

# Golden Chaffcutter

## Thames Sailing Barge Trust

Issue 127

[www.bargetrust.org](http://www.bargetrust.org)

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***Celebration Cake for Centaur's 125th Birthday Dinner  
Picture by Lee Shepherd***

## From the Helm

Before starting to write my notes for this month, I have reread the last "From the Helm". It is hard to believe how everything has been turned upside down since then. Of course, sailing on barges is of no consequence at a time of national emergency and may I send my thoughts and very best wishes to everyone affected by the Covid 19 virus.

The current situation has obviously had a severe impact on our activities over the last week or two, and all work has

had to stop. Fortunately, and thanks to a lot of very hard work, Peter Boss and his team have finished the strip out of Pudge, and she is ready to go as and when possible. The preparations on Centaur have stopped and we will not be able to rig out at Easter as we would normally.

This will all have a knock on effect on our season's plans, and the Committee have decided that initially all sailings before June will be abandoned. The matter will remain under constant consideration as we will

try to get out as soon as it is safe and practical to do so. Please check out the new website for updated information.

We have also had to postpone the AGM and are trying to rearrange this for September. Again as soon as we are able we will update members.

I would like to pay tribute to the Committee for their commitment at this time, It feels as though we are juggling a lot of plates at the moment, and also keeping a weather eye on finances. We

*(Continued on page 2)*



(Continued from page 1)

have been offered suspension of berthing fees in the short term by Maldon District Council which helps considerably, but will no doubt lose revenue from sailings and charters.

All things being equal Pudge

will be making her way up to the Fullbridge very shortly, work will not start in the dry dock until we are all sure that Kevin Finch can work unfettered by Covid restrictions. The work will be done, but timescales are uncertain.

As always there are many other

things being schemed away in the background, and I am sure that the Trust will come through a difficult year in good health.

Stay safe.

Peter

## Membership

Membership Renewals for 2019/2020 are now closed. Unfortunately despite a number of chasers, we have lost a few members during this renewal period.

There is a lot happening at present in the Trust and your subscriptions are one of the ways that we are able to keep the barges sailing especially during these difficult times and we would like to thank every member who was good enough to make a donation along with their renewal.

If you know of anyone who is interested in supporting Thames sailing barges, then why not get them to join the Trust, or maybe look to buy a membership as a Birthday present for a friend or relative.

Thank you for your support.

If you have any questions about membership, please contact the membership secretary, John Rayment at: 25 Repertor Drive, Maldon, Essex CM9 6FQ.

Tel: 07587 141054 or at: [membership@bargetrust.org](mailto:membership@bargetrust.org).

Membership rates for new members are now:  
Full Member: £35 pa  
Joint Membership £50 pa  
Joint Concession £40 pa  
Corporate Membership £360 pa  
Life Membership £600 (Concession [65+] £400)  
Joint Life Membership £900 (Concession [65+] £600)

John Rayment

## New Book

18 Victoria Road, Maldon, CM9 5HF or online at [www.jardinepress.co.uk](http://www.jardinepress.co.uk)

**Pre-Publication OFFER £35 inc. free postage if ordered before 1st May**  
Purchase direct from David Patient

### New Volunteers Needed to Help with Events

As part of the Trust's activities relating to our heritage Lottery Award, the Trust is being asked to attend more events and hold more Open Days.

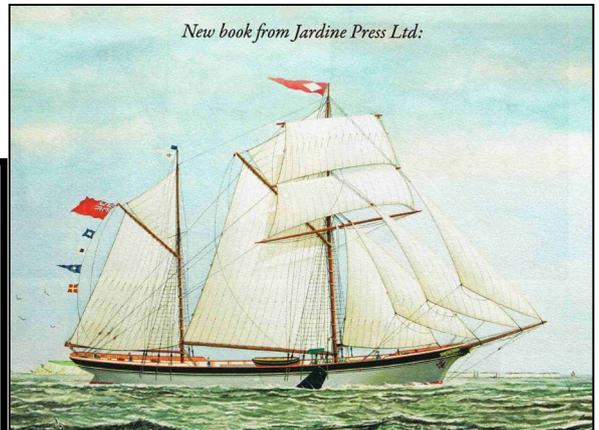
Although we have a band of loyal helpers at present, the more events we do, the chance is that many of these volunteers will be unable to help.

It is proposed that we recruit some new members to help out. If you are interested, please contact John Rayment.

Once we know of the numbers a meeting will be arranged to discuss what would be required and provide details that would help you answer the public's questions.

Contact [johnrayment1954@gmail.com](mailto:johnrayment1954@gmail.com)

*New book from Jardine Press Ltd:*



## 'ONE OF HOWARD'S'

*The life and times of  
'John Howard  
Maldon Shipwright  
1849 - 1915*

*&  
A history of  
shipbuilding in Maldon*

David Patient



# Loading a barge at Keadby

As part of the Pudge Project, the Trust has been researching where Pudge went in terms of delivering and collecting cargo. This work started by obtaining nearly all of her Crewing and Log Books and with the help of members of the Research Team and Roger Newlyn we are beginning to find out details of the cargoes she carried during her time in trade, both as a sailing barge and as a motor barge.

