



The Never Setting Sun



C. S. P. S.

Smack Dock Soundings

THE JOURNAL OF THE COLNE SMACK PRESERVATION SOCIETY

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The three main Essex working boat types are represented in this fine picture of *Ellen* CK222 overhauling *Gladys* LO195, with barge *Marjorie* in the background, from this year's Colne Match.
Photo by David Chandler.

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The opinions expressed in this journal are those of the individual contributors and are not necessarily the views of the CSPS or its committee.

From the editor...

Apologies for the late running of this newsletter... No, your May/June issue of Smack Dock Soundings did not get lost in the post – I'm afraid I wasn't able to get one together, due to lack of material and spare time. Hopefully you will enjoy this issue nonetheless, but I am still short of interesting reading matter (or photos for that matter), so please! Drop me a line if you have anything to submit. This summer has been a proper vintage one as far as weather is concerned, so there must surely be some tales to be told of sailing adventures great or small? Smack- or bawley- related history is always welcome too of course...



From the Chair – Martin Doe

An autumn **Smack Dock working party** has been called for **Sunday October 14th** from 10am. It is an opportunity to get together for a bit, and refreshments will be available, so let's have a good crowd down - it makes any work go so much quicker!



Smack **Victory LO111**, by Howard of Maldon, first registered in 1885 but known to be rather older as used for delivery purposes by a miller in Maldon:-

Members are reminded that the Society has taken on this pretty smack in order to secure her future, and we have interest in her. She is effectively 'owned' by the Members and it has to be agreed by you as to who takes her on. At present we would like to move matters forward with one particular party but need to be made aware of any other interest from a Member in her future.

We would hope it will be possible to name her as an item on the Agenda at our **AGM** on **November 17th** to be agreed by the membership. You should be fully aware that a considerable rebuild will be required, in addition to which a new mast, bowsprit and rudder will have to be made. She has been fully stripped out inside to allow the frames to breathe.

All expressions of interest to be made to Martin Doe, contact details on front cover, within the next few weeks.

Advance warning for another popular **vintage film night** booked for **30th March 2019** at

Colne Yacht Club, 7 for 7.30pm. While posters and tickets will go on sale at the beginning of March, anyone wishing to grab a place sooner to guarantee they get in (we were fully subscribed this year!) may reserve with Martin Doe on 01206 272000 to be paid for on the evening.

Not so 'new' news...

...Which would have been in the May/June edition of SDS, had it not been 'missing in action'!



The lower part of the Smack Dock received attention from the dredger in March, as part of the Harbour's ongoing efforts to counter the silting-up of the creek. The resident smacks were shifted out onto pontoon berths while the work was carried out. This was all accomplished on just one tide- a tremendous effort by Jon Brett, Paul Winter and Peter Hickman, with others.



Ellie Howlett sent in this photo of Paul Winter and your Editor in their respective smack's boats, engaged in moving *William & Emily* back into her

berth. Again, all six boats were moved on a single tide, *Ellen* being the only smack who was shifted by her owners, whilst the working party took care of the rest. A busy couple of



hours! Nonetheless all went very smoothly, and the lower part of the dock has a useful depth of water again (for a few years anyway!).

General Data Protection Regulations 2018 - John Gillard

Society members will probably have noticed a flurry of activity recently regarding the new Data Protection regulations so I am stating the CSPS policy and implementations of these regulations.

Policy

The Colne Smack Preservation Society (CSPS) appoints a Data Controller who is responsible to the Trustees for proper use of data supplied to CSPS by its members in both hardcopy and electronic form. 'Proper use' means sharing this information with officers and committee members for the sole use of CSPS.

Implementation

The Data Controller is normally the Membership Secretary. Data is normally supplied to CSPS on a membership application form. This data comprises name, address, telephone number, email address and details of any smack ownership. An option to receive copies of the newsletter by email is included. Details of method of payment of annual subscription, by cheque or standing order are included. This information is added to a database that is held on computers that have virus protection that is updated by the software supplier. There are two versions of this database, one contains all this information and is held by the Treasurer and Membership Secretary. A reduced copy that contains no financial information is used by the organiser of newsletter distribution. Where an email address has been supplied, this may be used to provide details of CSPS events in advance of newsletters etc. Any member may request a copy of the information held about themselves, free of charge provided reasonable notice is given.

Existing Members

Existing members are deemed to buy into a Continuing Relationship under GDPR 2018 and are considered to accept the existing arrangements. They may of course contact the

Data Controller if they wish to discuss the matter further.

New Members

The Membership Application Form is being redesigned to provide specific consent for the use of personal data in accordance with the CSPS policy.

Summer Regattas – photos by David Chandler

Heybridge Basin Regatta, 30th June 2018



Lizzie Annie MN23, Mayfly CK363, Gracie CK46 and Charlotte Ellen CK258 forming a neat line off Mill Beach.



Lizzie Annie reaches downstream past the Heybridge lockgates.



Charlotte Ellen leads Mayfly back upriver.



