



The Never Setting Sun

# Smack Dock Soundings



THE JOURNAL OF THE COLNE SMACK PRESERVATION SOCIETY

Winter 2011

ISSUE 58



Before the start of the Colne match 2010

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

From the editor.

This is my last edition as editor, I am handing over to Lucy Harris. Lucy has kindly offered to take on the news letter. As many of you will know Lucy is proud owner of the beautiful Helen and Violet and has a sail-making business in the boatshed near Fieldgate dock.

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### **Retraction.**

I must admit that Noel's article about the Pin Mill smack race did raise a few eye brows, but I decided to include it in the last edition as it was entertaining, even if the editor was accused of stealing a mooring that had been legitimately booked. However raised eyebrows are one thing, but it is not our intent to upset anyone.

To that end I would like to include the following that was sent in by Mr Yarker;

Dear Robin,

Please would you ensure that this correction is published in the next issue of the CSPS journal.

Dear Sir,

In issue 57 of Smack Dock Soundings (Autumn 2010) Noel Dilly writes:

"... the sadly dilapidated bawley 'Saxonia' lying tamely at anchor on the finishing line as a spectator."

I have no idea which "sadly dilapidated bawley" Noel Dilly thinks he saw on the finishing line but it certainly was not the Saxonia. On the date in question (24 July 2010) the Saxonia was safely on her mooring in the Pyefleet some 25 miles away and I was preparing to take the Thames sailing barge "Kitty" to Holland.

Sincerely,

Crispin Yarker (Saxonia)

Finally please remember that as it says on the front cover; 'The opinions expressed in this journal are those of the individual contributors and are not necessarily the views of the CSPS or its committee.'

### **Chairman's Report January 2011**

Since my last report we have had the AGM and thank you all who attended. Apart from my usual report to the meeting and the general business there was a lively discussion on the conduct of the Society

over the last year. Most of the problems seemed to have arisen out of a lack of communication. The committee has taken this on board and will endeavour to produce a newsletter every 4 months, so that will be end of January beginning of February, end of May early June, and end of September early October. We considered making it 4 times a year rather than 3, but this would cost us another £400 per year and as the editor has been struggling to get articles it was thought that this was not something we should do. Please keep sending material into the editor for the newsletter, but whereas in the past, if there were no articles to publish, no newsletter was produced, we will now put something out even if it is just a list of forthcoming events. It would be a shame if this happened so please think about contributing.

As you can see from above, the newsletter is expensive to produce. If there are any of you who have email addresses and would like to receive it electronically then please let us know. There are no plans to stop sending out paper copies of the newsletter for those of you who would rather receive it that way. Similarly, anyone who has an email address please let us know it as we can then write to you at short notice if the need arises.

At the AGM the Officers remained in place as they are voted in every two years. Brian Foulger stood down from the committee after serving on it for several years and I thank him for his efforts. We have two new members, Judy Lawrence and Richard Pattison, both of whom I am sure will play a full part. The committee now comprises of:

Simon Fox, Chairman,  
 Bill Williams, Secretary,  
 Nicky Ennion, Treasurer,  
 Robin Page, Newsletter editor,  
 Martin Worth, Berthing Master,  
 Tony Brett, Dock Master,  
 Amanda Stear, Membership Secretary,  
 Brian Croucher,



Valerie Waters,  
Judy Lawrence,  
Richard Pattison.

The Dock has been dredged and a large amount of silt and mud has been removed. Hopefully this will make access to the dock by the smacks easier. The Society will be providing new head rope for the berths and all berth holders will be expected to come down to the dock to change them over. The insurers are also asking that berthholders inspect their own berthing ropes so they will need to do so. We will be in touch with the berthholders to arrange this.

In view of the fact that last year's Sailing Day was not well supported, we will not be running it again this year. It has been suggested that in its place we could perhaps have a barbecue on the Dock for members during the summer. Would this be of interest to members, or has any one got other suggestions for another summer function? Please let me or any of the committee members know. My telephone number and email address is on the front of the newsletter. You can also use those to contact me if you need any information or have any for me.



*Simon sailing Nelly at the sail and picnic 2009.*

The events the Society is putting on this year are; Shanty Night, 2<sup>nd</sup> April. This will be in Brightlingsea Sailing Club.

Sail and Picnic, 19<sup>th</sup> of June.

Colne Match, 3<sup>rd</sup> September, 7.30 start for smacks, 8.00 for barges.

