

Golden Chaffcutter

Thames Sailing Barge Trust



Issue 129

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August 2020

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Centaur all ready for the season after the delayed rigging out due to Covid 19.
Picture by John Rayment

From the Helm

What a strange year this has been. All of that lovely weather in May when we should have been sailing, mixed in with waves of uncertainty as to whether we would sail at all. It really has kept the Committee on their toes, and in fact busier than if both Centaur and Pudge had been out and about gracing the East Coast with their presence.

In fact, it has been tough trying to remain positive on the sailing front, as the marine leisure sector has been well down the national list of priorities, and useable guidance thin on the ground. I am de-

lighted however that we have been able to rig out Centaur ready for a burst of short sails to end the season. Rigging Centaur is so important. We to make sure that she is looking her best and attracting the attention of Maldon's visitors as they may well be the crew of tomorrow.

I should again record my personal thanks to Tim Jepson and Geoff Harris who have beavered away in their own isolated world to get Centaur ready to rig.

The membership was asked to provide feedback on whether, or not there was an appetite for short day sails and the response

was very positive. Please make sure that you book a trip on Centaur if you can. Numbers may well be restricted, so don't delay.

Keeping with a positive theme, work on Pudge is now progressing at a pace with the old deck stripped away, and new beams starting to go in. As we anticipated, the opening up of Pudge has exposed a few areas for additional work, but nothing too serious. The viewing area at Fullbridge is now open with some very professional visitor information boards created by John Rayment and students from the Plume Academy. As part of our Lottery commitment, John has built a great

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(Continued from page 1)

relationship with Plume Academy which I am sure will continue.

You may also have noticed another of John's excellent projects, the pop up shop on the Quay. John's team of volunteers have been regularly manning the shop for a couple of weeks now and have generated sails of our range as well as generating lots of interest

from passing visitors.

Lee Shepherd, our roving in house photographer is keeping a comprehensive record of the Pudge work including time lapse photos which as well as being published from time to time, will be retained in the Trust archive for future reference.

As I write these notes, it does feel as if things are moving along nicely on track but given the way this year has gone so

far, I expect another twist or two still come.

For the first time in a while, I wish "good sailing" with some confidence that it might happen.

*Peter Taylor
Acting Chairman*

Membership Matters

Following the membership renewal process at the beginning of the year, we unfortunately lost a number of members who did not renew for a variety of reasons. It is important that we try and maintain our membership at reasonable levels as the income from fees goes towards supporting the Trust's activities.

If you know of anyone who would like to become a member, please get them to enrol. This can be done on line or by contacting me.

New members in the last two

months:

Paul Mason of Maldon
David Prime of Bristol

The Trust has a life membership category and we are pleased to announce that one of our members has recently upgraded his membership to that of a life member. If any other members would like to consider the same then please contact the membership secretary.

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.

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

Car Sticker

Included with your newsletter this month is a free car sticker which we would like you to put in your car to help promote the Trust.

The Trust had these printed at the beginning of the year but

until we knew what we were going to be doing in terms of sailing decided to delay distribution to the membership.

If you do not have a car, then maybe there is a window in which you could place it.

The aim is to get the Trust's name out into the public domain and hopefully promote the Trust's activities.

Many thanks

Trustees

IMPORTANT INFORMATION

Please see pages 9 & 10 in respect of arrangements for the Trust's Annual General Meeting and this years Laying Up Supper.

Although we at present plan to hold these it does depend on circumstances at the time so it is important that if you plan to attend either event you read the details on these pages and action accordingly.

Thank you –Trustees

Centaur Recognised as a Dunkirk Little Ship

The BBC announced on the 14th May 1940

"The Admiralty have made an Order requesting all owners of self-propelled pleasure craft between 30' and 100' in length to send all particulars to the Admiralty within 14 days from today if they have not already been offered or requisitioned"

Centaur had been requisitioned for the evacuation and towed to Dover with sb Lady Roseberry and sb Duchess. Unfortunately, she did not get the opportunity to travel to Dunkirk. Arthur Keeble was skipper and Jimmy Polly was mate. In the Trust book 'Centaur - Commemoration of a Centenary', it recalls the story told by skipper Arthur Keeble of when Centaur was lying in The Prince of Wales Dock, Dover alongside the yacht barge James Piper, which had been on her way to the Thames from the south coast, when a tug came in at excessive speed.

"Some of our chaps started a-singing out. 'Don't you worry, I said, he won't hit us. He can stop her' But he didn't. He came into us head first.

James Piper being outside, got her coam-

ings sliced through. But for a good ol' bumping, it didn't seem we'd taken any harm, though we had a good look round. Presently soldiers came aboard'.