Rowhedge Regatta, 14th July 2018



A stark contrast in rig size: *My Alice* CK348, with full-blown racing gear, astern of *Our Boys* CK92, off Mersea Stone.



Charlotte Ellen CK258 roars upriver with a bone in her teeth.

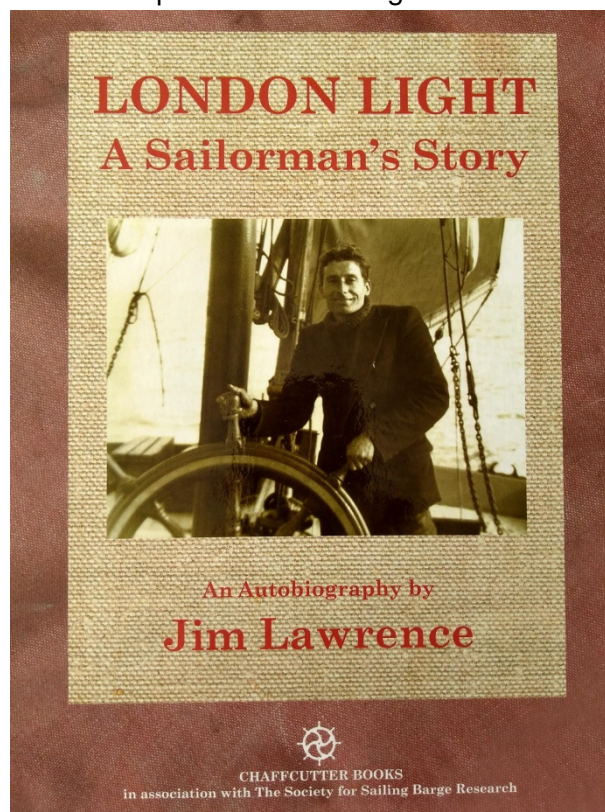


The classic image of smacks in procession against the backdrop of the upper Wivenhoe waterfront – *My Alice* leads *Priscilla* CK437 and *Harriet Blanche* CK9 up to the mouth of the Roman River.

BOOK REVIEW - *London Light* by Jim Lawrence.

Published 2018. 192pp hardback, 150 illustrations. ISBN 978-0-9560596-4-2

This is a superb book detailing Jim's



experiences, starting in Thames sailing barges and continuing into later life in sail making and other nautical activities. Jim's text reads as a series of yarns and those who know Jim will hear his voice when reading. We read how he became master of a sailing barge when just turned 18 and how he navigated, without any form of engine, into the most tricky of destinations. The story ranges from joy into sadness and hilarity such that it is most difficult to put down, once started. So, 'London Light' is a real delight. Very well done Jim and friends!

The book is available direct from the publisher, Chaffcutter Books, either online at www.chaffcutter.com, or alternatively from Chaffcutter Books, 39 Friars Road, Braughing, Ware SG11 2NN. Telephone 01920 823200. Price is £13.50 plus £2.50 p & p. You might even be very lucky and find a copy at Spirals, Brightlingsea or Wivenhoe Bookshop. **JG**.



COLNE MATCH RESULTS

15th September 2018

L.W. Clacton 0949 – Wind light and variable

Course 'A'; Barges start 0730, Smacks 0800

Smack	Number	Time	Place	Trophy
<i>My Alice</i>	CK348	3:45:51	1 st	Cock of the Colne, and King Colne Cup
<i>Alberta</i>	CK318	3:50:41	2 nd	Arthur Bowles Cup
<i>Charlotte Ellen</i>	CK258	4:05:43	3 rd	<i>Xanthe</i> Trophy
<i>Sunbeam</i>	CK328	4:05:51		
<i>Peace</i>	CK171	4:36:28		
<i>Ellen</i>	CK222	4:38:59		
<i>Gladys</i>	LO195	4:39:01	1 st bawley	Rose Bowl
<i>Gracie</i>	CK46	4:45:59	1 st small smack	Brian Percival & Brian Webb Cup
<i>Priscilla</i>	CK436	4:46:20	2 nd small smack	Jim Spencer Cup
<i>Pioneer</i>	CK18	5:07:20		
Barge		Time	Place	Trophy
<i>Edme</i>		4:34:51	1 st	CSPS Barge Cup
<i>Niagara</i>		4:41:47	2 nd	Sailorman Cup
<i>Repertor</i>		4:54:28	3 rd	Prior Cup
<i>Dawn</i>		5:08:03	4 th	Weston Cup
<i>Marjorie</i>		5:09:25		
<i>Lady of the Lea</i>		5:13:32		
<i>Cambria</i>		5:25:15		
<i>Ironsides</i>		5:26:07		
<i>Thalatta</i>		5:42:43		
<i>Centaur</i>		6:17:25		
Other prizes given, both classes...				
Hammond Bell	<i>Ellen</i>	First smack over the start line		
Golden Cockerel	<i>Edme</i>	First barge over the start line		
Vernon Scott Trophy	<i>Pioneer</i>	Last smack home		
David Gowing Memorial Trophy		Most traditionally turned-out smack		
Bob Harman Trophy	<i>My Alice</i>	Fastest elapsed time, both classes		
Lowlands Cup	<i>Ellen</i>	Seamanship		
Charles Morse Trophy	Not awarded	Best restoration		



