

# Golden Chaffcutter

## Thames Sailing Barge Trust



Issue 133

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

April 2021

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Centaur taken during the Medway Match of 2005  
Picture by Granville Davies

## From the Helm

Welcome to the spring edition of the Golden Chaffcutter. In many ways this edition sets the tone for the new sailing season, and I am sure that we can set a very positive one for 2021. It seems likely that we will be able to run a more normal program this year albeit with a tentative start. We will be running more of the highly successful short sails for the first months, but as we hope the impact of Covid declines, then we will get back to something more familiar.

As some will already know, Centaur is rigged out already due to filming at the quay which also saw two young

budding actors making their debut in "Essex Serpent" an adaptation of the book written by Sarah Perry and being filmed for Apple TV. Those same two, Tim and Geoff, having done a great job in preparing Centaur on their own due to Covid restrictions. Our thanks to both for the huge contribution.

The positive news continues with the Pudge project which is still very much on track, and importantly on budget. The shipwright work has now been largely completed and as I write, Kevin Finch tells me that the new ceilings are going down. Pudge is out of dry dock and is looking great on her temporary

berth alongside the quay at Fullbridge. It is a testament to her condition that she took on very little water when re-floated and our surveyor has suggested that we have one of the strongest wooden barges he has seen. Work on the interior refit will start in September and elsewhere in this newsletter you will find more about the plans we have. Money of course is always a major consideration and we will progress the refit in stages to manage our resources.

As always it is important that we maximise the sailing work for Centaur this season and I would urge all members to look through the programme and book a trip.



I think it is appropriate to end with my thanks, on behalf of members, to those Trustees, Committee members and Volunteers who have contributed so much over the winter. In addition to the preparation of

Centaur there has been an enormous amount going on behind the scenes, particularly around the Pudge Project and the management of the Trust under Covid conditions.

Well done each and everyone.

Good sailing.

*Peter Taylor  
Chairman*



**Images taken on the Hythe Quay at Maldon, during the filming of the Essex Serpent. Picture on left shows Trust Skippers Geoff Harris and Tim Jepson as extras and on the right actors in masks preparing for a shoot loading coal onto Sailorman**

## Membership Matters

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

We welcome the following new members in the last two months:

**Ben Waring** of London  
**David Mears** of Kesgrave  
**Keith & Carrina Foster** 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 Birthday present so if you have a friend who you know is interested in sailing barges then why not get them 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](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*

## Sailing Barge Match Dates

Below are the dates for the 2021 Barge Matches which are planned to take place. There is always a possibility that they may be cancelled, but if all goes well we will see the great spectacle of sailing barges heading down some of

our favorite rivers.  
**Pin Mill 3rd July**  
**Blackwater 17th July**  
**Swale 31 July**  
**Thames 14th August**  
**Medway 28th August (rescheduled date)**  
**Colne 11th September**

The Trust has places left on the Pin Mill Match and Blackwater Match which can be purchased on the Trust's website and later in the year we plan to be sailing in the Medway Match.

## Dates for your Diary



### Working Parties

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

### Events

The AGM and Fitting Out Supper have been cancelled for April and have been rearranged for November

see entry below.

### Provisional Open Days

#### May Day Open Day

The May Day Open Day has had to be cancelled due to Covid restrictions.

#### Maldon Maritime Weekend

This event has been cancelled due to Covid restrictions, However we are planning a digital event and details will be sent to members for whom we have email addresses.

#### Children's Days

Thursday 3rd June Cancelled  
Wednesday 29th July  
Thursday 30th July  
11:00—16:00  
Hythe Quay

#### Maldon Mud Race Open Day— Change of Date

Sunday 15th August

Hythe Quay, Maldon

#### Exhibition—Change of Date

Wednesday 19th May to Sunday 15th August

#### Red Sails over the Estuary

Organised by Thames Sailing Barge Trust and Southend Museums as part of the Pudge Project at Priory Visitor Centre, Priory Park, Southend. Entry Free

Open Wednesday to Sunday  
11:00—16:00

#### Annual General Meeting and laying Up Supper

Saturday 20th November 2021  
Maldon Little Ship Club, Hythe, Maldon  
Full details will be provided later in the year

#### Pop-Up Shop Dates

Saturday, Sunday & Monday  
1st, 2nd & 3rd May and 29th, 30th & 31st May, Hythe Quay, Maldon

## 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 draw.

#### March/April

1<sup>st</sup> Prize £50 David Jupp  
2<sup>nd</sup> Prize £20 Michael Maughan  
3<sup>rd</sup> Prize £10 Karen Thomas

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*

## Eldred Watkins Cement Merchant

The Trust has received a request to see if any members have any information that they can provide regarding Eldred Watkins Cement Merchants who used to be based at Ipswich between 1870 and 1937.