AGM 19<sup>th</sup> November.

Please make a note of them in your diary. This year Valerie Waters and Judy Lawrence are organising the Shanty Night so please contact them if you can offer any help in putting it on. More details are elsewhere in the newsletter.

Simon Fox.

## Obituary

On the 6<sup>th</sup> December 2010, the funeral of Doreen McCluskey took place at All Saints Church, Brightlingsea.

Doreen, with her sister Gwen Ruddock (Gwen died several years ago) were Doreen and Gwen Aldous before they married. Both of them took a great interest in the "Aldous Heritage Smack Dock". They became fervent members of the "Colne Smack Preservation Society" and were present at the Official Opening and Naming of the Dock.

Rest in Peace Doreen.

Jim Lawrence

## The fate of the smack Olive CK122

"The boat has left a stormy land, A stormy sea before her, When, O, too strong for human hand. The tempest gather'd l'er her."

From all that I have heard and seen, I am strongly of opinion that few ways of earning a livelihood are more precarious than stowboating. A great deal depends on chance. The Harvest of the sea, no less than that of the land, is at the mercy of the weather and more, especially the whims of Boreas.

Men with experience of the great waters do not go to sea merely for the love of it in winter time. Indeed, there is an old saying among fishermen and sailors that. "He who goes to sea for pleasure will go to hell for pastime."

Be this as it may, the Colne stowboat men will tell you that they would sooner "chance their arm" at spratting in the months of November and December than be at home out of work.

### **The Elusive Sprat.**

More often than otherwise, however, it turns out that the elusive sprat is not to be found when sought, and the fitting out of the stowboats is almost entirely wasted.

At the same time, the hazards of the sea have to be reckoned with, for old Father Neptune is frequently in a wrathful mood during the winter months. And thus, the qualities of good seamanship, hardiness and quickness of decision are of vital importance to the stowboat crews: nothing else will suffice to bring them safely back to port.

The smack Olive, owed by Mr. Joe Francis, of Brightlingsea. Hove her anchor and sailed from the Colne on Wednesday, December 16, 1925. Captain William Godfrey, of 21 Nelson Street Brightlingsea, was in charge, the three other members of the crew,



all from Brightlingsea, were messers. Walter Pammet, Joe Underwood and Tom Francis, son of the owner.

She came to anchor off the gurdler and the nets were cast; but Jack Sprat was not at home. With no luck attending their efforts and the overcast sky heralding the approach of bad weather, Skipper Godfrey decided to put into Sheerness, where they remained throughout Saturday and Sunday, while the gale raged outside.

#### Father Neptune's Christmas box.

However, on Monday the weather moderated sufficiently for the Olive to put out again, and during that night and the following morning 400 bushels of sprats were caught in two tides off east Shoebury Buoy. This was considered a very satisfactory haul, a kind of Christmas box from old father Neptune himself; and the hearts of those on board were light when the homeward journey began at 4.00 p.m.

By nightfall, however a strong nor'-nor'west wind had increased into a heavy gal, the full power of which was encountered in the Wallet at 10 o'clock.

For four hours the Olive fought the elements, but her fate was sealed, as at 2.00 a.m. on Wednesday she shot her cargo to leeward and almost immediately shipped heavy seas.

All hatches were swept away, and the smack reduced rapidly to a waterlogged condition. The situation of the crew was now extremely perilous, but they were able to haul the rowboat alongside, and all hands got in and made fast with a long rope of the smack, astern of the Olive.

Only just in time, as about two minutes later the Olive foundered. In their precipitate haste, the men had to abandon all their belongings, retaining only what clothing they were wearing at the time. The night was wild and bitterly cold, and the unfortunate crew had to battle continuously against wind and waves for their very lives.

Throughout that terrible night the struggle continued, the rowboat being buffeted about like a cork; and only by holding on like leeches to the smacks rope they had made fast to the boat were the occupants saved from a watery grave.

Not least of the perils facing them was the ever-present possibility of being blown out of the rowboat, to such intensity had the gale increased.

When at long last daylight arrived Skipper Godfrey took off his jumper and hoisted it on an oar to attract attention, but for this procedure was unavailing.

At 10.00 a.m. when the men had been seven and a half hours in the boat, the Barge Vera, of Colchester, outward bound rounded the knoll buoy, and observing the critical condition of the rowboat's crew went at once to their assistance.

