

Golden Chaffcutter Thames Sailing Barge Trust

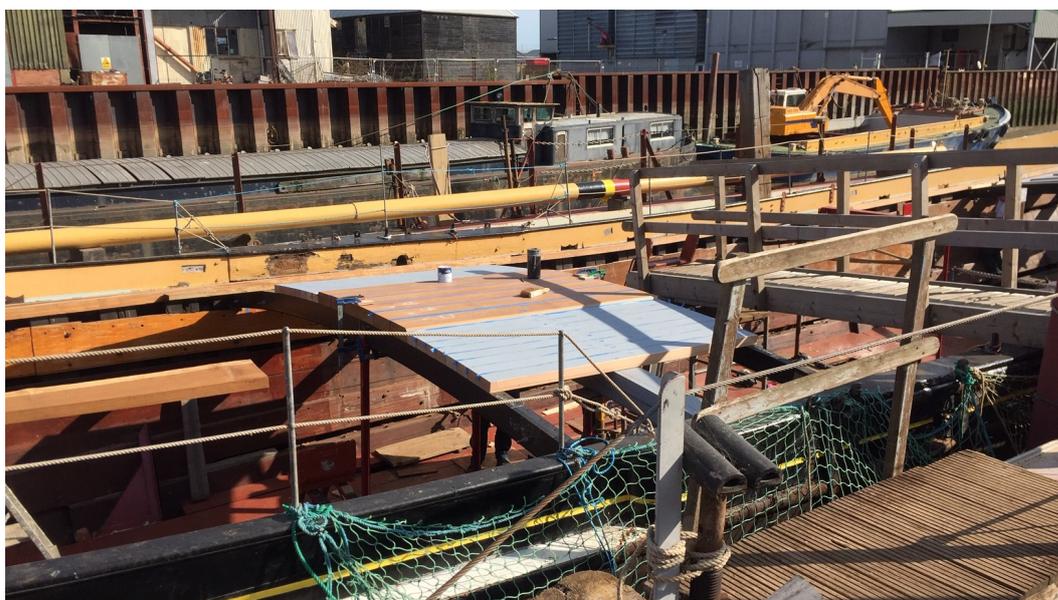


Issue 130

www.bargetrust.org

October 2020

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**Milestone reached during September with first of Pudge's new decks being laid.
Picture by John Rayment**

From the Helm

Just when the 2020 season has started to get in to swing, it is already over. The daylight hours are drawing in and the evenings starting to get cooler. This has led us to change the format of our last sailing trips, as it is quite noticeable that on sitting on deck all day is a big ask at this time of year and bookings have dropped off. The good news however is that up to the time of writing, we have had a hugely successful couple of months with Centaur running single and two tide trips using our Covid 19 safe system of work.

The last two months have indeed been so successful that it gives us an additional problem when thinking about the 2021 season program. Should we use one of the

bares to run some short trips again next year. Members thoughts would of course be very welcome.

This Newsletter provides all of the information that members need for the 2020 AGM. The Committee and particularly David Gibson and John Rayment have worked incredibly hard to find a way of ensuring that an AGM can take place and I would urge everyone to support the initiative of using Zoom to facilitate the AGM, and attend of course if possible.

As a committee we have been using Zoom meetings, with gradually improving results, all year, and it has been a terrific tool. If you haven't tried "Zooming" before, it really is pretty simple, and will mean that we can meet the Trust's

obligations and present a compliant AGM to the membership in these very difficult circumstances.

Full details of the AGM are provided elsewhere in this newsletter, and I very much look forward to seeing you all at the meeting, even if only as a small thumbnail on my screen.

Just to complete the positive news, Pudge has now had her first new deck planks laid and the reports from Terry O'Sullivan are very positive about the work going on. I am very confident that the main contract will be completed on schedule, and thoughts are now starting to focus more on the refit. Expect an update at the AGM.

Best wishes from the helm.
Peter Taylor



Membership Matters

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:

Susan Mason of Maldon
Mike & Rose Keulemans of Wigan
Gillian Carpenter of Heytbridge
Angela Clarke of Maldon

The Trust has a life membership category and we are happy for members to upgrade

their membership at anytime. If any members would like to consider upgrading then please contact the membership secretary.

Trust membership may also be a good Christmas present so if you have a friend who you know is interested in sailing barges then why not get him a years membership subscription.