It was clear that during the period between 1929 and 1939, Pudge visited Keadby in Lincolnshire. Not knowing much about Keadby we went about doing some research. These days its just a small village on the River Trent, however during the period in question it was a main port for the discharge of coal into barges and other sailing vessels, which would then take there cargo to various places around the Thames Estuary.

We have found evidence of her visits to Keadby being recorded in the Hull Daily Mail who listed vessels sailing into Hull & Goole and then moving onto Keadby.

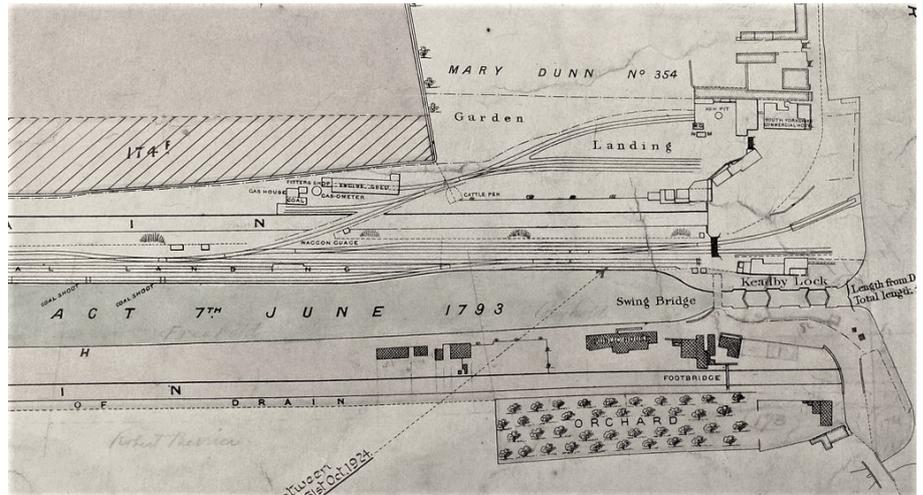
Pudge delivered Cement, Timber, Oil, Meal, Grease, Oyster Shells and Iron to Hull and would then move light to Keadby to pick up coal.

In Bob Roberts book 'Breeze of a Barge-man', he tells of the time he travelled to Keady on the Cambria. Apparently Everards had a contract to supply coke to gas works and sometimes this work was contracted out to other barge operators like the London & Rochester Barge Co. Ltd who owned Pudge. We have not been able to confirm this, but it may well have been the case.

Below is the story told by Bob Roberts.

[Loading coal at Keadby in the barge Cambria was never a dull affair. It is a remote village, about five miles from the steel town of Scunthorpe, and sits at the junction of the fast-flowing River Trent and the Stainforth and Keadby Canal.

The coal comes in ten-ton trucks. We generally took in what was called "Derby Washed Nuts", which meant that there was little or no dust. The trucks were shunt-



**Map showing the layout of the railway sidings at Keadby and the wagon siding that was used to move coal wagons to the chute which loaded the barges. Picture courtesy of crowle.org**

ed to an angled tip and the "washed nuts" cascaded into the hold like a black avalanche. Three local men did the trimming with heavy shovels and it would had done London dockers good to see those Lincolnshire men work. They would get under the side decks and allow themselves to be almost buried by the avalanche. Then we would see a flailing shovel appear, followed by a blackened face, all smiles – and not a cubic foot of stowage space was wasted. Skippers and mates might be justified in their bitter complaints of the way dockers worked (or failed to work) in the big ports, but no-one could ever complain about the way Keadby men loaded a ship. They asked for nothing other than wages, but the "beer money" we gave

them was well deserved and willingly given. And they would help us to shift the barge in the roaring Trent tide to let the next ship take the berth.

Trent tides are not just an average ebb and flow. There is a bore about a foot high which comes rushing up in a white line over the fast out-going current. From away down the river one can hear the keelmen crying "Aegir – aegir", warning each other that the bore was coming and that they must stand by their moorings. Aegir is the old Norse word for a river bore, and no doubt that cry was heard along the Trent a thousand years ago. It is also spelt "eager or eager", which is rather more Anglo-Saxon. Norman-French never intruded into the northern dialects.