'We're going to start a-loading you skipper.' That's all right I say, for we'd already uncovered. Presently though, one of the soldiers came down aft, 'There's water a-coming into your barge' he says 'I knew that for they started making a bulkhead of cans of drinking water under the mast case'

'No, no', he says, 'she's leaking skipper.'

"Dear O dear! So, she was too, water all over the ceiling in the hold, and we had a rare ol' job a pumping. Me and the poor ol' mate was at it all night long. A naval officer came along a took a look at us. 'The soldiers worn't to put no more aboard', he said. That stuff was too valuable to chance losing it, so they loaded it into sb Lark instead.

So it was that Centaur's opportunity to sail across the English Channel

came to an end.

SB Lark was abandoned on the beaches, and discovered by a group of soldiers and sailed back towards England. When the navy took off the survivors, sb Lark was sunk by gunfire".

Centaur left Dover on the 4th June to return to Cooks Yard at Maldon for repairs.

The application for Centaur to be recognised as a Dunkirk Little Ship was led by Steve de la Salle, a Trust trainee who spends the winter months helping with her maintenance.

Perhaps when Pudge is restored the Trust maybe able to use both of our barges to celebrate the anniversary of the evacuation.



Bill Watson—Skipper of Pudge 1923—1949



As part of the research work the Trust is undertaking relating to Pudge's Heritage Lottery Grant, Jean Rogers and Geoffrey Pugh have been trying to research the life of Bill Watson who was the skipper on Pudge when she went to Dunkirk.

Below are the findings from the work that they have undertaken.
Editor

William (Bill) Watson was born 29th September 1880 in the Post Office cottage Barling Essex.

He was baptized on 5th December at All Saints Church Barling.

William's parents were:

Elizabeth Brown 1845-1889

James Watson. 1846-1881

Both Elizabeth and James were born in Barling and married in 1869 at All Saints Church Barling.

The Browns and the Watsons were both quite prominent families in Barling.

The Browns were agricultural whilst Elizabeth's father **Samuel** farmed 43 acres of land and employed 3 workers.

The Watson's were mariners - farm labourers - oyster dredgers - barge owners and Masters.

On the 27th February 1881 when William was 5 months old his father James (described on the death certificate as a 'man servant') drowned after accidentally overturning a punt in Bar-

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(Continued from page 3)

linghall Creek. An inquest was held on the 1st March 1881- the verdict was "Accidental Death".

The Southend Standard newspaper report.

Fatal accident by drowning – On Sunday last between one and two o' clock in the day, a man named **James Watson**, groom and gardener in the employ of Mr Bousfield an independent gentleman, who has lately removed to Paglesham, met with his death in the following circumstances:---- Mr Bousfield having removed from Barling to Paglesham, Watson, who lived at Barling, was in the habit of going daily across the creek which divides the two places, and on Sunday morning he went as usual to his work and left his masters house about eleven o' clock; about one o' clock Mr A J Wiseman saw Watson at Paglesham hard, get into a flat bottom punt, and it appeared he went to his masters yacht and procured a sail, which he hoisted to get to his home. Some bargemen saw the boat adrift shortly before four o' clock, and called attention to it, search was made and the boat was found with the sail set, and an oar was found on the mud on the other side, the other one being missing; the body was shortly after discovered, lying partly in the water and on the mud. An inquest was held on the body at the deceased house's, by J Codd, Esq; coroner, and a jury, of who Mr Stephen Pitt was foreman.

The jury after hearing the evidence of Mr Wiseman, who last saw the deceased alive, returned a verdict of "Accidental death". Watson was 33 years of age, and leaves a widow and seven children.

Barlinghall Creek is a tributary of the river Roach.

William was the youngest of 7 children including 2 sets of twins.

John William 1870

George Henry 1873 - Twin brother of Harriet. By 1911 George was a Barge-master.

Harriet Mary 1873—Harriet was the only daughter. Gave birth to an illegitimate child in 1895.

Frederick James 1875-1962—General labourer in the local brickworks.

Samuel Joseph 1877—Bargemaster and barge owner.

Albert Richard 1877—Twin brother of Samuel

William 1880-1965—Bargeman

On 15 September 1887 his mother Elizabeth married **Jonathan Whale** (widower) in All Saints Church Barling.

This may well have been a marriage of convenience for both of them. Jonathan as a widower needed his 4 children cared for, and Elizabeth needed financial security.

Barling was a small village and Jonathan had lived there for over 15 years so would have known the Watsons for many years and may even have been a neighbour.

Two years later on 30 January 1889 when William was nine years old, Elizabeth died of Hepatitis with Jonathan widower, in attendance, she was aged 45.

