



The new transom.



Harold Smy re-rigging Ena.

The sails were purchased from J.O. Whitmores of Ipswich and after the first season, dressed in the traditional manner by spreading them out on the quay. The "secret mixture" was applied using yard brooms. The "secret mixture" was a concoction of cod liver oil, laced with 2 pints of "maidens" water and presumably red ochre to give it the traditional colouring. Where the "maidens water" came from was a matter of conjecture but it was thought the source was one of Paul's offices where a few young ladies were employed!

Ena was now shipshape and ready for sea and was used for all sorts of social events; meetings, cruises, fishing trips, charters to other organisations, parties, retirement parties, corporate entertainment and participating in barge match races. Kim Shaw would do the catering, often cooking a huge joint of beef at home before transporting it to the docks and the waiting *Ena*.

Harold took *Ena* to Dunkirk in June 1940 to aid the evacuation, in company with six other of Paul's barges. The *Ena* was late to arrive and the Royal Navy ordered her to be abandoned. It is reputed that Harold, the wily old bird that he was, left the sails set in such a fashion that with a little breeze she would almost sail herself back across the channel. A group of soldiers boarded her and did exactly that. She was returned to Paul's a few weeks later almost unscathed. *Ena* also took part in the 35th anniversary celebrations with the other 'Little Ships', returning to Dunkirk in 1975 and alongside our own *Pudge*, for the 50th anniversary in 1990. All the 'Little Ships' were awarded the George Cross.

And last but not least, a thank-you from a happy charterer.

Despite some dodgy weather on Saturday it was a great cruise. Tim and Gary did a great job and we would all like to go with them again. Tim in particular ensured that we got in the maximum possible sailing with a prompt start on Thursday and then action all the way. The chain was clanking each day before 7 if not 6. Please convey our thanks and appreciation. Gareth Jones.

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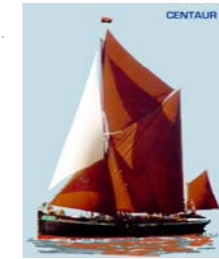
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Thames Sailing Barge Trust Newsletter

Issue No. 60

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COMMENT

EDI TOR - Fundraising.

No need to emphasize the importance of our fundraising drive. The one thing we all have in common is a love of our two barges, and the contribution TSBT has made to the barging world. We are in danger of losing *Pudge* if we don't all pull together for her.

If we all gave £10 we would raise £5,000. Many of you have already donated generously. A lunch here in Withesham is penciled in for March (exact date later) when the snowdrops and daffodils are out in our four acre wild meadow in the Fynn Valley. Any fundraiser, coffee mornings, sales, lunches, sponsored bungee jump – whatever – will help to save our old lady for posterity as well as your sailing pleasure.

Let's do it together!

Your new permanent editor is **Corinne Simons**, who will be pleased to receive your contributions for the October issue by 15th September. Her telephone number is 01206 391702, email address corinneonthebarge@talktalk.net

Sits. Vac... due to retirements the committee could do with some new members. Don't be afraid to put yourself forward. Meetings are monthly, in Chelmsford. It has been fun to do the newsletter for two months. I encourage all of you to contact any committee member if you are interested, do your bit and have your say!

PUDGE, AN UPDATE.

Firstly, apologies for not reporting in our last issue. Truth to tell we have been rather busy with sailing programme administration and matters official with HM Revenue & Customs etc.

The Appeal Fund: This stands at a little over £20k and has been bolstered recently by a legacy from our late President Barrie Lawrence and payment of a claim submitted under Gift Aid. As mentioned earlier this fund is 'ring-fenced' so none of the Trust's routine running costs are charged to it and when the current sailing season ends a prudent transfer in from our Trading Company will be made.

As far as *Pudge* herself is concerned your Committee felt that it would be sensible to seek a second opinion as to her condition since this step might well be of use in seeking external funding and would perhaps clarify matters beyond reasonable doubt.