If you are able to help, please contact Doug Nicholls at nichollsadjm@gmail.com or write to him at 9 Hackney Terrace, Melton, Suffolk IP12 1NN.



PERPETUATING PUDGE'S FUTURE  
**THE PUDGE PROJECT**

THAMES SAILING BARGE TRUST

For regular updates on the Pudge Project visit the NEW Pudge Project website at

**[www.thepudgeproject.com](http://www.thepudgeproject.com)**

Designed by Ben Gosling a pupil at Plume Community Academy, Maldon

Thames Sailing Barge Trust  
in association with Southend Museums

*present*

# RED SAILS OVER THE ESTUARY



An exhibition on the history of the Thames sailing barge and its association with Southend

19th May to 15th August 2021

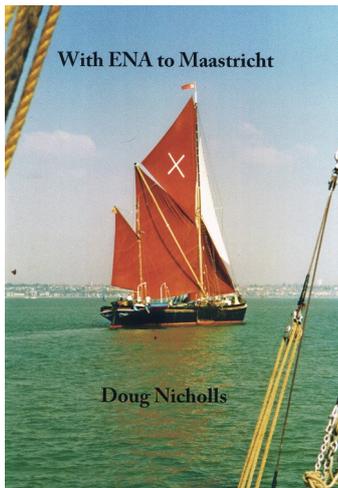
Priory Visitor Centre  
Priory Park  
Victoria Avenue  
Southend SS2 6ND

Wednesday - Sunday, 11.00 - 16.00

Admission Free to Exhibition



## With Ena To Maastricht



**Trust Skipper Doug Nicholls has just written a book 'With Ena To Maastricht' which we are pleased to focus in this edition of the Golden Chaffcutter. Doug has been kind enough to agree that £3.50 from the sale of each book will go towards the Centaur Fund, set up to help us raise money for major repairs once Pudge is complete. Editor.**

I had exhausted my list of jobs about house and home and boat and dinghy whilst "shielding" during the first lockdown but had managed to sail the boat and Tideway Dinghy a few times during the late summer. As rumours of a second lockdown came to fruition my thoughts turned to various writing pro-

jects I had been contemplating. The main one of these was to write an account of a voyage we made in the S/B ENA in 1997 to Maastricht. I thought the original notes I had made were lost but while looking for some old barge logbooks I came across an envelope containing several handwritten sheets of notes about the trip.

I had already written a piece about taking over as Skipper of ENA in 1996 and our first year in her, alluding to the coming voyage the following year. I originally thought an article of three or four pages with a few photographs to be published in one of the Barge Journals would suffice. However as I went through my logbooks and photographs I decided that instead of just glossing over the details of the preparations for the trip it would be of more interest to go into some detail of what we did through 1996 and over winter 96/97 to make ENA fit for the trip aloft and allow as they say. I had some really good photos of the rebuild of winter 96/97 which I wanted to include as a tribute to Ricky Cardy with whom I became good friends over that period and many more photos of the voyage itself. As the number of pages kept mounting up I thought it would be interesting to see if I could produce a little booklet of the story. I asked Dean Sephton a friend who edits and compiles the Tideway Owners Newsletter for advice on where

and how to go about getting it printed and he offered to help by organising the page layout and enhancing the photos I had and uploading the final article to the printer's website. In producing it in this format I have been able to include many more photos and make what I hope you will find an interesting read.

As the Trust Committee are now turning their minds toward a new round of repair and restoration work on Centaur I have decided that any proceeds from the sale of the book will go to the Centaur Restoration Fund.

Copies cost £5.00 and include post and packaging. To obtain a copy you can either, email Doug Nicholls at nichollsadjm@gmail.com which should include a mobile phone number and postal address and Doug will then text his bank details to you so that payment can be made or you can pay him via Paypal using his email address. Or alternatively send a cheque payable to Doug Nicholls for £5.00 with your name and address and send to 9 Hackney Terrace, Melton, Suffolk IP12 1NN.