Listed as a scholar in the 1891 census William (aged 11) is living with his stepfather Jonathan, brothers Frederick, Samuel and twins George and Harriet, plus his stepfather's four children.

Almost fifteen years after his mother's marriage, William is still living with his stepfather Jonathan Whale, but only William and Harriet are still there with Harriet's illegitimate daughter Alice. William is now employed as a waterman.

It seemed inevitable that William would work on the barges. His brother George was a barge owner and his cousin, **James D Watson** at one time owned at least 6 barges.

On 12th June 1905 William married **Eileen Frances Bristow** (1879-1941) in St Mary's church Strood Kent. His profession was still a Waterman. Her sister **Annie Grace Peters** and brother-in-law **George Edward Silas Peters** were witnesses. William confusingly gave his father as William instead of James, we can assume as he never knew his father except from hearsay, he had simply forgotten.

Although married as Ellen Frances, her birth is registered with the GRO as **Fanny Bristow** born 1879 in Epsom Surrey.

On 12 November 1895 and at barely 16 years old Ellen gave birth in the Croyden workhouse to an illegitimate son **Henry (Harry) Bristow**.

With William on the Resurga in 1911 Ellen was lodging in Rochester. No profession is recorded, but was a married woman with one child although Harry who would have been 15+ is not listed with her.

Ellen died 27th October 1941 in the Chatham Infirmary of, 'General Paralysis of the Insane', she was 58.

Harry Bristow Although no father_of Harry Bristow (1895-1941)_is on his birth certificate, in 1901 Ellen and her son were living in Deptford with **Harry Gosling** entered as her 'husband'.

Harry Bristow registered as a Merchant Seaman in 1918 and served as a mate with his stepfather William on Pudge from 1927 to 1929.

Harry married Mabel Fisher and by 1939 was an ARP warden in Rochester, Kent.

He died 1941 in Strood, Kent.

Arthur Emmanuel Hall born 1884 Earl Soham Suffolk joined Pudge in 1929 after Harry left. One of 18 children (3 brothers died in WW1) Arthur joined the Merchant Seaman and on 29th October 1919 was awarded the Mercantile Marine Ribbon.

For some reason Arthur was known as Dick and other than his birth registration never once used his middle name of Emmanuel.

William and Arthur had a lifelong friendship which lasted until Arthur's death in 1951.

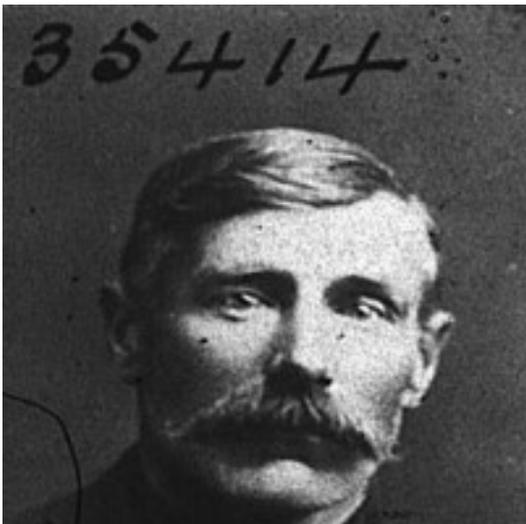
William was 5ft 7in, with blue eyes and a ruddy complexion - on his right forearm a tattoo of clasped hands.

Known as Bill or Billy on the canals and waterways he was noted for always wearing gold earrings.

It's possible that he moved to Kent after he started working for the London and Rochester Trading Co.

By 1911 William is Master of the Resurga and then in 1915 the Vista.

The Resurga was built in 1904 by Alfred Marconi White in Conyer, Kent for Samuel West and she was used up to



Picture of William Watson as found on his Merchant Seaman records in 1943

interrupted in spectacular fashion by the Second World War when she was requisitioned in May 1940 whilst in Tilbury, drafted to Dover and thence to Dunkirk to aid the evacuation, she was skippered by William. Three barges including Pudge were taken in tow by a tug and crossed the Channel under cover of darkness. As they reached the beaches at Dunkirk an explosion on the tug towing them, the St. Fagan, lifted Pudge out of the water and, in the words of her skipper, "she came down the right way up". She took onboard survivors and set off for England, picking up a tow from the tug Tanga on the way, to arrive safely back at Ramsgate.

then ending up together in the local pub.

William died aged 83 on 20th April 1964 of 'Ischemic Heart Disease' in All Saints hospital Chatham where his wife Ellen had died more than 20 years previously.

His address was the houseboat 'Sinbad' Canal Road Chatham.