**The Jetty at Keadby with two motor barges waiting to be loaded and the Leonard Piper on the outside. Picture courtesy of crowle.org**

One day the aegir nearly caused us a major disaster. The Cambria was safely moored at Keadby quay waiting to load and the main anchor was slacked down "stock awash", as was the custom when coming alongside to avoid any danger of it rupturing the barge. It would just swing underneath the fore-foot. But on this occasion the mate Nobby Lambkin, had decided to clean and oil the windlass. To do this he had to put the "dogs" on the chain (a heavy iron

(Continued from page 3)

claw) so that he could slack up the turns of chain on the barrel and spin the cog-wheels round. Before he had finished this task the aegir came rushing up the river and we had to stand by the mooring ropes. The water rose with amazing rapidity and suddenly we realized that a fluke of anchor had fouled the old wooden beams of the jetty below the surface. Within a few minutes the Cambria was pinned down by the head with her stern in the air. We ran to slack the anchor chain but could not as the dogs were still on and held bar taught by a strong dog-chain and shackle. We belted the dogs with a 14-pound hammer but to no avail. Down – down went the barge’s head until the water was only a foot from the deck level. In desperation I rushed aft and got a can of lubricating oil, throwing the lot over the links where the claw was. The mate, a hefty Kentish lad, gave the taught anchor chain a mighty hammer blow. The dogs flew off, the anchor chain rattled out and, to our immense relief, the head of the barge reared up to its proper trim. It was a nasty moment and we might easily have lost the barge in that short time.

It was low water about mid-afternoon

and I was still worried by the thought that the anchor was probably still embedded in a wooden pile near the bottom of the river. We slacked the mooring ropes and let the barge sheer a few feet off the quay. Gently we hove on the windlass expecting to be bought up short when all the slack chain was in. But low and behold, without any hard heaving, the anchor came up clear. A sliver of rotten timber floated away downstream and we repaired to the Friendship Inn to rehabilitate ourselves. We needed a pint of good Lincolnshire ale and the landlady drew them up as she saw us enter the doorway. Her name was Lila Spriggs and to us seafarers she was the queen of all landladies. In her pub a sailorman short of money was never short of a pint. Nor was ever short of a good meal.

Lila always “looked after my sailor boys”. She had seen men off the ships and barges arrive red-eyed and weary after sleepless nights and heavy weather at sea. “Ikky” the barman would be sent aboard with a tray of pints and an invitation to “come up for breakfast”. And if anyone had a bad word to say about sailors, she would slap them down in our defence. Once someone saw a seaman walking along the tow-path with a local girl and remarked

“That chap has got a girl in London”: to which Lila quickly retorted: “When you’re a long way from home you’ve got to take what’s handy.”

Keadby was once described as a “row of cottages, three pubs and a coal chute”. The folk there were close-knit, friendly and generous. Coasting seaman found the place a pleasant change from the evil docklands of the big ports. Social life concentrated on the three pubs, the Friendship, The South Yorks and the Mariners (which was a beer house only). At one time the landlord of the South Yorks was the foreman coal-trimmer as well].

Keadby these days is still used as a small port with operations managed by PD Ports. Cargo’s consist of Agricultural Products, Dry Bulk, Forest, Offshore and Steel and Metals.

If anyone else has any information or pictures of Keadby please let the editor know. This work is to form part of an exhibition on barges and their purpose travelling around the Thames Estuary and for a map that is being produced to show Pudge’s travels.

*John Rayment*

## Centaur Update

In the last issue of the newsletter, we mentioned that Centaur was celebrating her 125<sup>th</sup> birthday. The Trust issued a number of press-releases about the occasion and many of these were printed with accompanying pictures. The Maldon & Burnham Standard produced a full two page spread on the historic event. The Saturday before her birthday some 22 people attended an impromptu dinner on Centaur to celebrate. A cake was produced and we toasted her birthday (see front cover). It was hoped, that we would have had a more formal celebration at the Harwich Sea Festival on the 8<sup>th</sup> August when we were expecting Centaur to be joined by Kitty, who is also 125 years old this year, unfortunately this event has now been cancelled.

Centaur went on the blocks in mid-March for the usual scrub and paint up, the trainees doing a splendid job getting the bottom cleaned of barnacles and mussels, cleaning the sides of mud and weed then tarring all round

and antifouling. On the Saturday the weather looked as though it would stay dry so we decided to chance it pull the mainsail out and start dressing it. The dressing was drying well until it started to drizzle and before long it turned into persistent fine rain, by the time we had got the sail rolled up and covered it was soaking wet. The

next day there was a good drying east wind which dried out the mainsail in a couple of hours and in fact we had all the sails dressed and back under the cover by mid-afternoon. Thankfully the weather which had been wet and windy for several months turned good at just the right time. We had a good turnout of around 20 helpers, mainly trainees over the weekend and on Saturday evening a



number slept onboard after a good evening meal.

Whilst working in the skipper’s cabin recently severe wood worm was noted in the small table we use. This started a search for more of the pests and plenty were found in the partition between the hanging locker and fire-place. This partition had been made up



able to work to a very high standard. He took on the job of dismantling the lovely joinery work and then refitting it all back again after the hull had been rebuilt which must have been a difficult and time-consuming job. Some of the paneling had suffered from rot due to rain water getting in and this is why presumably this partition had been finished in match boarding. The opportunity was taken to rebuild this partition with the alternate pitch pine and mahogany panel work used elsewhere in the cabin. There was plenty of timber left over from the rebuilding of the under-seat coal lockers done in the early 1990's so it was just a case of putting in new framing and pinning on the replacement panelling. The result after 2 coats of varnish was very pleasing and it matched the rest of the cabin panel work unlike the matchboard which always looked rather out of place.

cleaned and painted and the sails are dressed and ready to bend on, which is quite an achievement considering the weather we have had to endure this spring. Many thanks to Mick and the team of trainees for their hard work. It is a big effort keeping a 125-year-old sailing barge in active commission, but if there are enough helpers it can also be a lot of fun and then there is also the sailing season to look forward to.