Copies will also be available on the Trust's Pop-up Shop when open during the May Bank Holidays on Hythe Quay, Maldon.

*Doug Nicholls*

## Barge Race for £40

**The following article was published in the East Anglian Daily Times on Monday 24th October 1892. Editor.**

A barge race, which has been arranged for some little time, and which created a great amount of interest not only in Maldon, but at Burnham, Bradwell-on-Sea, Clacton and other waterside places, was decided on Thursday last. The competing vessels were the Mermaid, 130 tons gross register, owned by Mr. C. Gutteridge, of Vauxhall, London, S.W., and the Hyacinth, 120 tons gross register, owned by Mr. F. A. Bentall, of Maldon. The stakes were £20 per side. A barge Ready accompanied the race, and among the company on board were Mr. Lewis, of Sheerness, starter and judge, Mr. Jno. Howard, who designed and built the three vessels, and who

acted as stakeholder, Mr. C. W. Gutteridge, the owner of the Mermaid, and a number of his personal friends and invited guests.

A capital start was made from Osea Island, below Maldon, at 7.10 a.m., and both barges kept well together down to the mouth of the Colne, and when Clacton Pier was passed the Mermaid (timed from the pier by arrangement), was 30 seconds ahead, running before the wind, the Cork Lightship was rounded by the Mermaid at 1hr. 23 m., the Hyacinth's time being 1hr. 28m. 15s. As it was impossible to reach Maldon by daylight, it was arranged before starting that the race should terminate at five o'clock p.m., and at this time the barges were about two miles below Clacton Pier, and when the gun was

fired the Hyacinth was declared the winner by a quarter of a mile. The vessels could not be timed, as the Committee barge was under weigh. Altogether, it was voted a splendid race. Subsequently the barges sailed up as far as Bradwell, but owing to the fog which prevailed, they anchored for the night, and did not arrive in Maldon till 10 o'clock on Friday morning. The whole of the company on the Committee barge, numbering over 30, were hospitably entertained by Mr. C. W. Gutteridge. Mr. F. A. Bentall very generously divided his winnings between the crew of the two vessels.

*Direct copy from newspaper article*

# Auction of Commissioned Paintings of Centaur and Pudge

The Trust has commissioned Anne Plummer a local artist to paint a picture of Centaur and Pudge. These pictures have been painted on Hydrographic maps of the river Blackwater and are mounted on stretched canvas. They are unframed.

To raise funds for the Trust and with the agreement of the Hydrographic Office, we have also arranged for a limited number of 20 prints to be produced of each barge and these will go on sale after the auction of the originals, on our website. The prints are all signed and marked as limited editions by Anne.

All members have an opportunity to bid for the original pictures which measure

56 cm x 40 cm (22 inch x 26 inch).

If you would like to bid for either picture, you are asked to email John Rayment on [events@bargetrust.org](mailto:events@bargetrust.org) with your bid, or to write to him at 25 Reporter Drive, Maldon, Essex CM9 6FQ. In your email or letter please state the amount of your bid and add either Centaur or Pudge in terms of the picture you are bidding for. In order to make sure there is more chance of success you can only bid for one picture. The closing date for all bids is the 30<sup>th</sup> April 2021.

On the 1<sup>st</sup> May 2021, all bids will be checked and verified and the highest bidder for each picture will be contact-

ed. At that time, you will be asked to forward payment for the picture and on receipt we will arrange to deliver/send the picture to you.

Similar images painted by Anne sell for around £120 so we have set this as the reserve.

All funds received from the auction and the sale of the limited-edition prints will go towards Trust funds.

We would like to thank Anne for all her support in this fundraising initiative.

*John Rayment*



## Proposed Pudge Layout

After four years of discussions and feedback analyses from our members, customers, and crews, and with approval from our shipwright and surveyor, we would like to share our plan on how the new Pudge interior might look in 2022.

We must begin by sincerely thanking everyone who has taken the time to voice their opinions, submit drawings, and share their thoughts and expertise. We know that there are very strong feelings on almost every aspect, and it will be impossible to please everyone. There have been some really good points made. All have been considered and many have been incorporated. The plan (see diagram on pages 8 & 9) has

been designed to provide Pudge with comfortable and versatile accommodation for our guests to enjoy for the next 30 years.