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

Centaur Update

Centaur has been underway, most weekends for a little while now, there has been considerable interest in the 2-hour trips to Osea and the one-day trips further down our lovely River Blackwater.

At this time of year the weather can be unpredictable with deep lows bringing too much wind for sailing and we have lost a few days sailing as a result. Our last sail for passengers is early October weather permitting, then a training sail on the next weekend and hopefully unrig on the 17th October again weather permitting. Everything needs to be dry especially the natural fiber ropes before we stow them away on the lighter for the winter or things will start to rot.

We are still carrying out maintenance on Centaur while the weather is fine, all small jobs mainly painting. Old timber vessels need constant attention or what started off as a small problem rapidly grows to a more serious costly affair. There is one job that has needed doing for a while

and that is the replacement of the saddle chock. The current one was fitted in 1980 and has been gradually softening up in places. Recently we acquired some sawn Iroko boards and these

have been sawn to size and planned up ready to laminate in position. The current saddle chock has a straight top but should have been cambered as shown in some early photos, which we will create on the new one.

As far as winter working weekends as concerned these will start on October 17th when we will unrig weather permitting, and then every 2 weeks after that. Due to the virus situation we can only have 6 helpers and will only be working on a Saturday, there will be no working on the Sundays and no sleeping onboard. On the unrigging



Centaur coming into Maldon
Picture by John Guiver

weekend we will allow 8 helpers due to weight of gear to be moved and we will be working outside anyway.

It is essential that anyone planning to come to help on Centaur contacts me first on 01621 851817 or timjepson411@gmail.com or in the case of the trainees please contact Mick Nolan.

Tim Jepson

Memories of Pudge

In the last issue of the Golden Chaffcutter we published a record of the life of Bill Watson who was the skipper of Pudge from 1923 to 1949.

From 1955 to 1963 Ron Morley was skipper and in 1956 he was joined by his cousin Cecil Mortley as mate until 1958.

You may recall in the December 2018 issue of the Golden Chaffcutter Cecil Mortley gave an account of his life as a mate on Pudge.

As part of the research the Trust has been undertaking we have been back in contact with Cecil and his family to find out more about their time on Pudge. Unfortunately Ronald is suffering from dementia and is in a nursing home, but we have spoken to his daughter Sandra and she has provided information about what she remembers of her father when he was on Pudge.

We are please to publish both of their stories below.

Memories of Cecil Mortley



Cecil Mortley aged 17

When I joined my cousin Ron Mortley on the Pudge back in 1956, as mate, I was sixteen. The first thing he did was to get me to sit in the bosuns chair and he hauled me to the top of the mast. I remember saying " You won't let go of the rope will you Ron,?" it seemed a long way up but a marvellous view from the top.

Another time on a very foggy morning. I climbed the rigging so I was way above

the fog and I could look down and see the sheet of mist with the masts from other vessels protruding out of it. I thought it looked really spooky.

Whenever we were going up the river to the docks, I always made a shepherd's pie as it was easy to warm up when we were ready to eat. Ron had taught me how to cook, it was often shepherd's pie, or corned beef and mash and milk pudding. I made a macaroni pudding one evening in my cabin, and it smelt so good, I ate the lot myself. Ron must have smelt it from his cabin back aft and he came forward to the fo'c'sle where I was and said where was his pudding? He wasn't happy when I said I had eaten it. He said " remember I go halves with the stores round here !" I'm afraid I was a bit selfish and thoughtless at sixteen, but I think I made him another a couple of days later.

Once we had dropped anchor off Denton, near Gravesend, Ron asked me to scull him over to the pub (I think it was called "The Ship and Lobster") so he could use their phone to ring the office for orders. Well the tide was ebbing and running fast, we were facing slightly up river against the tide and I had to scull really hard to get him ashore and the oar broke . As luck would have it we had a spare, so we managed it and we also got back to the barge ok. Nobody rowed in those days, it was all sculling.

Another time we were laying at anchor down at Long Reach, just past Cliffe. It was a really cold night, there was ice and frost on the rigging and everything was white. We were supposed to muster at 2am to catch the tide along with four other

barges, to go up to Ipswich for unloading. I woke up at about 2am to hear the other barges blowing their horns to wake us up, but as Ron didn't stir, I snuggled down and went back to sleep. Ron came charging along at about 6am , "HERE, GET UP! We've overlaid, got to get going ". "Oh, have we ?" I said innocently !!!!!. Anyway, we set off and got to Ipswich about 1.30pm. The other barges were

moored up to the Quay still waiting to be unloaded. So, we went aft of them and I jumped ashore and slackened their ropes off, so we could get in-between and pushed ourselves up inside to the front and made them fast to us. As we were supposed to be first on turn to unload anyway, we were all carrying corn, we had 175 ton of it. So, we had had a good night's sleep and didn't lose our turn !!