#### **Landed at Clacton**

When rescued, they were in an exhausted condition and soaked to the skin. They were landed on Clacton pier and taken to Beaumont Hall, the local

branch of the shipwrecked Mariners Society, where they were provided with hot baths, dry clothes, and breakfast. Afterwards, when sufficiently recuperated, they were driven by the proprietor to their homes.

Captain William Godfrey, the Olive's skipper, had a surely unique war record. He was on escort duty when the super Dreadnought Audacious was torpedoed outside Lough Swilly, and took part in the Heligoland Bight and Jutland battles, served in the raid on Cuxhaven on Christmas Day, 1914 and was twice torpedoed, in the cruiser, Falmouth in August, 1916 and the sister ship, Weymouth in October, 1918. When to this list one adds his narrow escape on the Olive, no one can say that his maritime career has lacked adventure.

#### **Memories of a Brightlingsea Mariner**

*This is the story of a mariner who remembers the Essex earth quake of 1884, went to sea in the rough old days of the brigs, North Sea smacks, coasting barges and big yachts, and lived to reflect on the coming of television and the welfare state.*

*It is told in his own words, for he wrote it himself in an exercise book which is still proudly treasured by his family.*

*The writer, Mr. Clifford Howe, lived at 121 Sydney Street, Brightlingsea. He died last August at the age of 89. His father Mr Benjamin Howe, was also a lifelong mariner.*

*Hervey Benham writes: "Both for the 'Essex County Standard' and other books on the east coast I have interviewed many men like Clifford Howe and read many diaries and reminiscences of this sort. This one is one of the best, for Mr. Howe had not only a good memory but a thoughtful philosophy which makes him a fascinating witness of the age and times—the age when a man was born in one world and lived to see another, utterly different and hardly recognisable."*

*"His phrasing has been left much as he wrote it, for it would weaken the imagery to correct it into dull conventional form. He was clearly one of the salt of the earth, and a worthy representative of the great days of Brightlingsea in its old pride and vigour. It is true to say we shall not see his like again"*

*My only regrets are that I did not know him better in his lifetime and that he did not live to see in print the writing to which he devoted his old age"*

I was born in November 1875 in Wellington Street, attending the National School till I was 12 years old. My first recollection of any importance was the earthquake, but luckily we suffered very little damage, Wivenhoe and Colchester having the worst of it.

Then there was the March gale when four of our smacks were lost with all hands in the North Sea, following other losses. The Pride was lost with all hands a year or two later the Glance with all hands, and the last big loss were the smacks Test and



Gemini coming home from Caen Bay where they ran into a gale, two hands being washed overboard from the Test and drowned and four from the Gemini and many more drowning fatalities as one can see by walking round the parish church.

There were 100 to 150 smacks in those days of different sizes. The largest ones used to go to the North Sea, what they called the Terschelling grounds, for oysters, they had wells in them to keep the oysters. They used to be gone three to four weeks, after that time the relatives began to get anxious.

The next largest used to go spratting and scalloping in the English Channel as the seasons came round. The remainder used to dredge and fish in home waters.

By the way, all the owners of the large boats had one or two more apprentices which came from orphanages and the country and turned out some smart men and made good citizens.

The summer months the men took up yachting. In my early days there were close on a hundred yachts laid up in the winter, some large boats taking up to 10 or 20 hands.

Now I come back to how Brightlingsea has grown. In my earliest recollection there was no Colne road, no Silcot street and Nelson street; it was a big field. So if one was on the Hard they would have to walk up New Street and through Wellington Street down Station road to get to the Station. There was no Tower Street, no Ladysmith Avenue, no North Road, no Regent or Sea View Road, just a few houses up Chapel Road, yet they say we had as many population as now.

I expect 75 per cent of the men followed the sea as there was nothing much else to do; a few working on the farms and a few in the local shipyards.

I will now come back to the start of my working days. I started working with a carpenter at 1s. Per week. I well remember my first week's pay. I went home quick, proud to give my mother my wages, but to my disappointment I never found that shilling from that day to this.

### **Fishing and yachting**

I soon got tired of that and wanted to go to sea as the majority of boys did, so I got a berth as a half share boy in the smack Express, going down channel dredging for scallops. It was a hard life, but one began to get hardened to it. We had leather sea boots those days and we used to be a work two or three days and nights. Heaving up the dredges every hour or so one never took their boots or clothes off, and the boy doing the cooking never had little rest between.