Brightlingsea Waterfront - Peter Fisher

In 1864 a larger 'Cinque Port and Board of Trade Wreck Warehouse' was built at the bottom of Sydney Street as a combined depot for the Customs and Coastguard services. Notice its lookout tower and, almost next to it, the handsome row of



Coastguard cottages. Their superior style says much about the status in society of the men housed here. (Then in 1900, for reasons unknown, the Coastguards were re-housed for 13 years further away in Florence Cottages off Backwaterside Lane, just south of High Street. It is the very different tenants of the Salvation Army who now enjoy the commanding view of the sea from the upstairs windows). Notice the high timber sill or doorstep of the store on the other side of the Customs yard, at a handy height for a fisherman to ease off the heavy basket of oysters he'd been humping over his shoulder all the way from the Hard.

The white weatherboard University Community Sailing Club building originated as Pannell and Hibbs sailmaking loft, before being adopted as the first formal home of the Colne Yacht Club; hence the balcony. Further along,



there's little sign that the left hand half of French Marine Motors was originally Pattison's and later Sadler's sail loft, but the polished upper floor long retained the brass studs that marked out the limits of standard sized barge and smack sails.

The business of pit sawing tree trunks by hand into timber or planks for the three adjacent shipyards was a thirsty business, especially for the poor devil of a pit-man. The pub on the corner of Sydney Street began as the 'Sawyers'

Arms'. The change to 'Yachtsmans Arms' in the mid 1870's is an early example of the change in Brightlingsea's self-image.

The Hard Shelter, commemorating Queen Victoria's Diamond Jubilee, was largely funded by the eccentric American millionaire Bayard Brown, who lived on his splendid yacht, *Valfreya* (steam always up, anchor always down) on the river, keeping the town in gossip and hand-outs for over twenty years. His even more munificent gift was the Recreation Ground which bears his name. For half a century the Shelter was the rallying place for "old salts" by day and the youth of the village after dark, but there is a deserted look about it now.

There were drastic changes too, including a fire, before the nearby Old Customs and Blyth's plumbing shop achieved their present dignity as the Harbour Commissioners' Office.



Finally to the Anchor Hotel, unmistakable even without its signs. There has been a pub here ever since the Lord of the Manor allowed a carpenter to put one up 'on the wasteren' around 1720. A weather boarded and plastered building, it flourished and grew in a ramshackle sort of way until it was pulled down and rose again in 1903 as a pied-a-terre for wealthy yacht owners. Its large rooms, few in number but with private balconies and a look out cupola on the roof, were calculated to attract the Edwardian 'swell' but were completely unsuited to post World War 2 requirements, whether as an hotel or a 'local'. Its days of fame were as HQ HMS Nemo between 1940 and 1945.

A slightly earlier example of an hotel built to cash in on our Victorian yachting boom is to be seen two hundred yards up New Street. The former Royal Hotel opened in 1883 and again its large public rooms, its ranges of comfortable bedrooms, its look-out cupola and its (former) towering flagpole that doubled the height of the building, all tell of its original purpose and why



it did not long survive 1945. In the Edwardian world of port, wine and cigars, this was the chosen venue for the official junketings of the men who ran the aspiring little seaport.

Bawleys on the Thames



These photographs were kindly sent in by Don Wright, curator of the Society for Sailing Barge Research's wonderful archive at North Fambridge. They come from the collection of Roy Cornell, and show Rochester bawley *Thistle* RR2 in working guise, laying on the foreshore of Bawley Bay, Gravesend, next door to St Andrews church.



Mr PETER HARRIS

requests the pleasure of the company of
smack owners, crews and sundry persons
to a **RALLY** in the village of
ROWHEDGE on the
RIVER COLNE.

*Refreshments
will be served*

Sunday 28 October 2018
From 1300 (HW 1415)

All makes of smacks WELCOME!



The Harris Shipyard in about 1896 with the Thanet (left), a recently laid up yacht (centre), and a smack dressed overall awaiting launch.

This year we are delighted to welcome all working vessels including barges, bawleys and bumkins. And even foreign craft!

RSVP to NickVBaker@aol.com



The
CSPS Annual General Meeting
Will be held at
2pm, 17th November 2018
At the
University Community Sailing Club
(next door to the Yachtsmans Arms pub)

Forthcoming events...

Smack Dock working party	14 th October
CSPS Annual General Meeting	17 th November
CSPS vintage film night	30 th March 2019



My Alice CK348 leads Charlotte Ellen out of the river, Rowhedge Regatta 2018.

Photo by David Chandler.

*All dates believed to be correct at the time of going to press.
Please contact the Editor with any alterations/corrections.*