While we were in Ipswich, on the barge next to us was a mate a few years older than me, he was a Scot., he apparently liked a drink. One evening about 9pm he was sitting on the hatches of his barge with a bowl on his lap, I could hear him reaching and being sick. When I looked I could see his nose was pouring with blood. So, I jumped aboard and got a tea towel from his cabin so he could hold it to his nose, and I walked him to the local hospital which was about ten minutes away. They cauterized his nose to stop the bleed, but while we were walking back it started again, so back we went and they did it again. This time it was ok. I think it may have put him off drinking for a while. I never went drinking only an occasional pint, Ron never went ashore. He was always eager to get the train home to his young wife and family, I would stay aboard and look after the barge, and keep it pumped out if she made any water. A couple of times Ron's wife Kath would join us for a trip, she was a nice jolly person and she would take over the cooking, Great !!!

Ron Mortley and Family on Pudge by his daughter Sandra

As very young children my brothers and I would spend time away with Dad (Ron) and Mum on the various vessels that dad was skipper of.

My memories of the Pudge are mostly from what my parents told me.

We would sail from Rochester up to London Docks. I can remember tying-up alongside really large ships and waiting to load or unload. Before we arrived Dad and the mate would have to lower the mast to get under the bridges. Then prepare for loading/unloading by taking off the huge can-

(Continued on page 4)

(Continued from page 3)

was sheets which covered the hatch. Then all the hatch boards would be stacked at the ends to enable access to the hold. I was never allowed outside on deck during all of this, I had to sit in the wheelhouse with Mum! I can remember being carried along the deck and looking down the hold, it seemed huge to me then.

I remember dad had his cabin near the wheelhouse. It always seemed very dark. There used to be a bit of light coming from the small, oblong, thick glass blocks in the ceiling.

Dad told me that on hot days when the hold was covered up he would fill the rowing boat with water so us children could paddle. I can remember him using a bucket on a long piece of rope to scoop up seawater.

I can't remember the sails being used when we were underway but I do remember lots of ropes coming down from the mast and the brown/red coloured sails rolled up.

Wherever we went we always got lots of wave and smiles from the people ashore. The sailors on the large ships



Ron Mortley with his daughter Sandra on Pudge in 1957

would call over and chat to us children, asking if we were having a good time. Mum said that a lot of them thought we lived on the boat.

I can remember always feeling excited

when we were going on board. I used to love watching dad do his job. I used to think he was so clever knowing how to be a skipper, I think I caught the sailing bug which is probably why I joined the Royal Navy when I was eighteen.

I hope my 'ramblings' are of some use. I think Dad enjoyed his time as skipper on the Pudge. It's the one he used to talk about the most. We carried on going away on trips on the other vessels he skippered right up until we were teenagers. Two of my brothers even did a bit of work with Dad when they were in their mid to late teens.

Squall Shocks Barge Club

Over the last few weeks I have been going through copies of the very first newsletters that the original Thames Barge Sailing Club issued back in the early 1950's. These were lent to me for copying by Don Wright of the SSBR. At this time the Club were looking to raise funds to purchase the barge Arrow and it was interesting to see the difficulties they were having in finding £12 to make up the final total.

Coincidentally, I also received a copy of a newspaper article from Trust Skipper Doug Nicholls about the Arrow and I thought I might share this with you.

Editor

Frosty was injured saving the dinghy. Squall Shocks Barge Club.

Frosty should have been on watch on the sailing barge Arrow yesterday, but

instead, he was in hospital. It might have happened to anyone, the crew agreed, in those waters where the gentle Medway meets the Thames.

Gentle Medway? While Frosty—60 year old Stanley Frost, of Lewisham—lies up, I'll tell you the truth about it.

We all went aboard from the village of Hoo on Friday night—a night full of stars, with quiet water and a nightingale down in the woods by the shore to sing us to sleep.

61 years afloat

There was Harry Sewell (the duty mate), Bruce Elliott, of Dagenham, Frosty, Alf Foot, Dick Moggs, and Henry White—all members of the Thames Barge Sailing Club, game for a week-



Spare-time bargees set sail in the Thames barge Arrow. Even the women, embarged as cooks, haul on a sheet when the cry is "All hands!"

end afloat.