I used to doze off holding on the rope as the men hove up. It was nothing to get someone smack you across the face with a wet mitten to wake one up. We used Newhaven for a harbour and us boys used to like to see it blow as we made great fun there. Brightlingsea was well represented there.

But come April we are on our way home to lay up the smacks and concentrate on yachting. I was lucky and soon got my first yacht job in the lady Alice, 10s. A week and pleased I was as I had been left an orphan, which made me eager for a job. Some of the boys didn't worry so much as they had a home whether they earned anything or not.

There was only me and the skipper in crew, Mr F Salmon, rather difficult to get on with but I found he took an interest in me and taught me quite a lot on seamanship. We yachted all through the canals in Holland. Of course one couldn't get along very fast at times as there were no motors so we had to depend on the wind and sometimes lay wind-bound for weeks if the wind wasn't in our favour, but I was quite interested and sorry when September came to lay up.

### **Hungary barging.**

Now I thought of getting on a smack again, but I was asked if I would like a job coasting so I shipped in a boomsail barge, the Matilda Up on, Capt. W. Dove, at 30s. A month. That meant a home for me and I stayed in her 12 months. We traded all round the coast wherever one could get a freight, but it wasn't such a free life as yachts or smacks.

The living was hard I can tell you. I was very hungry at times. The skipper used to get a third of the freight and he had to pay and feed the crew. So he had to study a bit how to lay it out because at times I have known it to take as long as three months to get down Channel. In roadsteads like the Downs I've seen a hundred boats sheltering sometimes when the prevailing winds were W. Or S.W. If it came fine they wouldn't attempt to get on the way unless the wind shifted so one could lay the course, for it was no good beating to windward. If you gained a bit of ground on one tide you lost it on the tide coming against you. So they got hardened to it and took things as they came.

The crew enjoyed it for it meant more rest and nights apart from an hour or so keeping what we called anchor watch. As I said I had 12 months there so I decided to have a change. I heard tell of a job going in a brigantine called the I. R. Hind at £2 a month.

### **In square rig**

I thought I would like a try at square rig ships. I felt a bit strange at first up aloft taking in or stowing the sails out on the yards, as I found I was short standing on the foot ropes. I could not lay on the yards for support like a tall man.

But the food was very bad, cattle lived better, no bread of hard biscuits for breakfast and tea full of maggots; rank old grease they called butter, for dinner and a bit of suet pudding as heavy as lead with a little black treacle to help it down. Then a couple of spuds and a little bit of salt horse as we called it, and biscuits and grease for tea and no more till breakfast, whether you were out all night or in harbour. Tea was made in the kettle and no milk.



I thought I would have a change of ships so I joined a brig called the Pearl of Dundee, still coasting, had six months in her leaving her at Leith and returned to Brightlingsea after two years away.

I thought I would come back to yachting but as it was only March, too early for a yacht job, I shipped on the smack Guide, Skipper Jack Gilders, his nickname Try Hard. We made a trip to the Terschelling grounds which took us a month and made quite a good trip, 30 thousand oysters, I had £4 clear of food, which wasn't too bad for a half share. Yachts were fitting out now and all hands seeking jobs. I got a job in the yacht Marigold, Skipper George Lewis, at £1 a week, the best man I ever sailed with in all my sea-going career. After I had been a month there he said I surprised him at my work and he rose my wages to man's pay, 26s. A week, which I felt very proud of as I was only 17.

### In the R.N.R

After laying up I lodged with my aunt at what they now call Jacob's Hall, so I thought I would go to London and try for a steamboat job. I was a month before I got one as I hadn't any discharges to show. But luck came my way and I signed on for a trip to the River Plate in a boat called Zeno of Sunderland, at £3 10s. A month, good money for me. I had a comfortable voyage, quite a good crew for merchant seaman. In those days they were called the scum of the earth.

When we arrived back to England as soon as the ship was moored, it was the rule to pay off. so as a rule one looked for another ship unless the ship wasn't staying too long. But, as it was March, home I came and joined the Royal Navy Reserve. For those who don't remember, there was a battery over St. Osyth stone near the Martello tower, where we used to drill.

Any seafaring man could join if they had sufficient sea service and passed fit by the doctor, taking on for five years. After that you could claim your discharge or take on for another five years and so on. On completing 20 years one would take a gratuity of £50 and Long Service medal or wait till they were 60 then receive £12 a year for life. I took the £50 at 40 years of age, but as I am well on the way to 86 I done wrong. Even at £12 a year for 25 years would have amounted to £300, probably more as everything had gone up.