Hugh Lamb (regular surveyor of *Centaur* and other barges) paid a visit to *Maylandsea* towards the end of July and carried out an inspection. He has reported that in his view *Pudge* is not fit to carry passengers and does need her stern restored in line with the rest of her. Hugh considers that this work will run to something around the £100k mark. He also commented on the state of her decks which do need replacing but with careful protective management this may be a step we can look at a little later.

We are doing all we can in terms of seeking external grants, Committee member Jonathan Jefferis has taken this on for us but it is a slow process and of course we live in difficult times. The Committee is aware of course of the significance of our current position and the decisions that may lie ahead. In the meantime the Appeal Fund remains open and any donations thereto will be very gratefully received.

Brian Dawson.

All Members welcome at TSBT AGM 2009

Maldon Little Ship Club
Sat 28th November 11.30

using the recent format which includes a lunch (optional) following the formal part. Agenda and other details will be included with the October Newsletter.

Letters to the Editor'

Some of you will remember me but new members probably not. Dave and I are now living in Almonte, Ontario, Canada, having left England on the 25th. June 2007, to come and live near our family. One of the first people I met when I came here was a lady called Mary Hurry, who to my amazement, originates from Colchester. Not only that, she is an artist and for years painted Thames barges. Mary has also lent me a book, given to her many years ago by her mother and, it is called *The Sailors Coast* and the author is John Leather. On the cover it says 'An East Coast Evocation'. From the photographs of Douglas Went and the date published, 1979. I presume many of you have read this book, I found it brought back memories as there are quite a few photos of the Thames Barges that I have sailed on or know of. I always pass on your Newsletter and the B.S.B.M.A. Pennant to Mary and she is really enjoying being able to read the articles and see the photos of her beloved Barges.

Happy Sailing Everyone, I do miss it and Dave misses the working parties. Shirley Orchard

My name is Ruth Groves. My late husband, Len Groves, was a member of the Thames Sailing Barge club around the late 50s/ early 60s. Although I think female members were rather frowned upon in those days, they were happy enough for me to spend a week-end chipping rust and cooking!! I don't think we were allowed to sail then – or maybe that was just a ruse by Len to keep me away! (More from Ruth to follow)

The open day at Harwich - Vince Webb.

The festival went well. Whilst the rest of the south east was having their barbecue rained on we enjoyed scorching hot weather. As usual there was plenty of stuff going on, bands playing, people and boats splashing about and this year a display by 10 Newfoundland dogs trained to rescue people from the water. It was a great day only slightly marred by "The Alma" pub being closed down.

Thanks to Robin Adams, Martin, Jo and Paddy Atkinson, Steve Bolter, Brian and Jane Dawson, David Gibson, Peter Goodwin, Jane Kennedy, Mick Lungley, Roger and William Newlyn, Stan Owen + family and Ron Weyda, who all helped made it a good day for the trust. The pontoon was steady and we had plenty of visitors come aboard.

Peter and Ron liaised with Harwich Rotary and got us a nice spot on the pier where we set up a stall selling Peter Roberts' books. We raised about £300, but also important was our interface with the public, and membership recruitment

There are no places available for the remaining sails this season.

Book early for next year to avoid disappointment!

At the moment we do not have a Social Secretary although we hope help is at hand. Meanwhile the Nottage Institute would be pleased to welcome you at their Lectures, all on Maritime subjects.

9 th . October	Mike Davies	Essex & Suffolk Boatyards and boatbuilders.
13 th . November	Peter Goldsmith	Circumnavigation of the World.
11 th . December	James (Jimmy) Lawrence ,	The first of two talks on his career in Sailing barges.
15 th . January	Jimmy Lawrence	The second talk. <i>(These two will be especially well attended, Jimmy is a great raconteur)</i>
1 st 2 th . February	Ron Green	Mersea and the River Blackwater.
12 th . March	Carl Bigwood	RNLI – The Walton and Frinton Lifeboat.