*Tim Jepson*

of match boarding back in the early 1980's after the after end had been rebuilt. The rebuilding involved replacement of the hull framing which meant that the cabin joinery had to be dismantled. One of our skippers, Rob Dudley had a business restoring old cars including Rolls Royce's so was

Once the tides had made up enough, we pulled Centaur off the blocks and moored up back alongside Pudge. With the current virus problems working weekends are now cancelled and rigging out will be postponed until later in the year, but at least we have the barge

## TSBT Financial Reports—30th Oct 2019

As you will have read in the Chairman's 'From the Helm' on page 1, the Trust has had to cancel the AGM due to take place in April and we are currently looking for an alternative date in the Autumn. However, we thought you might like to know how the Trust and TSBT Sailing & Charters Ltd performed in the year ended 31st October 2019.

### Thames Sailing Barge Trust

Suffice to say that the year was a challenge in terms of our financial performance. The Trust agreed at the beginning of the year that Centaur would be the only barge available for the season, so reducing the level of income available.

Income for the year was £31.5k compared to £53.5 k in the previous year, although most of the difference was made up from donations in particular in 2018 towards the new mast. Expenditure was £29.5k compared to £54k in 2018. The reduction was down to less costs on maintenance as we only had Centaur sailing and The previous year

had the costs of the mast included.

We made a small profit of £2k on the year.

### TSBT Sailing & Charters Limited

The sailing and charter part of the Trust which is operated through a limited company saw an income of £18.3k against expenditure of £17.4k hence a small profit for the year of £0.9k. The year would have been much better had it not been for us having to cancel a number of sails due to shortages of crew and a broken stem band towards the end of the season which resulted in us refunding £14.6k in fees.

It is important as part of our long term strategy that the Trust is sustainable and the Trustees are working hard to make sure that we have crew and the barges are suitable maintained so that trips are not cancelled and we can increase our profitability. However, we cannot do anything about unexpected problems occurring which result in trips being cancelled.

The Trust is in a strong position in terms

of cashflow as we have ringfenced the funds for Pudge's restoration and these will be drawn against as the project begins to roll out. The Trust's main general bank account held funds of £42k.

Clearly with the current Coronavirus impact on our business income is going to be in short supply this year.

The Trustees have looked at our cashflow for the season and have decided not to spend funds unless they are committed already, are essential or relate to the Pudge project, for which funds are available.

A full set of figures will be produced at the AGM when held or can be obtained by emailing Gerald Moore at [treasurer@bargetrust.org](mailto:treasurer@bargetrust.org)

*Gerald Moore*  
Treasurer

# Pudge Update

Until the outbreak of the Coronavirus the Thursday Group continued to work on similar tasks as I reported in my last article, preparing Pudge for the shipwright work to begin. Rubbing down and painting all the items which we had removed from the deck, dismantling the last sections of bulkheads, removing all sorts of items screwed to the sides of Pudge which had been used for fixing and hanging etc. including hundreds of cable clips. There was still a huge pile of timber needing de-nailing and lots of sweeping and rubbish removal was necessary – all the uninteresting things that always get left to last and take much longer than one thinks.

However, because of the publicised imminent arrival of Covid19 I decided on Thursday March 12<sup>th</sup> that we should ensure that whatever happened we should be ready to move to Fullbridge. So, we completely cleared and sorted Pudge's deck area. All items that had been started on, but not actually finished, like the skipper's cabin hatch, were removed to Sailorman so that

work could be continued at some point. Everything which was already complete, including many items that had been worked on in the lighter, were taken down below on Pudge, some being wrapped in bubble wrap to protect the new paintwork. By the end of the day we had done it and Pudge was ready – except for one thing, her tent was still in place and it needed to be removed before she could be towed up river.

I put this to those present, saying that we would meet again on the 19<sup>th</sup> March, but we would understand if anyone felt that they were unable to attend. John Rayment sent a follow-up email later on during the week. Thankfully, we had a near normal sized crew turn up. The tent was removed, transferred to the quay for folding and then stored in Sailorman. We also found time to rectify a potential problem. All the fittings that we had removed from Pudge's decks had left holes which for safety reasons we had covered over with offcuts of plywood. However, these would not necessarily be leak proof if it rained.

So, the whole crew worked together down below to move every item into position under the main and fore hatches. Hopefully now everything will remain dry until Pudge gets to Fullbridge and everything can be transferred into a container that we will be hiring specifically for storage purposes.