In his will he divided his estate of £1957 11 shillings equally between his Nephew William Watson of Gt Wakering and his friend Stephen Rowland Baker of Sidcup, Kent who was his mate on Pudge between 1923 and 1925.

the 1930's in the cement trade.

Prior to joining Pudge as master in 1923, William master of the sailing barge Sir Richard with his mate on the Pudge, Stephen Rowland Baker. Sir Richard was built in 1900 by L. Glover at Frinsbury, on the Medway near Rochester for Hamerton-Hayne, and later sold in 1912 to the London & Rochester Barge Co in 1912.

Unfortunately, we do not know when William joined the London & Rochester Barge Co. but he was residing at that time at 14 Victoria Street, Strood, just down the road from the company's premises. William remained master of the Pudge until his retirement in 1949.

At the start of WW2 Pudge took part in the flotilla of 'Little ships' that in 1940 went to the rescue of the soldiers trapped on the beaches at Dunkirk France.

Her working life as a cargo carrier was

She then resumed her normal trade into and from London docks, Ipswich and the Medway ports with grain, cattle cake, fertilizer, etc. The last trip undertaken on Pudge by William was on the 1st December 1949 from Yarmouth to Rochester when she travelled 'light' with no cargo and arrived back at Rochester on the 2nd December at 9:00 am. Pudge had previously delivered 728 quarters of Barley to Yarmouth from London.

The final address for William on the half yearly returns was still Strood, Kent.

Retiring with Arthur Hall his barge mate and friend they moved into 'Thistle' an ex NAAFI motorboat at Chatham presumably refurbished.

Stories from locals and barge friends describe Bill and 'Dick as always bickering, often quite worryingly serious, but



Sir Richard—Courtesy of Ron Green - Hervey Benham Collection & SSBR

On page 6 are details of the various crew who served with Bill Watson

Jean Rogers, Geoffrey Pugh & John Rayment

Display at Fullbridge



The Trust has a display area at Chandlers Quay, where Pudge's restoration is taking place. Display boards and a leaflet produced by students from Plume Community Academy in Maldon, detail the history of Pudge and the work that is being undertaken under the Pudge Project.

The pictures show the display boards and the students along with their teacher and the Academy's Headmaster at a press launch in July. The Trust hope to arrange more projects with the Academy in the future.

Crew of Pudge during term of Bill Watson as Skipper 1923—1949

Year	Name	Position	Yr of Birth	Date Joined	Date Left
1923	William Watson	Master	1881	05/01/1923	06/12/1949
	Stephen Baker	Mate	1888	05/01/1923	01/09/1925
1924					
1925	Gerald Gray	Mate	1889	01/09/1925	21/03/1927
1926					
1927	Harry Bristow	Mate	1895	23/03/1927	15/05/1929
	Cyril Taylor	3rd Hand	1911	03/07/1927	Deserted
1928	Alfred Thompson	Cook	1911	22/01/1928	13/08/1928
	William Lambird	3rd Hand	1908	17/11/1928	Unknown
1929	Arthur Hall	Mate	1884	16/05/1929	06/12/1949
1930	Roy Pantang	3rd Hand	1911	20/09/1930	Unknown
1931	Herbert Evans	3rd Hand	1912	13/07/1931	Unknown
	Eric Wilmot	3rd Hand	1914	26/09/1931	26/05/1932
1932	Robert Boyes	3rd Hand	1874	13/09/1932	Unknown
1933/1939					
1939	R Godfrey	3rd Hand	1922	01/07/1939?	Unknown
1940	Mrs E Watson	Wife	1884	01/01/1940	1940 Unknown
1941/44					
1944	Reginald Sage	Cook	1927	01/01/1944	1944 Unkown
1945/9					
1949	Alec Harry Rands	Master	1918	08/12/1949	08/11/1950
	Gordon Richard Bagshaw	Mate	1933/4	08/12/1949	22/02/1950

New Stock and Pop-up Shop

Since the 23rd July the Trust has been running a Pop-up Shop on Hythe Quay, Maldon to raise the Trust's Profile, sell some stock of goods to raise income and sell some sailing trips.



In order to have more of a selection of items to sell some new stock has been purchased. Notebooks (£5.00) and pens (£1.50). These items can also be ordered online.