The detailed plan is far more complex than we have space for here but I will do my best to cover the main points of interest. If anyone would like an electronic version of the diagram to enlarge, drop an email to: [training@bargetrust.org](mailto:training@bargetrust.org)

Please note this drawing stops at the back of the engine room and not at the transom. The skipper's cabin is not included.

The key requirements identified for the

refit include:

Two-berth cabins with as few bunk beds as possible, and longer beds

Keeping the saloon and galley layouts, and general feel, similar to how they were

Keep the galley on one side of the keelson

Improve the heads, add a shower and a hot water supply, (thus avoiding the need for people to walk around the barge with kettles full of hot water)

It has been a challenge trying to fit it all in and there have been many issues

to overcome but after countless hours and discussions, we can now unveil what is an almost final plan.

### **Cabins**

The accommodation will be six two-berth cabins, with no bunk beds.

It has become increasingly difficult for mates to allocate berths in the four-berth cabins, when our aging demographic prefer not to have to climb into bunk beds. Some couples have also been disgruntled at having to be separated. Now they will be able to share their own private cabin.

The COVID situation has further highlighted the benefit of separate cabins. It is likely to be some time before people are willing to share cabins again with strangers.

Provisions for additional pipe-cots will be fitted in some cabins, should we need more than our normal 15 berths, or if a group of three wish to share a cabin. All bunks will be a minimum size of 2010mm x 750mm (6'8" x 2'9") with a floor space between the bunks of 800mm. The bunks will be 600mm high. Each bunk will have a small shelf for a phone, tea cup etc., plus a reading light and a USB socket for charging electronic devices. A storage unit/seat against the linings, between the beds, will also be provided. Each cabin will have a Houdini style hatch to aid ventilation on stuffy nights, and to provide some natural light during the day. There will be no sinks in the cabins but there will be three good-sized washrooms.

### **Passageway**

The main corridor is on the starboard side of the keelson and will be encased at a minimum width of 650mm (same as Centaur). Although this is fairly narrow, it's workable, and we feel it is more important to maximize the bunk length, to help future-proof the barge for the ever-growing youth of today. Storage cupboards will line the main corridor on the port side of the keelson, which can house the life-jackets, lamps, mops, etc. These will be set back slightly to increase width at shoulder height.

### **Companionways**

The main access companionway will be on the port side and 900mm back from the forward main hatch head ledge. It is athwartships, leading down onto the keelson. (There are other barges, such as Reminder, Kitty, and Victor, that have their companionway this way round) This companionway is half over the forward port bunk and half over the aft galley worktop. Due to the angle and height, this won't impact too much on either side of the partition wall underneath.

Although it could be argued that the best place for a companionway is where it previously was - leading down from the mast deck - the footprint that this takes up is surprisingly large and leaves us with a low area under the side decks where the forward heads previously were. By turning the steps 90 degrees, we gain three metres of hull space. This is the key to finding enough room to provide everyone with a two-berth cabin, without the need for bunk beds. It is felt that this compromise is worth it to provide cabin comfort for all.

The aft companionway, will also be on the port side. Initially we wanted one companionway to port and one to starboard. The issue with this was that the one aft needs to be on port near the engine room, to allow a suitable access for a replacement engine or generator to be lowered in, if necessary, in the future. If we put the forward one to starboard, it would become obstructed when lowering down. Hence they are both on port.

The aft steps are half over the bunk and half over the port heads, maximizing use of space in this area. Again, these steps will also lead down onto the keelson athwartships. The companionway aft can be used to ventilate this area, and there will also be an extractor system for the shower and washrooms. This second companionway will also be useful for creating a one-way system on Open Days. The remaining space under the aft steps can be used to store the salvage pump and bin bags, which can also be ventilated via the aft hatch. Tie beams will support the weight of the 'fore and afters' (the long timbers that support the end hatch boards), as the port hand side 'fore and after' will stop short of both headledges

to allow standing head height on the companionways. These tie beams will also add strength to the barge.

### **Heads and Washrooms**

There will now be three large heads/washrooms aft, one on the port side and two on the starboard side. There is a single shower cubicle to starboard in the forward heads. This is positioned under the main hatch, so as not to obstruct access to the linings and chine keelson. The heads are near the engine room to minimise the run of hot water. There is also very good headroom here, so no more hitting your head on the carlings whilst paying a visit. Bench seats will be fitted, to give somewhere to sit or put your bag if you're having a wash.