In the end that did prove to be the last time that the Thursday Group would be meeting for a while as the following week the Government's 'lock down' had begun in earnest. Some of us took work home to finish off in home workshops and the rest awaits attention when we can meet again. We had made our deadline, but have still been thwarted somewhat by the virus. A big thank you goes to the whole team who 'made it happen'. Fortunately wood and spikes etc. have been delivered so shipwright work can begin, but it will be a slower start than anticipated.

*Peter Boss*

# Repairs to Pudge's Crab Winch

Although the Thursday Group have been doing a lot of the work of removal and repainting of the various winches on Pudge before she goes to the shipwrights, it has been necessary as mentioned in previous Pudge Updates, to get some of her winches repaired. Be-

low are some pictures taken at Chris Whitely Engineering where this work was carried out.

The removal of the damaged teeth was done on a milling machine and using traditional hand skills whilst the new

teeth were made using a high pressure water jet and finally they were cleaned by hand and welded in place.

Pictures were taken by Ray Clark



1



2



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# On the Blocks

The much anticipated 'on the blocks' weekend fell almost a year to the day after I first stepped aboard Centaur alongside the rest of TSBT's most recent cohort of trainees. Almost all of us are still involved and it had been mooted that the high retention rate may be due to us having missed out on this, notoriously muddy, weekend the previous year. This was our chance to see if we were indeed fair weather sailors!

Several of us arrived on the Friday evening, anticipating an early start courtesy of the tides. Centaur's hull would only be accessible for a few precious hours and we knew we needed to make the most of that time. Usually hidden behind Pudge on the quay, it was lovely to see Centaur in her full glory at her new location.

After an evening in the Little Ship Club we were all up, breakfasted and knee deep in mud by 8am. I had no idea what to expect but having scraped the hull of my own narrowboat a couple of times, I was ready for some hard graft. Armed with a long handled scraper, I took tentatively to Centaur's hull. To my great surprise and relief the scraper moved smoothly over the surface, removing barnacles with ease. With the sides already pressure washed, we made light work of the underside of the boat, wading about in the mud as if it was our natural habitat.

After only two hours we'd finished the task that I'd thought would take us the whole weekend, was this really it for the day? Of course not! A round of barge tea and some of Sue's delicious cake and we were ready to carry on. The next task was to apply the distinctive red anti-fouling to the areas of the hull that fall below the waterline. Above the waterline would be painted with black tar varnish whilst metal work was chipped and coated in epoxy



**The Centaur 'Muddies'**

paint. With the lion's share of work completed before the tide rose above the level of the average Wellington boot, final details would have to wait until low tide the following morning.

Just as I was wondering if we really had finished for the day, a request came for bodies to come to the Barge Trust lighter, Sailorman. Here I found mates, skippers and trainees alike, using all of their strength to heave the mainsail to the quay. It was extraordinary to see its sheer size when laid out across the car park. This is where things became



**Dressing the Mainsail**

surreal. Before my eyes, the unfurled sail filled with people using brooms as paintbrushes, applying a lurid orange substance that had been decanted into washing up bowls. It was like a scene

from Mary Poppins.

The lurid substance turned out to be Ronseal fence paint, a relatively recent innovation in the coating of Thames Barge sails, protecting them from the elements as well as (once dried) giving them their distinctive colour. I wasn't too disappointed to miss out on using the traditional concoction that apparently included fish guts among its ingredients.

After rain put a halt to the day's proceedings, I was given one final task, to sew the new season's bob onto its metal frame. Only once I'd finished did I learn that, if anything happens to the bob, tradition dictates that I will be the one climbing the mast to replace it!

With the weather on our side the next morning, we gradually worked our way through the rest of the sails, painting each side in turn. It was fascinating to see the sails alongside each other. The topsail turns out to be not small but far away. Likewise, the foresail was surprisingly small. I enjoyed noticing repairs that had been made over the years, each evoking a piece of the sail's history.

As we prepared to leave for our various homes, we congratulated ourselves on a job well done and anticipated meeting the following month to rig out Centaur for the season ahead. I think that even then we knew that that might not happen. With things so uncertain at the moment, the only thing I can say with confidence is that a weekend in the mud at Maldon has done nothing to deter my cohort of trainees from their barge sailing aspirations.