Maureen and Jean, club members, too, signed on as cooks, and old Harry Phillpott was there as skipper to see us safely through. For 61 years—he is 77—Harry had handled sailing barges on these two rivers.

“Lets have the news,” said Skip, as we moved almost imperceptibly downstream. “See what the weather’s doing.” So we switched on the radio and heard the announcement “Winds light to fresh, force three to five.”

Buoy ahead!

The forecast - putting it mildly—was a little misleading. Somewhere between Sledge Ooze and Bishop Ooze it came on to blow.

Arrow lived up to her name. She is 60 years old, and stoutly built of 3-inch

oak and pitch-pine. She is 85ft. Long, with a 19ft. Beam and a main-mast 60ft. High

She creamed through the water, leaning away at 10 knots, proud, magnificent, until—all admiration blew clean out of our heads. In minutes the breeze was a gale, the water white, as a squall from the north-east hit us with a bang.

It was then that Frosty was hurt. Alf went forward, and the wind took up his cry “Buoy ahead! ” Frosty was scrambling aft to haul the dinghy clear when we sheared into the buoy and holed the little boat. The dinghy was saved, but Frosty was hurt. As the line jerked out, it pinned his hand against the timbers.

We took Frosty down to the galley where Maureen bandaged his hand. He was badly shocked. One finger was ripped to the bone, another possibly broken.

Forget the shore

Luck was with us in the quiet water. Jock Bryant, of Gillingham, another club member, came alongside in the motor-launch Iris. While the crew hauled up the dinghy for repairs, Jock took Frosty ashore where he was sent on to hospital.

It’s a guinea a year’s sub for this club. And a guinea each weekend you sail. Cheap at the price? It’s a gift.

Look to the shore—then forget it. It is a world away. And you—not alone, but in good fellowship—are just half-way to Paradise.

Article written by Michael Gilderdale Newspaper and date unknown.

100 Club

The winners of the bi-monthly draws are published in the Golden Chaffcutter.

All income raised through the 100 Club is put aside towards large scale projects such as the new decks on Pudge.

Due to the renewal of the Club for the forthcoming year we are now publishing the winners of the last three draws.

May/June Draw

- 1st Prize £50 Dave Perkins
- 2nd Prize £20 Brian Dawson
- 3rd Prize £10 Pat O’Sullivan

July/Aug Draw

- 1st Prize £50 David Jupp
- 2nd Prize £20 Peter Duckworth
- 3rd Prize £10 Peter Duckworth

Sept/Oct Draw

- 1st Prize £50 Phillip Banks
- 2nd Prize £20 Brian Dawson

3rd Prize £10 Michael Maughan

If you would like to take part in the 100 Club, and help raise funds for the Trust, then please contact me on 01621 788276
Thank you for your support.

Terry O’Sullivan

Pop-up Shop

As you will have read from the chairman, the Trust tried a new initiative during late July and August and opened a Pop-up Shop on Hythe Quay to attract sales, raise the Trust’s profile and income along with selling our short programme of half and one day sails.

As part of the help provided to the heritage sector by the Heritage Lottery Fund we also purchased a fully printed gazebo which enabled us to stand out on the Quay at Maldon. The district council required us to purchase a permit and charged us a nominal daily charge for using the Quay and on the 23rd July we opened up for four days a week (Thurs, Fri, Sat and Sun) weather permitting.

The stall was managed by John Rayment and a small group of volunteers and a rota was set up to have three people each day talking to the public. The volunteers came from the Thursday Group and Trainees.

We would like to thank those who stepped in on occasions to cover at short notice when needed.

The shop sold £2400 of stock including some pictures that had been donated by members over the last couple of years. We sold a number of trips and signed up 3 new members. Some days were quieter than others but on our best day, August Bank Holiday Monday, the last day of opening we sold £244 of stock.

One outcome of the shop has been the purchase of a card payment machine at a small cost in terms of set up fees and commission and this will be placed on the barges in the future to help generate more income when sailing.

Thank you to everyone who took part. The initiative was such a success we plan to do this again during the holidays.

If you are interested in going on a volunteer list, please let John Rayment know.

Training Resumed

Our second year of barge sailing obviously hasn't featured very much barge sailing, due to 'The Airborne Toxic Event'1. But, finally, a window emerged and we were offered the chance of a weekend training sail on fleet newbie Blue Mermaid.