New polo shirts are also on sale for

Pudge Update

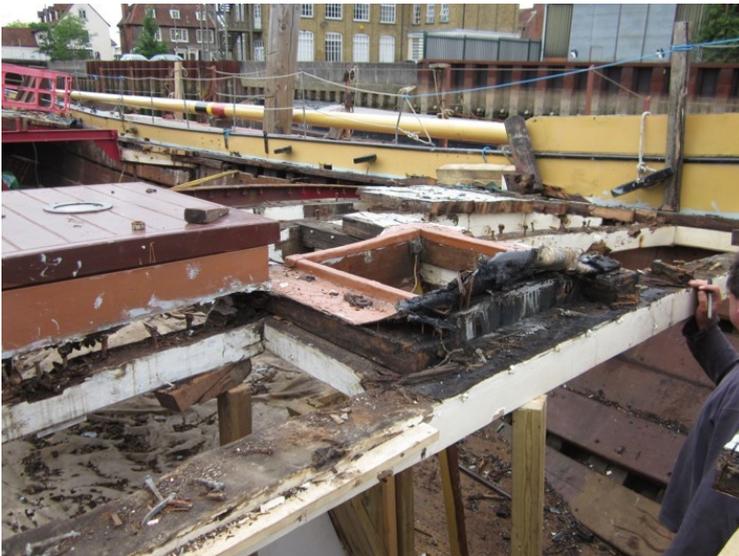
At the end of my last report Pudge was all prepared and just waiting for the dry dock to become available, which happened just a few days later. As soon as she was inside and had settled down in position her bottom was cleaned. Kevin Finch and his Team, which now includes a shipwright trainee called Cooper, fixed steel cables, rigging screws and Acro props across the inside of Pudge

and over to the side of the dry dock to ensure that she kept her shape when the deck planks and the structural wooden and steel beams were removed. The rudder and the steering gear, both masts and the sprit were removed. The wooden masts have been stored safely on the bottom of the dry dock, underneath the barge to keep them out of the sun.

over £1400 and has been manned by a group of volunteers on Thurs, Friday, Sat & Sunday. All income will go towards helping maintain the Trust's finances during the current uncertain times.



The next stage was the removal of the cargo hatches. Pudge does not have her original lift off hatch boards that she had in trade as they were removed when the hold was converted into accommodation and were replaced with a fixed boarded top. As, there was nothing traditional left worth saving it was all broken out and disposed of. We have kept the fore hatch skylight which



will be replaced after some repair work and both sliding entrance hatches.

The coamings, the name given to the sides of the cargo hatches, are normally made of one piece of good quality hardwood 5 inches thick. This gives them the great strength needed to carry the weight of the inner edge of the side decks which are fastened to their undersides. Removing them showed that there had been a number of repairs over the years whilst she was in trade. The starboard side was actually made up of two separate thicknesses of timber. Plus the whole of the hatch had been raised by adding pieces to the top in order to increase the cargo space. All this had allowed it to bow along its length, sinking down in the middle and taking the deck with it. This was the

major cause of all the deck leaks we experienced. We do know that Pudge had two collisions during her trading days which led to some major repairs, but we have no record of the actual work carried out. After both the main and the fore hatch coamings had been removed, all the deck planking was carefully stripped out. We have retained the engine room hatch which was in good condition and also the entrance to the skipper's cabin which has always acted as a skylight and held the compass binnacle. That is at present being restored by one of our volunteers and will be re-fitted in due course.

This just left the 9 wooden beams and the 5 steel beams left in position. Each of the wooden beams was taken out and replaced with one of the new ones that had already been fashioned (see May/June report). They have been positioned and fixed to a specific height to give the correct contour and camber to the deck.

We had previously examined the 5 steel

beams in situ and although we knew that some repair work would be needed, we thought that would be the way to go. However, when the deck had been removed and we were able to have a much closer inspection, we discovered that they were in a worse condition than we thought. On investigation we found it was going to be much

cheaper and also better long term to have new ones fabricated. So patterns were made and a price agreed and we are now awaiting completion and delivery.