*Text and pictures by Jocelyn Low*

# Centaur—Visits to Maldon 1935—1953

## Part 1 to 1949

Year	Arrival Date	From	Cargo	Master	Arrived at	Departed To	Cargo	Departure Date
1935	17-Jan	Colchester	Light	Cripps	Maldon	Richborough	Chalk?	?
1936	27-Jan	London	Timber	Keeble	Maldon	Alresford	Light	31-Jan
	04-Mar	London	Fur Poles	Keeble	Maldon	Alresford	Light	05-Mar
	11-Jul	Ipswich	Light	Keeble	Hythe Quay	Alresford	Light	24-Jul
	18-Sep	Colchester	Light	Keeble	Stansgate	Colchester	Timber	23-Sep
	28-Oct	Colchester	Light	Keeble	Stansgate	London	Light	02-Nov
	27-Nov	Felixstowe	Light	Keeble	Stansgate	Colchester	Wood	28-Nov
1937	02-Jul	London	Timber		Heybridge Basin	London	Light	12-Jul
	10-Aug	Colchester	Timber		Maldon	Colchester	Light	10-Aug
1938	23-May	London	Timber		Maldon	London	Light	25-May
	20-Nov	London	Timber		Maldon	London	Light	30-Nov
1939	17-May	London	Timber		Maldon	London	Light	22-May
	26-Jun	London	Timber		Maldon	London	Light	08-Jul
	06-Jul	London	Light		Maldon	London	Light	11-Jul
	11-Sep	Colchester	Light		Stansgate	London	Light	04-Oct
1940	07-May	London	Maize & Barley		Saltcote Creek	Colne	Light	09-May
	05-Jun	Dover	Ballast/Light		Maldon	London	Light	13-Jun
			<b>5th June to 13th June Centaur was in Cook's Yard for repairs</b>					
	07-Aug	London	Timber		Maldon	London	Light	20-Aug
	11-Sep	London	Timber		Maldon	London	Light	24-Sep
	20-Dec	London	Wheat		Burnham	Ipswich	Wheat	27-Dec
1941	23-Mar	London	Timber		Maldon	London	Light	28-Mar
	24-Apr	Ipswich	Light		Maldon	London	Light/Repairs	21-May
	22-Jul	London	Wheat		Saltcote Creek	London	Light	29-May
	15-Oct	London	Timber	Simmonds	Maldon	London	Light	21-Oct
1942	01-Dec	Colchester	Light	Simmonds	Maldon	London	Light/Repairs	08-Dec
	19-Mar	Ipswich	Light	Keeble	Burnham	London	Light	23-Mar
	06-Jul	London	Timber	Keeble	Maldon	London	Light	09-Jul
	10-Nov	London	Timber	Simmonds	Maldon	London	Light	15-Nov
1943	01-Dec	London	Timber	Keeble	Heybridge Basin	London	Light	04-Jan
	09-Jan	Maldon	Light	Keeble	Burnham	London	Light	13-Jan
	05-Feb	Colchester	Light	Keeble	Burnham	London	Light	07-Feb
	26-Oct	Ipswich	Light	Keeble	Maldon	London	Wheat	28-Feb
1944	21-Apr	Ipswich	Light	Keeble	Maldon	London	Wheat	26-Apr
	29-Aug	Harwich	Ballast	Keeble	Maldon	London	Light	15-Sep
	29-Sep	London	Wheat	Keeble	Maldon	London	Wheat	09-Oct
	30-Oct	London	Timber	Keeble	Maldon	London	Light	02-Nov
1945	11-Feb	London	Timber	Keeble	Maldon	Colchester	Light	22-Feb
	07-May	London	Timber	Keeble	Maldon	Fingeringhoe	Light	23-May
1946	06-Apr	London	Timber	Keeble	Heybridge Basin	Colchester	Light	15-Apr
	29-May	London	Timber		Sadds Wharf	Repairs Town Quay		
	14-Nov	London	Timber	Blythe	Sadds Wharf	London	Light	26-Nov
1947	07-Feb	London	Grain	Blythe	Greens Wharf	London	Light	12-Mar
	18-May	London	Grain	Blythe	Haslers Wharf	London	Light	21-May
	16-Nov	London	Timber	Blythe	Heybridge Basin	London	Light	23-Nov
1948	10-Nov	London	Timber	Smith	Heybridge Basin	London	Light	15-Dec
1949	01-Feb	London	Timber	Hewson	Sadds Wharf	London	Light	04-Feb
	01-Apr	London	Timber	Hewson	Heybridge Basin	London	Light	05-Apr
	17-Oct	London	Timber	Hewson	Sadds Wharf	London	Light	21-Oct

The table on Page 8 has been produced from records that are held at the Essex Records Office.

Whilst the Pudge Projects Research Group were doing some research on Pudge's visits to Maldon we copied down the entries for Centaur.

These have come from the Record of

Arrivals (Pier Head Book). Which has details from 1935 to 1953.

As you can see Centaur mostly took timber into Maldon and where it was annotated we have detailed where it was being sent.

Centaur did however carry Maize & Barley to Salcote Mill along with some

cargoes of wheat. The majority of shipments starting in London.

The period 1950 to 1953 will be included in another issue. We are also trying to track down if there are any further records of earlier or later Arrivals.

*John Rayment*

## New Trust Website Launched

The Trust as part of its activities to raise its profile with the public and achieve more business once Pudge's restoration is complete, has been working with a Maldon based website designer, Thync Creative to produce a new website for the Trust.

This work has been funded as part of the Pudge Project with support from Heritage Lottery.

The new site for the first time gives members and the public the opportunity to book weekend sails, purchase items from the Trusts shop, and apply for

membership online.

Over the past few years the Trust has seen more of its sailing days taken up by the general public and they have wanted the opportunity to purchase online. For those members who would prefer to book using the traditional way by phoning or emailing can still do this but please note the new email address for bookings below.