Our small group arrived from all directions at Heybridge in the early afternoon and boarded the barge boat to motor us out to her unblemished cloud-grey form.



Whatever memories of which rope is which, and in what order, have long since disappeared under the silt of city life, so this was a brilliant opportunity to go over the basics again; to re-connect all of the overlapping systems of weather, sail, line, winch, and wind.

On our first afternoon we set off from Heybridge to Mersea, anchoring off Osea for a spell in the afternoon. We used the working sails in teams of two, refreshing the lines while underway

with mixed success. Being somewhat rusty about how much effort things should be, I managed to pull a knot through a block on the winch, bringing glory to the Trust.

On day two we began the morning in Blue Mermaid's cavernous hold with a detailed whiteboard refresher of sail anatomy, and Skipper Richard talked us through his decisions and problem-solving from the day before. The refresher helped consolidate our experience, and meant that we were faster able to execute commands.

In the afternoon we sailed along the Blackwater to Bench Head, and set the Jib and Jib Topsail. The winds were gusting occasionally 6, and we heeled enough to feel like we were steaming along gloriously.

On the third day we tacked upriver, cov-

ered the theory and practice of heaving to, and had a Man Overboard drill. We steved the bowsprit, landing back on her buoy at Heybridge in the late afternoon. At one point the wind had died, but very much effort to fetch up the Sweeps encouraged it to resume service.

It would be difficult to overestimate the value of a small group training sail, with a Skipper and Mate who are patient instructors. It appears

that using an engine, while categorically not cheating, is definitely cheating, and I'd love to do more drills with sails alone. Having a 'director's commentary' from a Skipper is incredibly valuable, because it's difficult to stay aware of the whole barge when you're working a particular part, and because if you can't remember what something is you can often remember why, and work backwards.

In particular, having Hillary as a mentor and role model for the Bargewomen had a massive impact on us, and we really appreciated the time she took to talk us through how she tackles things.

Very many thanks to the crew.

*Pictures and editorial by
Cressida Kocienski
Trainee*



Pudge Update

When I wrote my last report we were still waiting for the delivery of the new steel beams. These beams go right across the barge at deck level to support the forward and after ends of both hatches known as headledges. However, this gave the shipwrights the opportunity to work on another necessary job at the bow.

For some time we had been concerned that some cracks in the timber of the stem had been getting wider and had already purchased a piece of timber to fashion a new stem. To remove the old stem it is necessary to first remove the stemband. This is a steel bar around 4" wide and 1" thick which is fastened right up the front of the wooden stem. At its top end it has a forged eye to

which the forestay is attached and bolt holes spaced along its length for fitting it to the stem. The shipwrights have now fashioned and fitted the new stem and are waiting for the blacksmith to complete fashioning a new stemband which will be changed slightly in design in order to give the new stem a longer life.



Taken from the afterdeck showing foredeck and mastdeck with the two king planks going from stem to stern plus scarf joint ready for gluing. Picture by Peter Boss

caulking grooves running down the side. Thicker and stronger timber is used under the mast, which also sits on top of a 9" square wooden beam with a steel pole going down to the keelson. This ensures that the deck can take the extreme load and pressure exerted by the mast, especially when sailing in heavy weather conditions. As each area of decking is completed all the caulking seams are covered with tape to keep out any dirt, shavings etc. and they are given a coat of primer.

Once these three areas of decking are complete it is time to fit the king planks. The king planks are the double width deck planks that go right along the length of the barge from stem to stern and also act as a base for the sides or coamings of the forehatch and mainhatch. At the time of writing the king planks have been cut and laid in position on both sides. The scarfs have been cut and are in the process of being glued.

Peter Boss

More pictures of Pudge's restoration can be found on our website www.bargetrust.org/pudgeproject

It was also necessary to make some repairs to the inside edge of the covering board, the deck plank that goes all the way round the outside edge of the barge, covering over the top of all the framework and to which the rails are fastened. We knew that in places there were small amounts of rot along the edge of the covering board which would need to be repaired before deck planking could begin.

At this stage the weather suddenly changed and much wind and rain was forecast. Fortunately Pudge already has a purpose built cover which was immediately brought to Fullbridge Quay by a few of our volunteers and under the guidance of the Trust's 'tent erector in chief' the shipwrights soon had it in position and bowed down firmly. This enabled work to continue on the deck at a pace and in the dry.

