

## The Other Man's Boat

### XCVI—Jennie, The Old and the New

LOA .....	24 ft. 8 in.
LWL .....	23 ft. 0 in.
Beam .....	8 ft. 3 in.
Draught .....	4 ft. 0 in.
T.M. ....	5½ tons



JENNIE AS SHE IS TODAY

**I**N 1885 two 24 ft. clinker built cutters were launched from Heyward's boat yard at the little fishing town of Southend. The London, Tilbury and Southend Railway had only recently begun to deposit holiday-makers at the station, and the two boats, built for racing off the Southend foreshore, had few other pleasure craft to compete with them. They were both open boats, with transom sterns, straight stems, long bowsprits, lead keels and centreplates, and—so fussy were their owners—silk sails. Like gentlemen's little pleasure yachts they were.

When Jennie was but a year or two old, Mr. Shuttlewood bought her, took her round by Foulness Island to Paglesham, on the Roach river, and set to work on her. The centreplate came out, the keel

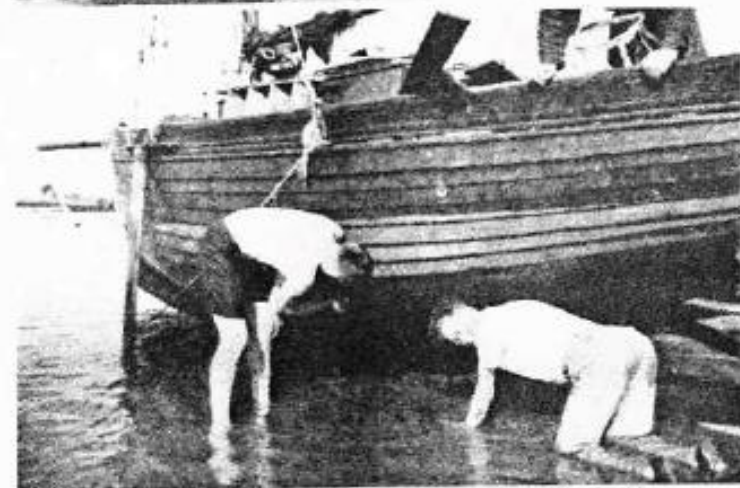
was deepened, a deck, 7 in. bulwarks and a cabin-top were built on and a counter added. She was now about 28 ft. overall, 7 ft. 6 in. beam and 3 ft. 6 in. draught, a cruising 5-tonner, one of the very few pleasure boats in the Roach of the '80's.

For nearly half a century the little clinker built cutter remained in the Shuttlewood family, a familiar sight in the rivers of Essex and Suffolk. From her moorings off the hard at Paglesham she watched the Shuttlewood family, first grandier, then son and finally boy Frank, build smacks and a barge or two in that big black shed of theirs. There was the "spritty" barge Ethel Ada, 140 tons, then the biggest of the smacks, Our Boys, a fine hefty cutter, 42 ft. by 12 ft. beam. And quite a few small yachts and small barges, too, such as the pretty little Waterlily 10 tons, Joan 11 tons, Secret 6 tons, Bird of Dawning 9 tons, and Gracilda 11 tons, and the barge yachts Doreen 24 ft., and Dione and Nancy Grey, both 30-footers.

Some time about 1935 the old Jennie was bought by a syndicate of four young fellows, who sailed her up and down the Essex and Suffolk coast. Then in the War one of the four was killed mine-sweeping in Tobruk, and another dropped out. When the remaining two partners returned home from the War they found poor old Jennie's bones were in a bad way. After all, the old dear had lived to see four wars—the Zulu,



THE OLD JENNIE, WITH COUNTER ADDED ABOUT 1887, WAS A FAMILIAR PART OF THE ESSEX PICTURE. OFTEN SHE SAT ON LEGS ON THE SANDS AS YOU SEE HER BELOW, AND WHEN HER YOUNG OWNERS FOUND HOW RIPE HER PLANKING WAS BECOMING THEY DECIDED TO REBUILD HER RATHER THAN LOSE AN OLD, OLD FRIEND



the Boer, the First World and the Second—and that was enough to make any old boat soft in places. But she was not done, and the partners called on Frank to take Jennie's oak heart and build a better

in gleaming white English oak, new steamed oak frames followed with strong oak floors, and gradually the robust curves of the New Jennie took shape in the half-light of the old shed. Gone was the old lady's counter, a robust transom stood up in its place; clean, smooth planking took the place of the ancient lapstrakes; but the same skylight, the original hatches, the stout mast and spars, and even the familiar time-worn tiller were put back as they had been in Jennie's sprightly day.

Timber was so scarce that everything that was sound and undamaged in the original hull was worked into the new, while entirely new parts had to be made of whatever wood could be found. In spite of this mixing of timber in such things as bulkhead doors, transom berths, floorboards and locker fronts, the interior of the old-new cutter looks clean and sensible and spacious. There is a fixed berth in the fore-cabin, two settee berths with canvas frames in the cabin, and at the after end a sensible cooking locker with an open locker for oilskins opposite. The little engine, overhauled and rejuvenated also, was put back on to new oak beds.

With all new steamed oak frames, 1½ in. by 1 in., spaced every 7 in., and clean new spruce carvel planking, her hull is just that little wider to give the power and stability the old boat often needed. She is now 24 ft. 8 in., 8 ft. 3 in. beam, and draws 4 ft. of

water and measures about 5½ tons T.M.

Jennie, at the age of 63, has had a great rejuvenation, and there is no reason why, with loving care, she should not live to be a hundred or more and one of the oldest ladies of the Essex creeks.

M. G.



JENNIE THE NEW IS A CHUNKY LITTLE BOAT

and stronger boat of her. Patiently Frank set to work to take his grandier's old love apart. Gently the skylight, hatches, coachroof, deck beams, coamings, were taken off, floorboards, bulkheads, seats were lifted out, and the lead keel laid in the shed.

Soon a fresh stem, keel and sternpost were set up



CROWD SCENE: LIGHT AIRS FOR THE DRAGONS AT BURNHAM