



SMACK DOCK SOUNDINGS

WINTER 2003



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

ISSUE 34

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The smack Mary CK252 with a 'Bone in her teeth'. Some one has named her 'The Pocket Rocket' and quite rightly too she is hard to catch. Picture by Tony Pickering.

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C.S.P.S AGM 2002

CHAIRMAN'S REPORT

This is my report on the Society's activities over the past year.

We have gained 11 new members over the year and I believe several more are taking up membership this afternoon. We have lost 6 members and this is partly due to the fact that some have simply moved away. Membership at this time stands at 199.

We now have a lay-by berth at the south/seaward end of our dock. A smack will only be aground for a short time there and although not to be considered as a winter mooring, it is a very useful short term or overnight mooring. Nellie has already made good use of this facility.



The room fills up with members. Not one of our better turn outs although all 80 seats were filled

This winter we expect to have 10 smacks in the dock and I will name them as follows: -

Betson, Maria , Electron, William, Iris Mary, Nellie, Saxonia, Ellen, William & Emily (Odd Times) and G & A

You see a few names have changed!

The little "Mary" has gone back to her homeport of Mersea. "Alberta" has been sold away to Kent, where she will be undergoing a complete rebuild. They have a good track record of rebuilds over there (as we do here of course). We wish them well and look forward to her rejoining the fleet in the future.



'Two Chairmen' sign in, our own Chairman James Lawrence to the left and the SSA Chairman Paul Winter to the right. Paul has now become a committee member of the CSPS

Our new additions, the G & A, otherwise the George & Alice is back here after an absence of 13 years, when she used to belong to Malcolm McGregor who fished her professionally. We welcome Richard MacCormac G & A's new owner and wish him well.

Then, Odd Times/William & Emily, and we welcome Dave Quedsted, her new owner here this afternoon.

We have been successful in obtaining planning permission to erect a wooden building at the Dock, which we hope will be our project for this winter. Basically to

be used as a store, we plan however, that it should be lined and have heating and electricity and is to be kept clean and tidy so as to have our Committee Meetings there. This may also encourage members and visitors to make more use of the dock.

I have heard murmurs from some members who would like more activities and involvement with the Society – I hope this may encourage a debate in Any Other Business. However I hope that the membership feels that it is already getting “Good Value for Money”. There are of course the 4 very superb Newsletters, which seem to be getting even better with every issue. Thanks here to Andy Rule, and his family and crew.

On 22nd February we had a talk from Brian Hammett, entitled “Avola Goes to Russia”. This was a voyage undertaken by Brian in his own gaff yacht.



*Our guest speaker Will Davenport
Proceeds of his talk went to the St Helenas Hospice.
Colchester*

On 6th April we had a Shanty Evening with Bill Kitchen and friends and a jolly good Seafood Supper by John Sait and his wife.

Then on 14th July we held the Sail and Picnic. This is a great fun day and is entirely free. Please more of you book for this; we nearly always have spare spaces.

On 14th September we held the Smack and Barge race, which is one of the major maritime spectacles in the country.

Now these events don't just happen. They have to be worked at by your very vigorous Committees and I have pleasure in naming and thanking each one personally.

Roger Walker, Cyril Fenner, Andy Rule, Darren Burton, Richard Titchener, Brian Webb, James Powell, Andy Lindley, Bill Williams and Sandie Green.

Then for the Race Committee, Jim Spencer, Brian Percival, Brian Webb, Peter Allen and Bill Williams. I know that Caroline Spencer bears a hand here also.

For this winter we shall be having a Talk Night, details to be fixed. Also another Shanty and Seafood Night, venue for this will be here in the main hall and will be held on Friday, 28th March 2003.

Last year after the business AGM we had the pleasure of Charles Harker giving us a talk on the “Pioneer”. This year we are lucky yet again and William Davenport will give a talk on his career at sea. This I am really looking forward to and I will introduce Will at the end of the formal business.

Item 6 will be for the Election of a new Committee. Only paid up members are eligible to vote, those who need to renew may do so during the recess.

Our new committee now comprises of **Chairman** James Lawrence, **Secretary** Cyril Fenner, **Treasurer** Roger Walker and the **Committee** Brian Webb, Richard Titch-

ener, Paul Winter, Andy Rule, James Powell, Andy Lindley, Sandie Green, Bill Williams. Co-opted were Crispin Yarker and Andy Lindley.