The new beams duly arrived and as Kevin Finch had made patterns of all the bolthole positions in the old beams he was able to transfer them directly to the new beams using a magnetic base drill. This speeded up the process and they were soon being craned on board into position and bolted in place.

The next area to be tackled was the foredeck, but before that could be started the windlass bitts, which had already been prepared in the yard, had to be put in place. The bitts are the large timber posts on each side of the anchor windlass which hold all the operating parts in position. Normally only the upper, above decks section of these timber posts are seen, however for maximum strength they go through the deck and right down to the bottom of the barge.



New windlass bitts pictured from below decks with black thrust beam. Picture by Terry O'Sullivan

The shipwrights were then able to start work on the deck planking, beginning with the mast deck. All the deck planks had been previously cut to length with

Directly in front of them is the last of the five new steel beams which have been fitted. I call this the thrust beam because it helps take the thrust of the massive force that the anchor can place on the windlass at times. Once the bitts were completed it was time for the majority of the foredeck to be laid from the stem back to the forward headledge of the forehatch.



New windlass bitts above decks before being cut to exact length and new foredeck area with seams taped. Picture by Terry O'Sullivan

The shipwrights followed on by completing the afterdeck in the same manner from the transom up to the after headledge of the mainhatch.

Dates for your Diary



17th October,
31st October
14th November
28th November
12th December

These dates are subject to any Covid 19 restrictions so only six volunteers will be allowed on each date. If you plan to help, can you please call Tim Jepson a few days prior so he can manage numbers. If you are trainee then please advise Mick Nolan.

We have provisional dates for the 2021 AGM and Fitting Out Supper and these are below along with provisional Open Day dates.

Saturday 24th April —Maldon Little Ship Club.

2021 AGM to start at 2:00 pm

Fitting Out Supper 6:30 pm for 7:30 pm Start.

Provisional Open Days

May Day Open Days
Sunday & Monday 2nd & 3rd May

Maldon Mud Race Open Day
Sunday 23rd May

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 will only be on Saturdays and the dates to the end of the year are as follows:

Tim Jepson can be contacted on 01621 851817 or timjepson411@gmail.com

All events for this year have now been cancelled due to Coronavirus. The AGM is taking place as a virtual meeting and details are contained in this newsletter.

Important Information Regarding the Annual General Meeting of the Thames Sailing Barge Trust and TSBT Sailing & Charters Ltd.

The AGM for 2020 will be held on Saturday 31 October at 1430.

Due to Covid 19 the AGM will be conducted on-line using a ZOOM app. If you wish to take part in the online AGM and we have your email address we will send you details of how to join. If we do not have an email address for you then contact John Rayment at johnrayment1954@gmail.com and a link to ZOOM will be sent to you.

The 2020 AGM agenda is detailed on Page 11 of this newsletter.

Minutes of the last AGM will be sent by email to those members for whom we have an email address. If you do not receive an email copy, but require a copy, please contact John Rayment on 07587 141054.

The AGM will include five Ordinary Resolutions which are subject to a vote of members.

Item 6 Adoption of annual accounts for Thames Sailing Barge Trust and TSBT Sailing & Charters Ltd both for the period ending 31 October 2019. A copy of the accounts are included with the Newsletter

Item 7 Election of Trustees for Thames Sailing Barge Trust. All 7 were appointed under article 37 to serve until the next AGM when they will stand for election.

Item 8 Election of members of the Trust's Management Committee. This will be a single vote to re-elect the whole committee.

Item 9 Election of President and 3 Vice Presidents.

Item 10 Changes to the Rules of the Trust as detailed in this Newsletter.

Members who do not wish to join the AGM, but who wish to vote on agenda Items 6, 7, 8, 9, and 10 can do so using the **Form of Proxy** which is

David Gibson
Secretary

Chairman's Report AGM

It is both customary and respectful that at our AGM we pause to reflect on those members that have passed away since the last meeting. I would like to record my thanks for everything that these members and their families have contributed to the Trust over the years.

Gary Butler
Shirley Orchard
Rita Valentine -Smith
John Golledge
John Fuller
John Prime.

If I have missed anyone from the list, I humbly apologise.

Thank you to all our members again for the support shown to the Trust over the past months in what has been the most difficult period that I can recall. Members are the lifeblood of the Trust and we need to ensure that our membership is central to the operation and we try to do this by providing a broad program of sailing, and our bi-monthly newsletter. However, as a Committee we must recognise that our membership is both aging, and less engaged with the sailing of the barges.