The site should be live just after Easter, so please take time to have a look at it once you receive this newsletter

The Trust would like to thank John

Rayment, David Gibson and Mick Nolan for the work that has been involved in providing the information for the new site.

In terms of the material on the old website, this has been saved and will be placed in the Trust's archive in due course.

The website address is still **www.bargetrust.org** so have a look and book a sail. Please also note that the email address for bookings is now **bookings@bargetrust.org**

## Dates for your Diary



### Working Parties

The Thursday Group meetings have now been suspended until further notice. Members will be advised when these are set to re-start.

The final Weekend Working Parties for the winter of 2019/2020 are now suspended until further notice.

**All Events until July have been cancelled**

Thursday 30th July—Children's Day

**Saturday 8th August**—Harwich Sea Festival—**EVENT CANCELLED**

Saturday 19th September—Maldon Regatta

### Social Events:

#### AGM

A new date for the AGM is being arranged along with a date for the Laying Up Supper for later in the year.

## Marilyn Buekett

We have received the sad news that former TSBC Secretary (and also membership secretary) Marilyn has passed away. In recent times she had been in poor health and was living in a care home in Isleworth, having moved from her flat in Brentford which had been that of her late husband's, Brian.

Marilyn had taken over from Margery Bates who had moved away from London after many years as secretary.

This was the late 1980's and Marilyn was able to arrange for her sister in law to take over organizing the printing of the members bulletin and then its distribution.

Marilyn was successful in approaching the National Maritime Museum at Greenwich to put on a 40th Anniversary exhibition commemorating the TBSC which was attended by Frank Carr, first commodore of the Club, and one time director of the

Museum. Marilyn retired from the committee in 1988.

It was not possible to arrange a funeral in these difficult times but it is hoped a memorial will be arranged at a later date.

*Elizabeth Wood*

## Trust Sails—Revised programme (still subject to changes)

Date	No. days	No. Nights	Board Port/Time	Disembark Port/Time	Description of Cruise	Price
<b>June</b>						
5th to 7th	2	2	<b>Maldon</b> (Friday Evening 6 <sup>th</sup> June) HT 0:30	<b>Maldon</b> (Sunday 8 <sup>th</sup> May)	<b>Available for Exclusive Weekend Charter</b> Why not hire Centaur for an unforgettable trip with your Friends and Family? Contact David Gibson for details 07840 862685	2 nights £1680 (up to 12 persons self-catered)
13th & 14th	2	2	<b>Maldon</b> (See below)*	<b>Maldon</b> (Saturday pm and or Sunday Optional)	<b>Saturday - Blackwater Barge Match</b> A nautical spectacle not to be missed. Always well attended, with lots of barges and fishing smacks racing on the River Blackwater. Back to Maldon Quay for the Saturday night prize-giving event.  <b>Sunday - Radio Caroline Cruise</b> One-day trip from Maldon Quay, for a guided tour of Radio Caroline. Reasonable mobility required. Breakfast and lunch included. You are very welcome to stay aboard the night before at no extra charge.	<b>Both Days</b> £182.50 (inc meals) <b>Match only</b> £97.50 <b>Caroline only</b> £85.00
			*(Leaving 5:30 Sat. and returning for Sat. Evening and away again Sun. 6:00 returning Sun Eve around 18:00)			
19th to 21st	2	2	<b>Maldon</b> (Friday Evening 19:00) HT 0:40	<b>Maldon</b> (Sunday HT 15:30)	<b>Radio Caroline: Sixties &amp; Seventies Classics Cruise</b> From Maldon Quay, for a guided tour of Radio Caroline and an evening of all your favorite 60's & 70's hits. Including a quiz aboard on Saturday night! Reasonable mobility required for tour of Radio Caroline. Dress accordingly. All meals included.	£160.00 (inc meals)
<b>July</b>						
4th to 6th	3	3	<b>Maldon</b> (Friday evening 19:00) HT 0:40	<b>Maldon</b> (Sunday HT 14:10)	<b>Singing Sailors Shanty Cruise</b> Lead by our very own Mick Nolan. A weekend packed with songs and sail. A relaxing fun-filled weekend for anyone who likes a good old-fashioned sing-along and a bob down the river. Meals included.	£215.00 (inc meals)
10th to 12th	3	3	<b>Maldon</b> (Thurs. evening 19:00) HT 4:50	<b>Maldon</b> Sunday HT 18:10)	<b>River Thames Barge Match</b> Leaving Maldon Quay in the early hours of Friday, to head to Gravesend for the River Thames Barge Match. Always well attended by the barge fleet, and a great day for taking photos of shipping old and new. Prize-giving ashore at the historic Three Dawes pub on Saturday evening. Passage back to Maldon on Sunday, returning to Maldon Quay early evening.	£240.00 (inc meals)
17th to 19th	2	2	<b>Maldon</b> (Friday Evening 19:00) HT 23:20	<b>Maldon</b> (Sunday 19th May HT 12:50)	<b>Available for Exclusive Weekend Charter</b> Why not hire Centaur for an unforgettable trip with your Friends and Family? Contact David Gibson for details 07840 862685	2 nights £1680 (up to 12 persons self-catered)
<b>August</b>						
7th to 9th	2	2	<b>Ipswich</b> (Friday Evening 19:00) HT 23:00	<b>Ipswich</b> (Sunday 9th August HT 12:40)	<b>Available for Exclusive Weekend Charter</b> Why not hire Centaur for an unforgettable trip with your Friends and Family? Contact David Gibson for details 07840 862685	2 nights £1680 (up to 12 persons self-catered)

