ran down win, out of Colne, a sight much appreciated by the crowd of spectators round the base of the tower. A good crowd also enjoyed the spectacle on East Mersea shore.

The barges made their usual majestic spectacle as they prepared for their start at 0830 hours, nine of them making an evocative and impressive sight. First barge over the line at the start by a good margin, was Thistle, followed by "Edme" and then "Xylonite". The spectators and tower party were intrigued to see "Phoenician" round up and stop, just after she had crossed the start line- a swift VHF call to the officer of the day, Jim Spencer, on the tug "Alest" providing the information that the owner of



*My Alice and Mermaid in the light winds just before the race*

"Phoenician", Grant Littler, had tripped and fallen overboard! He was swiftly plucked to safety and proved none the worse for his involuntary swim. We were pleased to see "Phoenician" round up and rejoin the race.

The smacks certainly proved competitive in the run down Colne, several luffing matches being indulged in, in an effort to edge competitors out of the tide and in to the shallows. Predicting a fast race the tower party eagerly awaited any sign of the leaders beyond Colne Point - identification was going

difficult due to the slight haze on the horizon. A barge was seen to be up with the leading smacks - Tony Goldsmith being adamant that he could make out a splash of white lettering in the mainsail through his binoculars, naming "Edme". Some others in the tower crew were sceptical about this identification, but, as the leaders tacked closer the barge up front was indeed "Edme".

The wind, as promised, was increasing, as indicated by the increased angle of heel of "Ethel Alice" (CK476), "Sunbeam" (CK328), "Martha II" (MN69), "My Alice" (CK348) and "Peace" (CK171). Just behind the leaders "Ellen" (CK222) and "Primrose" (CK273) appeared to be enjoying a needle match, matching tack for tack until "Primrose" stood just a little too far onto the Mersea shore and went aground. By the time that the crews feverish efforts had got her off she had dropped ten places on the result sheet.

In the barge match "Edme", "Xylonite", Marjorie and "Repertor" were well up in the forefront of the smacks, bearing in mind that the barges started half an hour later than the smacks this was an impressive performance. The barges finished in the order already described - "Edme" putting in the fastest time of the day of three hours seventeen minutes and twenty four seconds. First smack home was Ethel Alice in a time of three hours forty three minutes and twenty seven seconds, followed by Sunbeam and Martha II. The rest of the results are printed in the finishing list. The closest finish of this year's race was between "Mermaid" (LN32) and "Emeline" (F14) just ten seconds separating their finishing guns. The race was completed quickly this year - "Mary" (CK252) being the last smack home at 1302 hours, the last barge home being "Centaur" at 1335 hours.

The prize giving and dinner was held at Brightlingsea sailing club this year and was very well attended. The club's commodore, Phillip Rust welcoming the smack and barge crews on behalf of the members before Jim Spencer took over as Master of Ceremonies - introducing Carolyn Allen to present the prizes. Prize winners were as follows:- **Cock of the Colne and King Colne Cup - "Ethel Alice", Arthur Bowles Cup for second - "Sunbeam", Xanthe Trophy for third - "Martha II". Hammond Bell Trophy (Line Honours) - "Dorothy", Rose Bowl (best bawley) - "Bona", Skippers Trophy - "Ethel Alice", Vernon Scott Trophy (last smack home) "Mary", Best Restoration (Charles Morse Trophy) - "Transcur".**

**Barges- T.S.B Barge Cup (First)- "Edme", Sailormans Cup (second)- "Xylonite", Prior Cup (third) - "Marjorie", Western Cup (fourth)-"Repertor", Golden Cockerel- (first over the line)- "Thistle", Bob Harman Trophy (best overall time) - "Edme", Lowlands Cup for Seamanship- "Phoenician".**

**An additional prize was presented this year - a mounted fish on a wooden plaque- "The Cod of the Colne" trophy presented to Grant Littler in recognition of his swimming ability after falling overboard from "Phoenician".**

Jim Spencer closed the prize giving by thanking all those competitors who had taken part in the race, assuring them that all hard work (and money) which they had lavished on their vessels was much appreciated by the spectators.

## The Launch of Stormy Petrel 71 FM built by Perkins in 1890



*Stormy Petrel 71 FM leaving her launching cradle as the crowds looked on. Picture by Ian Barker*

Dick Norris who has owned Stormy Petrel for 40 years has given the old girl a major re fit over a four year period. She was previously built for the Seasalter and Ham oyster fishing company in 1890 that operated out of Whitstable. Bob Roberts, (the Barge skipper who has written many books on the subject of working barges under sail and last sailed Cambria the last working barge that operated without an engine) owned her in the fifties and kept her in a very original state but he could not get on with her and jokingly re named her as Stormy Bull..