By the way, we had to do a month's drill a year to suit ourselves. We could spend it up to a week a time. it was quite a holiday living at home starting the day at 9 a.m. and finishing at 4 p.m. with an hour and a half for dinner, our money being £1 1s. A week, and to add to that we had a retainer of £6 per year, payable at 30s. A quarter. We usually done our drill so we could draw a retainer for every week's drill, making a decent week with weekly pay.

We used to wear the naval seaman's uniform and R.N.R. on the right arm. The active service men used to call us "Really Not Required" but when war

broke out in 1914 I found out we was required, and didn't want them to learn us much either. So much for the Reserve, once more to Yachting.

### Setting schooner sails

I shipped with the skipper I been with the previous summer in the schooner Water Witch, carrying a crew of 14 all told. She was 150 tons and when we got underway with all then heavy spars and sails and getting two anchors you could say you had done a hard hour or so's work. Instead of pulling up the mainsail we used to run up the rigging and the mate would shout out "another one on!" Sometimes it happened; that meant a little too much and you came down quicker than you wanted on to the deck

To be continued.

## Colne smack PRESERVATION Society

It's an interesting name because you might think that we are about preserving smacks but actually as a society we don't, (*The society has been involved in saving some 18 smack over the years, Editor*) and as any smack owner's family will tell you preserving a smack is either for the wealthy or foolish! The aim of this article is consider how as a society we do and can contribute to preservation.

Our founding fathers were I suspect concerned that there was an obvious risk that smacks would disappear entirely from our coastline and with them a visible reminder of an important social and maritime part of our heritage, (or did they just want to go sailing on a proper boat because a plastic fantastic can't compare!?!). Not unreasonably and unnaturally the focus was to ensure that these craft continued to grace our creeks, harbours and estuaries. Today there is an active fleet of smacks of all sizes and an active racing and regatta programme. Arguably the immediate future is secured. So what exactly do we mean by preservation today and what remains to be preserved?

The most obvious and visual contribution by the society to preservation is our own smack dock, or as its properly and formally called the Aldous Heritage Smack Dock. It performs two vital functions. For smack owners it offers a secure affordable berth to keep or work on boats. Freed from commercial rates of berthing, smack owners can concentrate their money on preserving their smack and thus the society makes a significant contribution to owners and their ability to preserve their boats.

The Smack Dock performs another vital function: it is the only visible remains and reminder of a way of life that once dominated not only Brightlingsea and the Colne but also the entire "salty shore" as John



Leather described it. It is said that in Grimsby one fishing job afloat supported 6 ashore. When one considers all the associated trades, the figure in Brightlingsea and the surrounding area of other Blackwater coastal towns and creeks can't have been very different. So the smack Dock is a focus not just for the society but for the very fabric and history of the area. Its one reason why the society must continue to find ways of engaging and educating a wider audience on its importance.

Preserving smacks and docks is a lifeless activity unless we preserve something more; none of us would think we had achieved anything if all that we oversaw was a still life painting of some pretty boats lying alongside. In less guarded moments some of us might be tempted to think of ourselves as smacksmen but in reality our predominantly recreational use of our boats is far removed from the working life of those whose living relied on the sea. Unless we act with the same vision and vigour as did the society's founders we will soon lose the knowledge and skills of the true smacksmen and their contemporary and supporting tradesmen. The annual oyster dredging match off Mersea is of course an example of smacks doing what they were designed to do and many of us are grateful that there still exist traditional sail makers and shipwrights. But sometimes it's the little skills that matter. I've enjoyed the convenience of a depth sounder but using a lead line is just as important as ever it was. We are quite accustomed to whip out a lighter instead of whipping cord to seal the end of a rope but are we really contributing to preservation if we can't make at least one of the many whipping knots? Then of course there is the fishing gear itself. I'm not suggesting that we should all be using our smacks to overfish our local waters but I for one confess to not having the first inkling as to how to set and use a bean trawl or a stowboat net. Perhaps we could all make a contribution to preservation if we set out to learn more in either a theoretical or practical way.