Thank you all for coming to the AGM

James Lawrence

We would like to thank the guest speaker Will Davenport for his ‘around the world’ talk on cargo and container ships. Totally fascinating to all of us. Together with pictures and slides to accompany his talk we learnt how the merchant ships went around the world carrying all types of cargo from apples to heavy earth moving equipment . Thank you Will.

MALDON TOWN REGATTA & OGA ANNIVERSARY RALLY **By Jon Wainwright**

The new committee celebrated their first regatta with great success. Entries were up in most classes, there was a good show on land, finances are secure. The OGA are very gratified that their efforts to set up a new local committee under Peter Maynard have been so worthwhile.

The first and main race was on Saturday morning at the Nass off West Mersea, Mike McCarthy as OOD. The start was delayed twice for lack of wind, then a very feeble sea breeze set in, enabling the fleet to sail the short course D, which was basically a zig-zag up the River Blackwater to Osea Island. There were several classes of boats, smacks, West Solents, East Coast OD's, numerous other types of gaff riggers and classic Bermudans, and for the first time, a sprinkling of modern yachts from Maldon.



Emeline (background) and Primrose (foreground) leading Boadicea and Kate at the start. Picture by Jayne Rule.

All sorts of kites and combination of kites were being flown to catch the slightest of breezes, but really it was the flood tide, which was doing the work. The conditions suited the smaller lighter boats better, particularly the Letty May, Victoria and Molly Cob-

bler, who were well up the front at the finish. Ellen won her first smack race for years, about time too, with that massive rig, beating bawley Bona and smack Sallie. In the smaller smacks, Lizzie Annie predictably beat Fly and Martha II. There was some confusion over the rig of the duck punt Kate, who was originally placed first gaffer on corrected time, but actually she is bermudan and was first wooden bermudan over MA Solitude, Pimento and Betsy. West Solent Arrow was the first Hotshot, against Widgeon and Gigi.



A close start with a sea of bowsprits. Picture by Jayne Rule

After lunch at Osea, there was the Parade of Sail Race to Maldon. The wind had improved slightly, giving a spectacular finish off Hythe Quay, where a big crowd cheered the boats in. During the afternoon, there had been dinghy, model boat and rubber duck racing!

The moored boats made a marvellous sight, as their crews made their way to taste the complimentary beer, a very nice touch,



*Sunbeam, Fashion and Boadacea creep along in very light winds
Picture by Jayne Rule.*

which made us all feel welcome. Prize giving was in the marquee on the quay, where the Mayor of Maldon presented the many trophies. George Jago ended proceedings by asking us to toast the Old Gaffers Association, formed in Maldon in September 1963, some 39 years previously. Bands played on in to the night, while many of us enjoyed the hospitality of the Maldon little Ship Club.

Although the regatta was over, there was still fun to be had at five the next morning, as the huge raft of gaffers made an emergency exit

in the thick fog and darkness. Ellen with her GPS map, and Noorderzon with her radar both collected sizeable flocks of gaffers in their wake, even Maryll collecting some with the smell of her skippers pipe! However, the sun came out by Bradwell, a lovely southerly set in and we had a wonderful sail home, a nice finish to an enjoyable weekend.

Well done Maldon!

Race results: Topmast class. 1st Ellen CK222 , 2nd Bona LO178, 3rd Sallie CK224

Pole mast class. 1st Lizzie Annie MN23, 2nd Fly MN17, 3rd Martha II

THE SALE OF ALBERTA CK318 ON BRIGHTLINGSEA HARD

We wish to congratulate Edwin Bracken, Dan Tester and Barry Tester on thier purchase of Alberta. We wish them every success in the re build and look forward to the launch. Well done



I think I have found some rot !!



I do believe the girl is right



What rot say Roger !!!



Edwin talks to the chief surveyor 'will this lower the price' he enquires



Mean while Paul Winter does his special (rose coloured glasses) dance.