She was briefly owned by Bunny Rossier in Pin Mill and then sold to Dick Norris who has kept her in this most authentic state so much so she is now on the Historic Ships List.

She was re launched at Gillingham Kent this year after the work had been carried out by Dick Norris and shipwright Michael Murr. She will now join the ever growing fleet of Whitstable smacks including, Emeline F104, Thistle F86 and Gamecock F76.



*Stormy Petrel 71 FM being warped to her berth. 'Best tuck a reef in those flags Dick' another smack skipper suggested as she took off. Picture by Ian Barker*

## George & Alice CK76

July this year saw the launch of G&A at Blackwater marina after a long restoration programme involving three owners and carried out the UK.

Some sixteen years ago, early one morning, she was loaded onto a trailer on Brightlingsea hard and transported to Ivybridge in Devon to undergo restoration. Colin Sheppard, the new owner, had bought her from Mac McGregor who, after thirty years of working the boat for a living out of Brightlingsea, had decided to come ashore.

Colin, who must be congratulated for his part in the restoration, replaced the centre line and frames and had started work on the deck and rails before reluctantly putting her back up for sale. Pete Gregson of Wooden Ships Brokerage put the word out and it wasn't long before The Tall Ships Restoration Company had taken her to Gloucester for their ship repairers T. Nielson and Co to continue the work.

The Tall Ships Restoration Company was set up to source traditional vessels in need of restoration of major refit and, during the works, source potential and suitable owners. Richard MacCormac, a London based architect, had visited the smack dock in Brightlingsea and fallen into conversation with Jane Rule (Ellen CK222). Needless to say a few weeks later Richard had found himself the owner of the smack George & Alice.

Work had been progressing quickly in Gloucester and a few new Douglass fir deck and larch planking, fastening in bronze, had been fitted. Richard was keen to have as much involvement as possible in the completion of the restoration which meant completing the project locally.

The smack was moved to Blackwater marina in April where the proprietor Ian Wilson (Martha II MN69) had put together a team of shipwrights and joiners headed by Rick Cardy (IDA CK3). Work began in earnest as the owner was anxious to catch as much of the sailing season as possible. To achieve the task of completely fitting out and rigging a 42 ft smack, from a half finished bare hull by July was not going to be easy. Battling against adverse weather conditions and changes to the specification the job was completed in August. Mark Butler of James Lawrence Sailmakers had supplied and fitted the standing and running rigging as well as furnishing her with a new set of sails.

It was Richard's intention to keep the smack in Brightlingsea and it seemed only fitting that Mac McGregor should be aboard for the homecoming. He was shanghaied aboard and in the company of Ellen and Bona the George & Alice sailed into Brightlingsea creek having spent many years away.



# Fashion CK428 is up FOR SALE

## 1894 - 2001

**"Fashion" was built by Robert Aldous of Brightlingsea for Samual Munson Gentry of West Mersea.**

**On 24th July 1894, the Tollesbury & Mersea Oyster Company registered her as CK428.**

1923 Sold to Ted Pitt of Maldon and re-registered as MN40.

1938 Sold to Harry & Bessie Leslie of Southend and reregistered LO208.  
She was fitted with an engine, presumed to be a marinised Model T.

1946 Sunk in Barling Creek by a German bomb and denoted "lost through enemy action", she was removed from the London Fisheries Register.

Recovered by 'Gaffer' Mumford and sold to Tom Owen who restored her as a yacht.

1948 Sold to Edgar Wilson.

1982 Passed down to son-in law, Phil Bower.

1992 Sold to Robbie Bush of Leigh on Sea.

2000 Bought by her present owner David Moss of Brentwood and currently moored at Brandy Hole on the River Crouch

"Fashion" was built by Robert Aldous of Brightlingsea for Samual Munson Gentry of West Mersea.

She was first registered as CK428 on 24th July 1894 by the Tollesbury & Mersea Oyster Company.

"Fashion" is mentioned twice in the Colchester Fishing Register and is only one of two entries out of 500 where the exact date of registry is given.

The first is 24th July 1894 and the second, 12th November 1906.

Along with her skipper, Samual Munson Gentry, her crew were listed as George Stoken, Thomas Stoken and Arthur Mole.