To attend these lecture you will need to join the Nottage Maritime Institute, which is on the Quay at Wivenhoe. Membership is a mere £10, (£18 for couples). which gives you all these lectures, plus your hot drinks and biscuits. Good value for money, I would say!

Hon. Sec. B. Crickmore, Norwood, Colchester Main Road, Alresford, Colchester, Essex, CO7 8DG.



ENA - The Return to Sail

John White, Secretary of SSBR, and Barbara Butler visited Peter Shaw at his home in Witnesham to record his account of the restoration of SB Ena to sail. John has kindly written down Peter's memories for us.

Photographs courtesy of Peter Shaw.

(The Ena continued under Pauls & Whites ownership until the mid 1990's taking part in various barge matches and social events. The then owners of Pauls & Whites, 'Elementis' decided to dispose of her following the annual repair & maintenance survey in the winter of 1995/96, as it was found that she needed a lot of money spent on her.)

When In the late 1960's early 1970's R & W Paul & Ltd. of Ipswich (re-titled Paul's & White's Ltd. in 1973) laid up their fleet of ex sailing barges it was the end of another era in the world of Sailing Barges. These barges had been converted to motor in the late 1940's. The vessels, comprising of *Ena*, *Thalatta*, *Jock*, *Orinoco*, *Lady Jean* & *Lady Daphne* lay for sometime at the lock end of the Ipswich Wet Dock while their fate was decided.

It was at this time that the Social Section of Paul's were looking for a club house/meeting place and the idea was spawned that a barge, especially a rigged barge would be the ideal vehicle for this purpose. With this in mind, on behalf of the committee Peter Shaw, a Production Controller at Paul's Eagle Mill, approached the then Managing Director, George Paul to see if he would let them have a barge for this purpose. Peter outlined their ideas to Mr. Paul who said that he would think the proposition over. About a month later Mr. Paul informed Peter that as the company was about to dispose of the barges he would agree to the request. He asked which barge they would like, and Peter replied having taken advice from Jack Southgate the yard Foreman at Paul's Dock End Yard, that they would like the *Ena*, albeit some work was required on the transom that had been badly damaged following a collision with a foreign coaster in the Thames at the end of her working life. All was agreed and Mr. Paul also said that the company would donate £1500 towards the cost of the restoration.

A band of volunteers including Peter Shaw, Kim Richardson (later Shaw), Maggie Nichols, June Stringer (Later Bridges), Tony Bevan, Stephen & Paul along with Jack Southgate the yard foreman of Paul's Dock End Yard and former skippers Harold Smy and Charlie Webb who had been retained by the company to look after the barges, soon got to work, spending many a weekend on the jobs that had to be done to change a motor barge back to a sailorman. The transom was replaced and the outside made to look ship shape. The inside was gutted, the hold linings were stripped of the six layers of paint, using heavy duty sanders, the atmosphere in the hold must have looked like a heavy snow storm on a foggy day with the dust & particles being so thick. Harold Smy and Charlie Webb were asked to carry out the task of re-rigging. The first big problem was finding some masts & spars. The Forestry Commission promised them that they could have any tree they wanted from Thetford Forest in Norfolk. One Saturday morning they borrowed a flat bed lorry from Paul's and went to select the trees that they wanted. Appropriate trees were found, cut down and bought back to Ipswich. Harold Smy set about the trees with an adze, first shaping a flat on one side of the log then turning it onto this flat and shaping another. The log was then turned 90 degrees and the process repeated until another flat surface had been shaped. Finally the log was turned 180 degrees so that the final flat could be cut. The end result was a spar, square in section and tapering from one end to another. Each corner was then removed, until finally the mast was round in shape. According to Peter, Harold's skill with the adze was such that the mast only needed a light sanding to finish it off. Another problem they had was obtaining enough dead eyes (A circular turned block of hardwood which is grooved around its circumference and pierced with three holes, used in pairs to secure the shrouds to the chain-plates.) As if by a miracle a sufficient number appeared thanks to Harold & Charlie's "obtaining skills".