Date	No. days	No. Nights	Board Port/Time	Disembark Port/Time	Description of Cruise	Price
<b>August Cont...</b>						
7th to 9th	3	3	<b>Ipswich</b> (Thurs Evening) Depart early Friday	<b>Ipswich</b> (Sunday Afternoon)	<b>Harwich Sea Festival &amp; Centaur 125</b> Join Centaur for a leisurely trip from Ipswich Dock on Friday taking in the picturesque river Orwell on the way to the Harwich Sea Festival on Saturday. Centaur will be open to the public on Saturday, and she will be joined by her sister ship, the Centaur's sister ship, who is also celebrating 125 years. You will be able to enjoy the sights of the Festival for the day in historic Harwich. This promises to be a bumper event, as the town will also be celebrating 400 years since the Mayflower and the pilgrim fathers set off from Harwich to start a new life in the Americas. Sunday will be a leisurely sail from Harwich back to Ipswich.	3 nights £180 (inc meals)
25th to 28th	3	3	<b>Maldon</b> (Tues Evening) Depart early Wed.	<b>Maldon</b> (Friday Evening)	<b>Clacton Airshow Front Row Seats</b> Boarding at Maldon Quay on Tuesday 25 <sup>th</sup> evening, Centaur will be making an early start from Wednesday 26 <sup>th</sup> morning, down the River Blackwater. On Thursday 27 <sup>th</sup> , she will sail on to the Clacton Airshow to enjoy front row seats of this ever popular event. Friday will be a leisurely sail back to Maldon Quay, arriving Friday 28 <sup>th</sup> evening.	3 nights £215 (inc meals)
<b>September</b>						
5th to 7th	3	3	<b>Maldon</b> (Fri Evening)	<b>Maldon</b> (Monday Evening)	<b>Squeeze, Scrape, Strum, Blow, Bang, Sing Folk Music Cruise</b> Arrive Friday evening for a weekend full of live music. Bring your instruments and your voice, or just come along to enjoy all the fun. All meals included.	3 nights £215 (inc meals)
11th to 13th	3	3	<b>Maldon</b> (Thurs Evening) Depart early Friday	<b>Maldon</b> (Monday Afternoon)	<b>Colne Barge Match</b> Your last chance to see the barge fleet racing 2020. Arrive Thursday evening and leave Friday morning from Maldon for a passage down to Brighlingsea, ready for Saturday's match, which is a race down the River Colne from Brighlingsea, and out into the River Blackwater Estuary. An evening ashore on Saturday night for the prize giving and a passage back to Maldon, arriving Sunday evening	3 nights £240 (inc meals)
25th to 27th	3	3	<b>Maldon</b> (Thurs Evening) Depart Friday	<b>Maldon</b> (Sunday Evening)	<b>Burnham Carnival Cruise</b> A passage from Maldon to Burnham-on-Crouch for the fabulous Burnham Carnival Parade. Arrive Thursday evening to leave Maldon early Friday morning and return to Maldon on Sunday evening	3 nights £215 (inc meals)
<b>October</b>						
7th to 12th	6	6	<b>Maldon</b> (Tues Evening) Depart Wednesday	<b>Maldon</b> Monday Evening	<b>Harwich International Sea Shanty Festival</b> This ever popular musical festival is a must for all those who love shanties and songs of the sea. The whole of Harwich will be immersed for four days and nights of songs and music. There's no better way to arrive than aboard sailing barge Centaur, who was built in Harwich 125 years ago. The music starts on Thursday afternoon and runs through to until Sunday night. Centaur will head back to Maldon for a late return on Monday.	6 nights £265 (inc meals)
This special rate of just £265.00 pp includes all meals for the two sailing days, and bed and breakfast for the four days that Centaur's will be alongside at Harwich						

Registered Address: Thames Sailing Barge Trust, Handsel House, Walden Close, Great Totham, Maldon, Essex CM9 8UJ

Registered Charity Number 1102840; A company limited by guarantee registered in England & Wales no. 04726591

Visit our web site

[www.bargetrust.org](http://www.bargetrust.org)

Newsletter produced and edited by John Rayment. Your comments are welcomed about the newsletter. Email or write to the Editor or Trust.

Deadline date for articles for the next issue should be sent to John Rayment by the 7th June 2020



*View taken on Blue Mermaid during 2019 Training Weekend.  
Picture by Pat Schulenburg*

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