A record of smack moorings by 'Navvy' Mussett puts her on the top mooring in Bussand Creek.

"Fashion" was purchased by Ted Pitt of Maldon on the 3rd of February 1923.

He is recorded as saying, that when he sailed her out of West Mersea to Maldon, "she was so hard jawed that she turned herself around and sailed right back in again"

They did however, modify the keel and eventually became "Maldon Regatta Champions"

Her number was then changed to MN40 .

The Pitt family dredged for oysters, mainly in the Paglesham area.

In 1938, "Fashion" was sold to Harry & Bessie Leslie of Southend and reregistered LO208.

John Nichol, the landlord of the Kings Head on Foulness, used to crew her, and speaking of her affectionately, reckons he could "sail her backwards or through the eye of a needle".

He also recounts the story of how, when they were laying at anchor alongside another smack, they heard an enormous "crack" on deck. On emerging from below decks, the crew of the adjoining smack informed them that they had just seen her hit by lightning. There is indeed a huge split down her mast to this day and John assures that this was caused by the lightning strike.

Records show that she was fitted with a Ford engine, presumably a marinised Model T, by Costins of Southend for the princely sum of £12 10s 0d.



The London Fishing Register is fairly detailed in its description and notes that the fishing license was not applied for during the war years up to 1946. The owner also advised that she had been lost due to enemy action, apparently sunk in Barling Creek by a German bomb.

She was recovered by 'Gaffer' Mumford and later sold to Tom Owen of Shoeburyness for £50. She was, to say the least, in a very bad state. Although the mast was still standing together with a few forlorn mast hoops, the deck was nowhere to be seen. Tom, subject to the availability of immediate post war materials, restored Fashion to a yacht. During the course of "yachtification", and much to Toms horror, his friend Busby, who was assisting with the work, decided that the rotten counter was best removed and without further ado, chopped off the stern. It was nailed to the old barge wharf at Millhead, Great Wakering, complete with the name board, where it remained for several years.

Sometime around 1948, Edgar Wilson, along with George Newbury, bought "Fashion" from Tom Owen for £350 although George later sold his share to Edgar. "Fashion" lived on her mooring in Millhead Basin and was 'sailing sister' to Les Cripps's smack, "Victory". Edgar sailed "Fashion" with the Thames bargeman, Fred Cooper who carried out much of her maintenance.

In 1982 at the age of 75, and after the death of Fred, Edgar decided Fashion was now too much for him both to sail and maintain and asked his son-in-law, Phil Bower to sell her for him. On inspection, it was felt that Fashion was worth keeping in the family and along with his brother Geoff, Phil decided to restore her with the work being carried out over two bitterly cold winters. She was gutted inside and the rotten frames next to the rusted chain plates were replaced along with the second board down. Much of the top boarding was refastened with a considerable work carried out at the stem head. The bulwarks and rail on the portside were almost completely renewed although some of the original rail was salvaged. A new section of keelson was also bolted on at the fo'c'sle.

It should be noted that the majority of Fashion is original.

The above is an edited version of original by P Bower, dated 6th June 1986

Around about 1992, "Fashion" was purchased by Robbie Bush of Leigh on Sea. Some time later, Robbie rebuilt the counter stern

## **THE COLNE SMACK PRESERVATION SOCIETIES AGM IS ON**

### **FASHIONS PARTICULARS**

**Hi Andy**

**She is 34' on deck plus bowsprit (17'), has a beam of 9', draws 4'6 and has 5 berths  
She is fitted with a 3 cyl 18bhp Kybota diesel wing engine with a 2 bladed folding prop.  
Instruments - NASA clipper Depth, NASA Clipper fluxgate compass & VHF radio  
My home number is 01268 458631 and my mobile is 07760 176320.**

**My address is  
29 Eynsham Way  
Basildon  
SS13 1RB**

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### **THE 30TH NOVEMBER 2002**

**YOU WILL BE SENT MORE DETAILS LATER BUT BOOK THIS DATE IN YOUR DIARY NOW**

*PLEASE NOTE: THE CSPS WEBB SITE IS BEING RE ORGANISED AND SHOULD BE UP AND RUNNING BY THE END OF NOVEMBER WE APOLOGISE TO OUR MEMBERS WHO HAVE TRIED TO LOG ON FOR THE LAST YEAR BUT THEIR WAS A HICCUP ON OUR BEHALF.  
THE SITE WILL INCLUDE LOADS OF PICTURES OF SMACKS, OLD NEWSLETTERS ETC.,*