What have I 'gorn' and done says Edwin all I did was shake his hand



I think you 'gorn' and bought her Edwin



Edwin?? EDWIN?? EDWINNNNN

Please do not take offence at the above captions I just could not resist the temptation. I wish you every success with her . Andy Rule

THE C.S.P.S

SHANTY NITE
AND SEA FOOD SUPPER

FRIDAY NITE 28th MARCH 2003
at the Brightlingsea Community Centre
TICKETS £8.00

PLEASE RING: SANDIE GREEN ON 01206 302 301
THE SAIL LOFT ON 01206 302 863
CYRIL FENNER ON 01206 304 768

THE TALK NIGHT IS ON:

The Corporation of Trinity House

To be given by Commander Michael Tibbels

- Trinity House is a unique maritime organisation which throughout
- its long and distinguished history has had as its prime objective
- the safety of shipping and the welfare of seafarers
- Constituted under a Royal Charter granted by Henry VIII in 1514,
- **THE TALK WILL BE HELD AT THE BRIGHTLINGSEA FOOTBALL**
- **CLUB ON 7th MARCH AT 19.30 hrs Ticket are £3.00**

PLEASE RING: SANDIE GREEN ON 01206 302 301
THE SAIL LOFT ON 01206 302 863
CYRIL FENNER ON 01206 304 768



MERSEA DREDGING MATCH
SUNDAY 31ST AUGUST 2003

Wivenhoe Town Regatta Smack & Old Gaffers Races

Is on the 2nd AUGUST 2003 HW 1600 BST.

We will be in touch early Spring with details & we'll send out forms etc.

This year we plan to have a course that is based on a circuit in the river mouth, say, between Batemans & the Bar & Knoll, or even slightly further up the river, say to the Binnaker buoy.

The Committee boat will be present throughout the race & will indicate when the circuit is over and that entrants can proceed upriver after the final turning mark. We hope that this will let everyone enjoy a 3-5 hour race, (depending on the chosen start time), in sight of each other and spectators on & beside the river, whilst allowing boats to cross the finish line at a time agreeable to our Quayside spectators and the tide!

Overnight moorings seemed to work OK and we'll have the same system this year, with a berthing boat advising entrants of available Quay berths/pontoon berths & berths alongside the new Quay. As well as the free beer & burgers from 1500 on the Old Hard, we will also hold an evening event for all entrants at the Sailing Club, where some form of entertainment & grub will be available.

With a Sunday morning 0430 tide allowing a 0600 departure from moorings, we hope that many boats will be tempted to enter & stay overnight.

Richard Barnard

Letters etc.,

A Tragic end to PAM

By Colin Swindale

Hi Andy

Pam was built as the Bertha in 1911 by Thompson in Boston Lincs. as a first class cutter rigged Smack at 50.2ft x 13.8ft. and around 23 tons register and given the portmark BN153

She fished under sail until 1924 when an auxiliary engine was installed, the Bostonians preferred engine of the time being a petrol/paraffin Kelvin, this was later changed for a 66 hp. Kelvin K3 diesel. She was owned and fished for many years by the Lovelaces a well known Boston fishing family who worked her until 1981 when she was laid up outside their yard at Boston. They removed her Kelvin K3 and sold her for £2000 to a Nottinghamshire Dentist who had her taken away by road for restoration, this never materialised and John Mellor found Pam and refitted her as a ketch keeping her at Woodbridge Suffolk for some years.

Pam was later kept in the Smack dock at Brightlingsea until being sold and going to Faversham where she became a familiar sight on her summer mooring near Harty Ferry and during the winter up Faversham creek where she lay for sale during the spring and summer of this year. She was sold in August this year for restoration and on the 21st the new owner set sail for Southampton managing to get ashore in Faversham creek, fortunately she refloated and continued her voyage but by dusk that evening Pam was firmly aground on the Margate Ridge sand on the edge of the Princes channel in a moderate north westerly breeze banging her bilge on the sand with every wave, Margate lifeboat was called out and reached her just after dark and as it was obvious that Pam could not be saved took the two crew off.

The following morning at first daylight a Port of London Authority launch could find no trace of the wreck as poor old Pam had completely disintegrated overnight in the swell, some of her foredeck



Pam in her days of fishing

was picked up by a dredger of Ramsgate and other debris washed ashore near Reculvers.

Pam was on the **Designated list of Historic vessels** and after a somewhat chequered career over the last few years it was hoped that there would be a happy ending with her being fully restored, sadly now this will never happen.