And finally it appears to me that there is one area of preservation that we are on the cusp of losing for ever unless we act soon. There are within our wider ranks men and women who remember this way of life when it was still just that and not in the hands of enthusiastic recreational sailors. I therefore suggest that the most urgent and pressing contribution that we can make as a society and as individuals is to set out to capture these memories whilst opportunity remains. I want to propose a project that would set out to record these memories as an archive and tribute not to our desire to preserve but to honour those who lived the life of a smacksmen or an associated trade for real. Such a project could be initiated comparatively easily and cheaply and would provide a unique project and

legacy. It could supplement the photographic and other records by recording those who lived it at first hand.

What would it involve? Well at its most basic it might involve a volunteer researcher sharing a beer and yarn with someone whilst a tape recorder (or the modern equivalent) captured those memories. Dependant on levels of interest the scope could be broadened and we could be left with a remarkable archive of first hand memories that recall the "last strong hold of sail" and its associated trades. And rather like reefing; delay could be catastrophic.

I'd be delighted to hear from any member with any thoughts, particularly if they wanted to volunteer to take part.

Richard Pattison.

*Please note, Richard has devised a quick questionnaire which can be found at the back of this newsletter, please take time to complete this and return it to me.*

*Robin Page  
49 Colne Road  
Brightlingsea  
CO7 0DU*

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## **Smack CK 178 "Alando" 1923**



**Half share available.**

**I am looking into the possibility of finding a partner to share the costs, maintenance and sailing of this lovely little Smack. Currently located at Medway Cruising Club at Gillingham, Kent. Regularly sailed and raced in the Kent and Essex Area. Interested parties should call or email Simon Long 07966 857370 or [s.long@bbrail.com](mailto:s.long@bbrail.com).**



## For Sale

### GRP smack yacht K and M



A 6ton Essex Smack Yacht built Tyrell & Young. Kent, launched July 1997. Length on deck 29ft 6ins.

In extremely good condition.

For photos, detailed description and inventory contact Andy Lindley. Tel 01206 306702, e-mail: andylindley@yahoo.co.uk

**Price £34,000**

### Smack QUIZ - CK210



Dimensions; Length overall 51-0, LOD 36-0, Beam (max) 11-3, Draft 4-6". Displacement 7.81 tons. Built Halls of Paglesham 1872 Re-built 1981 by Frank Knights of Woodbridge. Location Pin Mill/ Woodbridge Contact Paul Webster Mob - 07710 209167 E-mail

paulwebster@wheresoever.co.uk

**Price £38,000**

### Smack CK36 Electron



Electron CK36, worked for most of her life, fishing off the East Coast until she was converted for pleasure. In 1984 she was rebuilt from the keel up. LOD 36'

**Price £55,000**

All enquiries MJ Lewis +44 (0) 1621 859373

### Mary CK252



32ft Essex Oyster Sailing Smack, built 1899 by Aldous & Son of Brightlingsea. Re-built from the keel up between 1980 and 1990 and well maintained by current owners. Mary has a 15hp Yanmar inboard engine with a 2 blade bronze folding propeller, 2 mainsails, 2 topsails, 2 jibs and 3 staysails she has 4 berths in 2 cabins Please call for more details 07767 005229 or 01206 386613. .

**Offers in the region of £30,000**





**April 2nd 2011**

**7.30pm**

# Shanty Night

**We are pleased to announce  
that our very popular  
Smack Dock Shanty Night  
is being held this year at the  
Brightlingsea Sailing Club**

If you would like more information, to volunteer, or you are a musician and would like to play on the night, please contact:

Valerie 01206 308406

**Fish Supper**  
**Vegetarians catered for**



## Dates for your 2011 Diary

<u>Date</u>	<u>Event</u>
11 June 2011	Medway Barge Match
11 June 2011	Pin mill Smack race
18 June 2011	Rowhedge Regatta
25 June 2011	Pin Mill Barge Match
1-4 July 2011	OGA Brightlingsea Rally
2 July 2011	OGA East Coast Race
2 July 2011	Heybridge Basin Regatta
9 July 2011	Blackwater Smack and Barge Match
23 July 2011	Wivenhoe Town Regatta
23 July 2011	Thames Barge Match
TBC	Whitstable Smack and Barge Match
6 August 2011	Swale Smack and Barge Race
15-19 August 2011	Mersea Week
20 August 2011	West Mersea Town Regatta
27 August 2011	Southend Barge Match
3 September 2011	Colne Smack and Barge Match
4 September 2011	West Mersea Dredging Match
10 September 2011	Thames Festival and Smack Race
17 September 2011	Maldon Town Regatta
1 October 2011	Tollesbury Smack Race

*Close racing at the Maldon regatta 2009.*

### **CSPS Events**

Working party on the dock.