We see it as a priority to work on our membership offering over the coming year, and any member with ideas on this would be welcomed with open arms into our discussions.

We cannot go backwards though. The Trust is no longer a Club and we have commitments to the general public as a consequence of the funding that we receive through the Lottery Heritage Fund and other major contributors.

Without these funding sources we would be overrun and certainly not looking at the restoration of Pudge in the way we are. I read through the Centaur centenary book recently, and it is simply staggering to read about the achievements of members thirty or forty years ago taking on massive projects. Whilst the trainee program is uncovering some great new talent, the reality is that we will not be recreating the amazing feats of our contemporaries any time soon.

It is up to this generation to set our two wonderful barges up in a different way, as we aim to sail on for the next 25 years. Quite possibly difficult decisions will have to be made. It has been said that to own one wooden barge is madness, but to own two! Well that's where we are. We will need to raise significant funding for Centaur again over the next few years and there is already a continuation schedule of work planned for Pudge.

The reality is that one way or another the Trust will need to raise funds for both barges through a combination of sailing revenue, external fund raising and our own efforts. I would very much welcome any member with views on this to step forward and join the conversation.

Taking a positive view, we decided in August to rig Centaur out late and produce a mini (Covid 19 compliant) sailing program. This meant moving away from our traditional weekends and charters and focus on short day sails. Although this is not our traditional market, we managed to launch the program just as the new website and online booking system went live. The result was pretty much a sold-out program over the last

7 weeks or so raising a decent income. We also managed to coincide with one of the best initiatives that I have witnessed in the Trust. The opening of the pop-up shop has been a revelation. Not only have our volunteer shop keepers raised a good sum through their efforts, but, and this is a really big BUT, by talking to passers-by, we have picked up bookings, charter enquiries, new members and a whole lot of goodwill. To John Rayment and all of his team, I think you have done a great job.

I am sure that all of you will have been following progress on Pudge's rebuild through the newsletter and website. This has been an exciting project and thanks to the close management of the Pudge Technical Group the project is progressing with some pace, and broadly to budget. As we had expected there have been some unexpected issues to resolve, however working in a smart way with shipwright Kevin Finch these have been resolved within the workflow, and the job kept on schedule. Up dates on the Pudge project are regularly appearing, and of course she can be viewed from the purpose built viewing area at Fullbridge.

Despite everything that 2020 has thrown at us, I believe that the Trust has navigated a safe passage through the year and remains in a strong position to face 2021.

My thanks to all of the Trustees, Committee members and Officers of the Trust who have, without exception, worked tirelessly again this year.

Best wishes
Peter Taylor Interim Chairman

Annual General Meeting—Changes to Rules of Trust

The Trustees are seeking the following changes to the Rules of the Trust to be voted on at the Annual General Meeting on the 31st October

Last edition of rules 5th January 2018

ITEM 2. ADDRESS

Amend to read

The address of the Trust shall be the Handsel House, Walden Close, Gt. Totham, Maldon CM9 8UJ or such other place as may be decided by the Trustees.

ITEM 3. MEMBERSHIP AND ANNUAL SUBSCRIPTIONS

Amend item 3.2, 3.6 & 3.9 to read

3.2 Sole Concession Membership was only available to members who were aged 65+ before April 2018. Concessionary Members shall be entitled to all the rights and privileges of Full Membership.

3.6 Corporate Membership is available to companies or other business entities

(Continued on page 10)

(Continued from page 9)

who will receive the benefits of one Full Membership except that any director, partner, employee or staff member of the Corporate Member may with the authority of the Corporate Member sail as an individual and subject to a maximum of twelve such sailings in any one year by any one Corporate Member. The Corporate member may itself charter a barge.

3.9 The Trustees have determined that until further notice the subscriptions shall be as follows:

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, Pre April 2018 Concession £25 pa

ITEM 6. OFFICERS OF THE TRUST

Amend Crewing Secretary and Charter Secretary to Bookings Secretary

10. LIMITATION OF LIABILITY AND FINANCE

Amend 10.5 to read

10.5 Application for Membership of the Trust will be deemed to constitute consent by a Member who is duly accepted as such, to the holding of relevant data for the purposes of the General Data Protection Regulations provided that this provision shall not authorise the disclosure of any such data to any party otherwise than for the objects of the Trust.