Colin Swindale

Thanks Colin for letting us know her fate in such great detail. ed

Bowsprits at dawn

written by an anonymous reader

So they thought it a good idea to let the young lad helm the bawley out of the river while the crew got her in sailing trim. Unbeknown to the skipper the boy had veered off the channel and was now sailing with the keel in the mud, with a glance forward the boy spotted a moored cabin cruiser and they were bearing down on it rapidly, the boy took evasive action and put

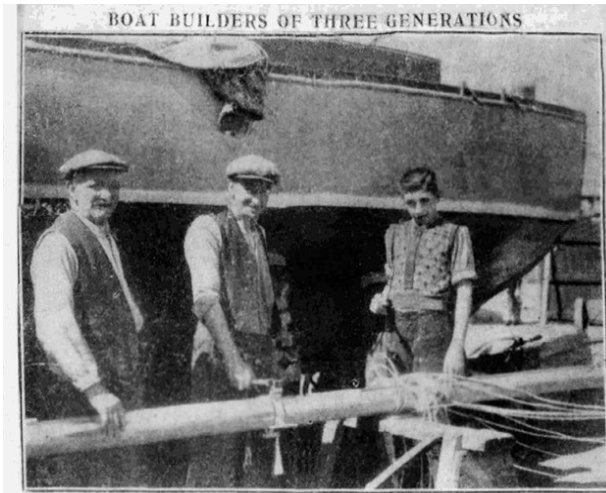
the helm down to no avail. The bawley was not for turning, in went the bowsprit through the wheel house into the cabin knocking out a wooden beam on its way pushed both front windows out and finally pushing of the pulpit. With a sigh of relief from the skipper bawley stopped, then she rose up with this cabin cruiser firmly impaled on the sprit. End of story.

Thanks for the short story I just cannot think of the Bawley in question. ed

IF YOU HAVE ANY INTERESTING PHOTOS THAT WE COULD USE PLEASE LET SEND THEM IN .

THEY MAY BE OF OLD HARBOURS, SAILING SCENES OR FISHERMEN JUST GOING ABOUT THEIR BUSINESS. THEY ARE ALWAYS OF INTEREST. THANKS. ED.

To all Kidby fans this rare photo was given to us by Brian Webb (a CSPS committee member) for publication via a relative of the Kidbys. We do hope they find some more



Mr. Chas. Kidby (first from the left), of Brightlingsea, now in his 80th year

*Boat builders of three generations
Mr Chas. Kidby (first from the left) of Brightlingsea,
now in his 80th year. Also his son and grandson*



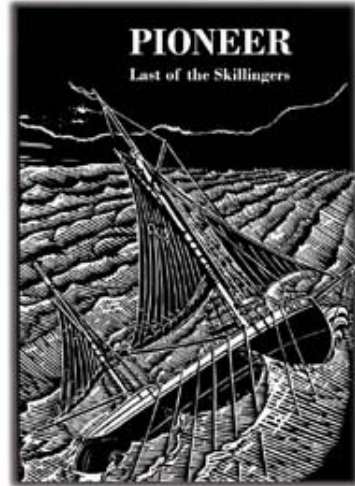
**GLADYS LO195 BUILT BY ALDOUS IN 1904 OF OAK ON OAK FRAMES
Built for Richard Kirby at the same time as 'Bona' Kirby had his Bawley built
BONA LO178. Her she is seen with her shrimp net on her stern triced up and ready to trawl.**

"Pioneer CK18, Last of the Skillingers" built by Harris of Rowhedge

This book tells the history of the deep sea Essex smacks, also the story of how *Pioneer* was salvaged from the Mersea mud and then rebuilt through a remarkable restoration programme, and an account of a voyage aboard *Pioneer* in 1923. You will also read of the Pioneer Sailing Trust, whose role is to see through the restoration, get *Pioneer* sailing and then create ways by which future generations can experience this fascinating piece of maritime heritage.

The book also includes some fine prints from the linocuts of artist James Dodds, who has very kindly put this book together. I'm glad that this story can be told. And I'm delighted that it is told here by three men whose experience include "dredging aboard *Pioneer*", Hazell White, "writing more about the subject of smacks than any other", John Leather and "having restored a great many Essex smacks" Brian Kennell.

Also included is a new poem "The Ballad of the Pioneer" by Martin Newell. The profits from you buying this book will go directly to the Pioneer Sailing Trust. So may I thank you for helping to ensure that a deep sea smack can once again be seen proudly patrolling the shores of Essex.



ISBN 0 9539472 5 4

They launched the book at the Nottage Centre at Wivenhoe Via the Wivenhoe Book Shop.

Please support this project by buying the book which can be obtained from Rupert Marks. Scripps Farm, Great Totham. Maldon Essex. CM9 8BX

Or phone Rupert on 01621 893 830. Ed.

Or visit their up dated web site: <http://www.pioneersailingtrust.org.uk>

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ALDOUS SMACK

ETHEL ALICE CK476

Length: 40ft Beam: 10ft 6 inches Draught: 4ft 6 inches

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