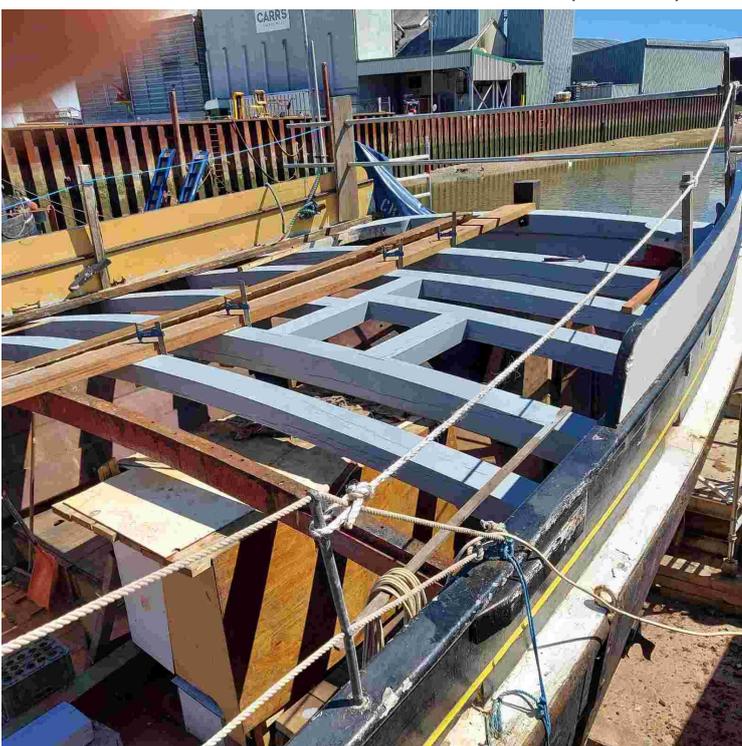
We knew that the saddle chock, the low rail which goes across the stern above the transom, had quite a lot of rot in it. We were concerned that the rot would have travelled down into the transom itself. However, when the shipwrights removed it they found that the rot had stayed within the transom and the transom and the corner knees were still in good condition. All that was needed was the replacement of a small wooden pad behind the rudder centre gudgeon iron.

Whilst all the stripping out was going on quite a lot of small metal items were removed which were part of the main structure and therefore the volunteers had not been able to remove them previously. These include the batten hooks which are fitted all round the main and fore hatches and hold the hatch cloth, battens and wedges in position. There are over 50 of these altogether. Also removed were the 4 large brackets which are used to locate and support the hatch boards and the two snatches (fairleads) from the transom. All these need to be chipped and cleaned back to bare metal, de-rusted and repainted. Due to the virus we are still unable to bring the Thursday Group into work yet, but several of them have volunteered to work on them at home.

The oak breast hook that sits behind the stem under the deck was found to have rot in it, so a new one has been made and is ready to fit. At the time of writing the shipwrights are completing the making and fixing all the other and various knees that help support the beams and keep the corners in position.

Peter Boss

*1st picture by Terry O'Sullivan
2nd picture by Peter Boss*



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I Like Big Boats and I Cannot Lie

Since joining up as a trainee mate with TSBT I have met a bunch of shipwrights, boat builders and restorers, and had what was a previously vague plan of getting out of the rat-race and getting hands on, galvanized into a cast-iron plan to go back to school and re-skill as a boat-builder, commencing this very September at IBTC in Lowestoft! In preparation for this, I have volunteered at various places to get a bit of experience, and was asked to write about it for this issue.

Starting with Barges, I was kindly invited to head down to picturesque Faversham



by Andy Taylor and Laurie Watkins to help out on some re-planking on Lady Daphne, currently in drydock undergoing some essential maintenance. On this occasion I was able to see how planks are made up to size or "spiled" to fit, and was also able to help scarfe up a long plank from two smaller ones, that's to say join them using a diagonal joint. It was a great day of learning and I hope to get back there soon to continue helping out, thank guys!

Not long after that, Laurie invited me down to help out on another boat he works on, the world famous Golden Hinde! What an honour to get to work on such a ship! Currently in drydock at her regular berth on the Southbank, she is undergoing a very extensive rebuild, as she has not had much done since she was built in the nineteen seventies and subsequently sailed around the world twice! It seems all that salty wet stuff did her a lot of good, as a surprising amount of timber was good to remain. As an historic replica, as much of the work as possible is being done in the traditional way, using the same or similar materials. This process included my banging in some frankly enormous rivets, and helping steam some epic planks, 25-ft long green larch, to bend into the hull as bilge stringers. This was a 3-4 man task, as there was quite a bit of bend and then even more twist into the for'rd section: but with a combination of big hammers, wedges, jacks,

brute force, sweat and tears (and more big hammers) the planks went in, and were made fast with some really big nails! Basically everything is really big on a ship like that! What an experience! Thanks again to Laurie, and to the rest of the ship-wrighting crew down there.

Finally, from big to small, I also spent some time with our own Mate, Chris Martin, on his 1930 clinker-built racing dinghy, down in sunny Tollesbury. A day was spent sanding, varnishing, epoxying, and chatting about old boats. I understand she has now been in the water, taken up and been sailed. Hopefully I'll get a go soon! It was good to hear about the work that Chris does at Circles Alternative Education, with kids who get left out of the current rigid system of education and stem subject exam targets etc, and is able to allow them to get hands on with boatbuilding and mechanical skills. Thanks, Chris for letting me get involved!

In September I will be starting college but I'll only be up the road, so as soon as we're allowed, I'll be back on Centaur, trying to remember how we do that sailing thing we did all that time ago.