John Rayment
Membership Secretary

Treasurers Report Year End 31st Oct 2019

Detailed below is the financial summary for the accounts as at the 31st October 2019, which are enclosed with this newsletter.

The financial year shown was interesting indeed. I will deal with the components in order of complexity, starting with the simplest. Items in brackets are 2018.

TSBT Sailing & Charters Ltd

Income

Net sailings £18k (11k)

Centaur had a keen sailing programme which saw Charters up by £2k but General Sailings down by £1k. Overall the initial income was good considering only one barge sailed but refunds were up to £7.3k.

The sailing year was cut short by the stem band problem which could have had a much greater impact had it been earlier in the season.

Unlike the previous year, there were no transfers to/from the main Trust accounts.

Expenditure

Maldon Dist. Council wharfage after discount = level £13k for all vessels. Crewing costs were £2k less (only one barge) but food bills were slightly up. External crewing still puts a burden on Sailing & Charters. Diesel costs were saved by using Pudge's tanks £1.5k

Pudge Project part funded By Lottery Heritage Fund and others

We have various budget categories running through to the end of 2023. Education and research will go beyond the physical build.

We continue to appeal for funds and have been relying on volunteer labour guided by experience to reduce the Trust's share of the Project cost. We were very grateful for a substantial donation from a member

In view of the bank balance, we have chosen to show but firmly ring-fence the Project as a long-term liability in order that we are not assessed for Tax based purely on bank balances. However, the effect of this is to severely reduce the Net Reserves on the Balance Sheet.

At the time these accounts were prepared, our purchase of timber was almost finished and the work beginning.

Thames Sailing Barge Trust

Income

Main sources

Membership Subscriptions but almost half pays for Newsletter £8.6k (£10.2k)

Donations either with Subscription or random and Gift Aid reclaimed £17k (£19k)

Open days- limited in number as Centaur sailing £2k (£1.4k)

Social events proved difficult with just one barge £2k (£4.3k)

Sales of merchandise £1.6k (£1.2k)

Overall, we added £2k to our cashflow after expenditure notables of:

Centaur stem band initial work £0.7.
The balance will fall in 2020 accounts

We expected purchased items and services (food, postage etc.) to rise with inflation, so with Pudge out of action again this year we must continue to be prudent and seek more economic alternatives. We had one external skipper and one house skipper donate their fees back to the Trust – Thank you

Expenditure

This was very much according to budget, other than items mentioned above

In conclusion

You may guess from these accounts, that whilst in 2019 we were not, and are still not, in an poor financial position, our finances will still continue to need vigilant management by the Trustees

I would like to thank all who have given their time and efforts to keep the Trust going and raise awareness with the public. Also, the organisations that are helping us with grants and donations to maintain and promote this unique sailing heritage

We are currently enduring the restrictions of Covid 19, which had no effect on these financial statements, but they will feature heavily in 2020's accounts. We are grateful to Lottery Fund for one off emergency grants which have helped us deal with the extra safety measures and help with a

revised sailing programme. *Gerald Moore*
If you have any questions please email *treasurer@bargetrust.org*
the treasurer at the email address below.

Revised Notice of Annual General Meeting

Thames Sailing Barge Trust & TSBT Sailing & Charters Ltd Agenda

To be held on Saturday 31st October 2020
By Zoom Meeting
Commencing at 2:30 pm

The Trust will email you details of how to join if we have your email address. If you do not receive an email but wish to join, please email John Rayment at johnrayment1954@gmail.com and a link will be sent to you.

1. Welcome from Peter Taylor, Trustee and Acting Chairman for the Meeting
2. Apologies for absence
3. Minutes of the last AGM (emailed to members for whom we have emails) those without can obtain by contacting John Rayment on 07587 141054
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) (included with this newsletter)
7. Election of Trustees to Thames Sailing Barge Trust.
Penny Baines, David Gibson, Gerald Moore, Mick Nolan, David Perkins, Lee Shepherd and Peter Taylor (see voting form enclosed with this newsletter)
8. To propose and elect members of the management committee (see voting form enclosed with this newsletter)
9. To propose and elect for roles of President and Vice Presidents (see voting form enclosed with this newsletter)
10. To propose an update to the Trust's rules for members (changes detailed on page 9 of this newsletter)
11. Award of Trophies for 2019/20
12. Any Other Business

Attendance at the meeting, which is by Zoom 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 Secretary 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 30th November 2020



Centaur returning to Maldon after one of her half day sails. Picture by John Guiver

CONTACTS

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