Shanty night

Sail and Picnic.

Sail a smacks boat and Barbeque day.

Colne match

Sunday 13<sup>th</sup> March, 9.30am

Saturday 2<sup>nd</sup> April

Sunday 19<sup>th</sup> June.

Sunday 17<sup>th</sup> July.

Saturday 3<sup>rd</sup> September.

To Book your place on these events please contact;

Simon Fox on 07814 505786 or for the sail and picnic Jimmy Lawrence on 01206 304204.

### **New website**

At the time of writing this our new website is coming along well and fingers crossed will be up when you receive this.

It can be found at [www.colnesmack.co.uk](http://www.colnesmack.co.uk)

The new site will feature the ability to download the newsletter and will have a gallery of smack images.

As always if anyone wishes to contribute to the site it would be more than welcome.

The site will have an email address associated with it on the contacts page. Please mail us so that we have a current email address, also we would like to know if you would like to receive the newsletter in electronic format.

Robin



### CSPS Consultation Questionnaire.

1. Contact details
  - a. Name and contact details.
  - b. Email.
  - c. Phone number.
2. How many miles from Brightlingsea do you live?
3. How long have you been a member?
4. Why did you join?
5. Are you getting from your membership what you want?
6. About your sailing ambitions.
  - a. I own a Smack Y/N
  - b. I own another type of boat Y/N
  - c. I sail regularly on a smack Y/N
  - d. I sail regularly on another type of boat Y/N
  - e. I don't sail on a smack but wish I could. Y/N
7. Our "normal" Programme which events do you regularly attend:
  - a. Shanty Night Y/N
  - b. Sail & Picnic Y/N
  - c. Open Day Y/N
  - d. The Colne match Y/N
  - e. Work parties Y/N
  - f. AGM Y/N
8. Which events do you hope to attend this year? Shanty Night
  - a. Shanty Night Y/N
  - b. Sail & Picnic Y/N
  - c. Open Day(the open day will only run if there is sufficient interest) Y/N
  - d. The Colne match Y/N
  - e. Work parties Y/N
  - f. AGM Y/N
9. Possible future events. We are keen to establish what other events might appeal to you. Please consider if any of the following are of interest to you:
  - a. Summer barbeque (on the smack dock) Y/N
  - b. Winter lectures (suggestions of topics or speakers very welcome) Y/N
  - c. Traditional Seamanship & fishing skills (theory and/or practical) Y/N
  - d. Informal pub meets/social evenings Y/N
10. Generating Money!!
  - a. Have you purchased a CSPS sweat or Polo shirt? Y/N
  - b. Would you purchase a society calendar? Y/N
  - c. Have you any other ideas of merchandise we might sell? Y/N
  - d. Would you be willing to donate £5 for any of the events Y/N
6. Any other comments or ideas.



# COLNE SMACK PRESERVATION SOCIETY

## MEMBERSHIP APPLICATION (\*= optional information)

Name: .....

Address: .....

Postcode: ..... Date of Birth: .....

Tels: Home/\*Work/\*Mobile/\*Fax .....

\*Email Address: .....Occupation: .....

Do you own a smack?..... Wish to / crewed on a smack?..... Have history of a smack?.....

\*Details of Smack; Name: .....Number:..... Builder:.....  
Date:.....

I wish to apply for membership of the Colne Smack Preservation Society. If elected, I will abide by the Rules.

Signed: .....Date:.....

Proposer: .....Signed .....Date:.....

Seconder: .....Signed .....Date:.....

Both Proposer and Seconder must be Members of the Society. Leave blank if none known to you.

Your application will be considered at the next monthly Committee meeting.

The Standing Order will not be submitted to your bank until you have been elected.

Return this form to Amanda Stear, 42a High Street, Manningtree, Essex, CO11 2QJ

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## STANDING ORDER

To: (the name of your bank)..... Sort Code:.....

Bank Address: .....

Name of your Account: ..... Account Number:.....

Please credit account of Colne Smack Preservation Society ( Barclays Bank PLC, Brightlingsea, Essex:

A/c No. 00100498 Sort Code: 20 21 73 ) the sum of  10 (Ten Pounds) immediately and thereafter on

1st. November annually, until this order is cancelled in writing. This supersedes any previous order.

Please notify with payment; Subs from ..... (your name)

Signature ..... Date: .....