By Duncan DeMorgan

Centaur Update

Maintenance work is continuing on Centaur in the splendid weather, it is very pleasant when we get a cooling sea breeze around mid-morning, it beats working in the cold damp winter weather as we normally do.

When the barges were in trade, they always had a few weeks down time to do the essential maintenance during the summer. Until recently there has been no deadline but then it was decided to rig the old girl out, so we had a flurry of activity, the mast and main sprit had to be cleaned and painted, the shrouds pulled out along the deck and the dead eyes and lanyards rove up as these had been unrove for maintenance earlier in

the winter. The winter covers were folded up and stowed away.

The hardest job was to rig up the forestay blocks and stayfall which is a considerable length of 16mm flexible steel wire. The stem-head block was lifted in place with some difficulty as it weighs about a hundredweight and was a tight fit on the new stem band, the triple block on the forestay is a little lighter but still difficult to fit, then the stayfall had to be rove, much fun was had by all !!

A team of skippers and mates rigged Centaur at the end of July and got very wet on the Saturday when it rained late in the afternoon when they were heav-

ing up. With the gear up the remaining winter covers were stored away and the barge generally tidied up and the decks scrubbed to complete the transformation from a laid-up craft to one in active commission.

There are still jobs to do, one being to clean up and sadolin the cabin top of the skipper's cabin. There are numerous spots of paint and tar to remove before it can be sanded down and sadolined. We replaced the cabin top decking, one beam, one coaming and the forward headledge back in 1987 as the original timber was well past its best, after all it was some 90 years old so had done very well. We

decided not to paint the decking but to use Sadolin which is a wood preserver and also lets the wood breathe, it has held up well over the years and saves a considerable amount of work compared with using conventional paint. The jobs are now mostly small ones but it is best to do them before they assume some importance.

warm conditions which we have at the moment.

Tim Jepson

We have still to sort out the barge boat woodwork which needs cleaning up and coating with Sadolin, also the bilges need cleaning up and flaking paint removed before repainting, it would be nice to repaint the outside of the hull but it depends on the weather holding up with the nice dry



Mallard taking a break on Centaur's Rudder
Picture by John Rayment

Important Information Regarding Laying Up Supper—Covid 19 Requirements

The Trust are planning to hold the Laying Up Supper on Saturday 31st October at the Maldon Little Ship Club. However this is dependent on the government's guidelines on the number of people that can meet at a location, and that the MLSC can cater for the number of people who may wish to attend. We have also made a reservation at another venue in the Maldon area in case the MLSC cannot cater for us.

We ask that anyone who wishes to attend the event applies as a matter of urgency, using the enclosed form and sends it to John Rayment by the **13th September**. Once we have de-

tails of numbers wanting to attend we will confirm to you the details of the venue.

If the number of people allowed to attend an indoor event does not rise above 30 then we will have to cancel the Laying Up Supper and you will be notified well in advance and your payment will not be banked.

Whatever arrangements take place, we will have to observe social distancing guidelines and be Covid secure. This will mean following the social distancing guidelines in terms of seating arrangements and observing the requirement of the venue in terms of buying drinks etc.

It is hoped that the supper can go ahead as we would like it to be a celebration of Centaur's 125th Birthday, which has unfortunately slipped us by because of this pandemic.

Applications for places will be logged on a 'first come first served basis' in case we cannot fit everyone who requests a place into the venue.

So please return the forms for your places as soon as possible.

John Rayment

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.

Weekend Working Parties for the winter have now ceased and dates for 2020/21 will be advised later in the year subject to Covid 19 requirements.

All Events up to September have been cancelled and those for the rest of the year are under review pending government guidelines. Please visit our website for up to date details or contact John Rayment

Saturday 19th September—Maldon Regatta

Social Events: AGM & LAYING UP SUPPER

Saturday 31st October—Maldon Little Ship Club.

AGM to start at 2:00 pm
Laying Up Supper 6:30 pm for 7:30 pm Start.

Important information
Please make sure you read articles on pages 9 & 10 regarding these two events.

Trust Sails—Revised programme

Due to Covid-19, the Trust has had to unfortunately cancel all of its planned sailing trips this year.

The Trustees have however put in place a number of 3 hour and full day trips from Maldon so that members and the public can enjoy a trip on Centaur during her 125th year and the details of these are listed below and on our website

Whilst on Centaur all passengers will be required to stay on deck at all times unless facilities need to be used.

Masks will need to be worn if passengers go below deck

A host will be on board to make sure that Covid 19 requirements are met and will serve tea and coffee as required.

The 3 hour trips cost £25 per person and the all day trips £45 per person, drinks are £1 extra. If you require food, then please bring your own picnic.

You must book in advance as we will not be able to take bookings on the

day. Please visit www.bargetrust.org/sail-with-us/our-cruises **Further dates are available on the website.**

For any further enquiries email bookings@bargetrust.org

These trips are the only way that we can do any sailing this year and we hope that you will take up the places available to support the Trust.

David Gibson

Date	Half or Full Day	Board Time	Return Time	From/To	Price per head
Saturday 15th August	Half	07:30	11:00	Maldon	£25
Saturday 22nd August	Half	12:45	16:30	Maldon	£25
Saturday 29th August	Full	07:45	21:00	Maldon	£45
Sunday 30th August	Half	08:45	12:00	Maldon	£25
Monday 31st August	Half	09:45	13:00	Maldon	£25

Dates for September will be released shortly and will appear on our website. Those members on our email marketing list will be notified as soon as they are released.

Important Information Regarding Annual General Meeting—Covid 19 Requirements

The Notice of the Revised Annual General Meeting is on page 11 of the newsletter.

You will see that we have as yet to confirm the location of the meeting. This currently depends on the number of people that are allowed to meet in one location remaining at 30 or being increased by the Government. We also need to make sure that the venue is able to meet Covid 19 requirements.

The Trustees have already reserved the Maldon Little Ship Club, but have also reservations at another venue in the Maldon area.

However, which venue we use depends on the number of members who wish to attend this years AGM and so as a one off, we are asking anyone who will be attending, to please let John Rayment know by the **13th September** at the very latest. By emailing him or sending a letter to the address at the foot of this note.

If you send a letter, please provide a phone number so that we can contact you on.

Depending on the numbers, we will then confirm to you the location of the meeting. This will also allow us to con-

firm with the venues and make sure that they are Covid compliant.

The Trust will also have to comply with Track and Trace requirements so everyone who attends will have to provide contact details and these will be held by the Trust for 21 days after the meeting.

Anyone who shows symptoms of Covid 19 are asked not to attend on the day along with anyone who has been asked to self isolate by Covid 19 Track and Trace. Masks will have to be worn and hand sanitiser used on entry to the venue.

There is also a possibility that the AGM will be cancelled, and those who have advised us of their attendance will be informed.

Where required social distancing will have to be observed. Teas and Coffees

will be available but these will be served to you rather than be 'help your self'.

We are sorry for having to impose such requirements, but it is felt that this is the only way in which we can make sure that the business of the Trust can

continue and allow us to meet our legal obligations.

Please confirm attendance by email to: johnrayment1954@gmail.com or in writing to 25 Repertor Drive, Maldon, Essex CM9 6FQ

Revised Notice of Annual General Meeting

Thames Sailing Barge Trust & TSBT Sailing & Charters Ltd

Agenda

To be held on Saturday 31st October 2020
At the Maldon Little Ship Club, Hythe Quay, Maldon. Essex **(to be confirmed)**
Commencing at 2:30 pm
Refreshments available from 2:00 pm

1. Welcome from Peter Taylor, Trustee and Acting Chairman for the Meeting
2. Apologies for absence
3. Minutes of the last AGM (*see below)
4. Matters Arising
5. Presentation and adoption of Annual Report by Peter Taylor (Acting Chairman & Trustee)
6. Presentation and adoption of annual accounts for Thames Sailing Barge Trust and TSBT Sailing & Charters Ltd to 31st October 2019 by Gerald Moore (Treasurer and Trustee)
7. Election of Trustees to Thames Sailing Barge Trust.
Penny Baines, David Gibson, Gerald Moore, Mick Nolan, David Perkins, Lee Shepherd and Peter Taylor
8. To propose and elect members of the management committee.
9. To propose and elect for roles of President and Vice Presidents
10. To propose an update to the Trust's rules for members (* see Below)
11. Award of Trophies for 2019/20
12. Any Other Business

* (copies can be emailed in advance to those attending)

Attendance at the meeting is open to all Trust members.

Form of Proxy

If appropriate, please complete, detach and despatch to TSBT, Handsel House, Walden Close, Gt Totham, Essex CM9 8UJ
Ia Trust member **will not** be attending the Annual General Meetings on the
31st October 2020 and therefore appoint or in his/her absence, the Chairman to
vote on my behalf on any resolutions put to the above meetings.

Signed.....Dated.....

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

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 11th October 2020



Pudge at Southend August 1935 cargo of sugar from London - Tony Farnham Collection

CONTACTS

Interim Chairman— Peter Taylor
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Secretary—David Gibson
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Treasurer—Gerald Moore
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Membership—John Rayment
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Working Volunteers Liaison Thursday Group—John Rayment
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