### **Bulkheads**

All partitions will be 100mm thick, with insulation/sound proofing, with the exception of the partitions between the heads and the aft bunks, and the saloon and the forward bunks, which will both be double insulated to help reduce noise at night for the sleeping quarters.

### **Galley**

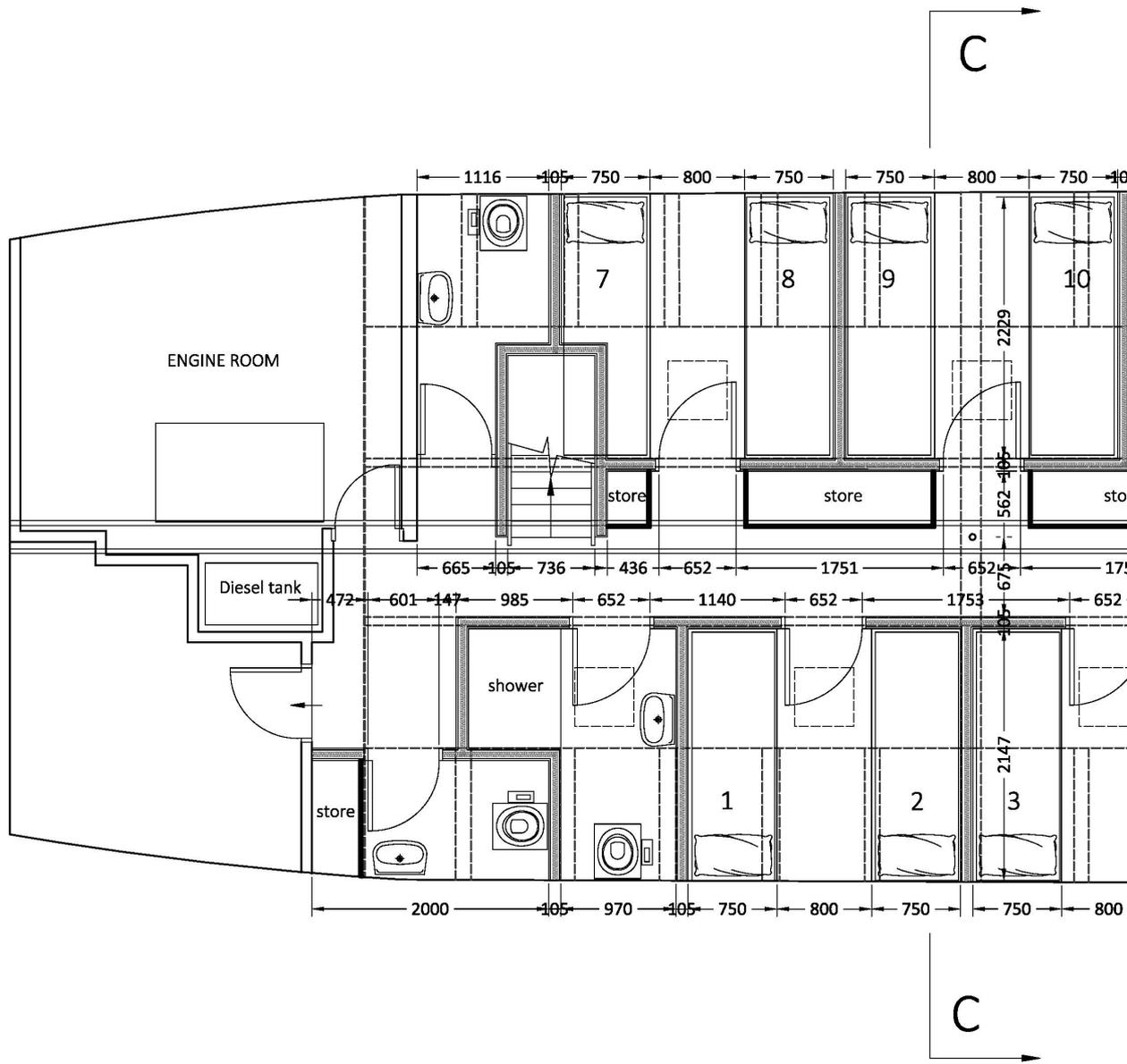
The galley is exactly where it was, under the mast deck on the port side. It is 4000mm x 3000mm. There is a single entry point between the forward two compression posts under the mast deck, just as before. The galley size is the same as before, but it will feel larger as the water tanks that were previously taking up a lot of room in the corner will no longer be there.

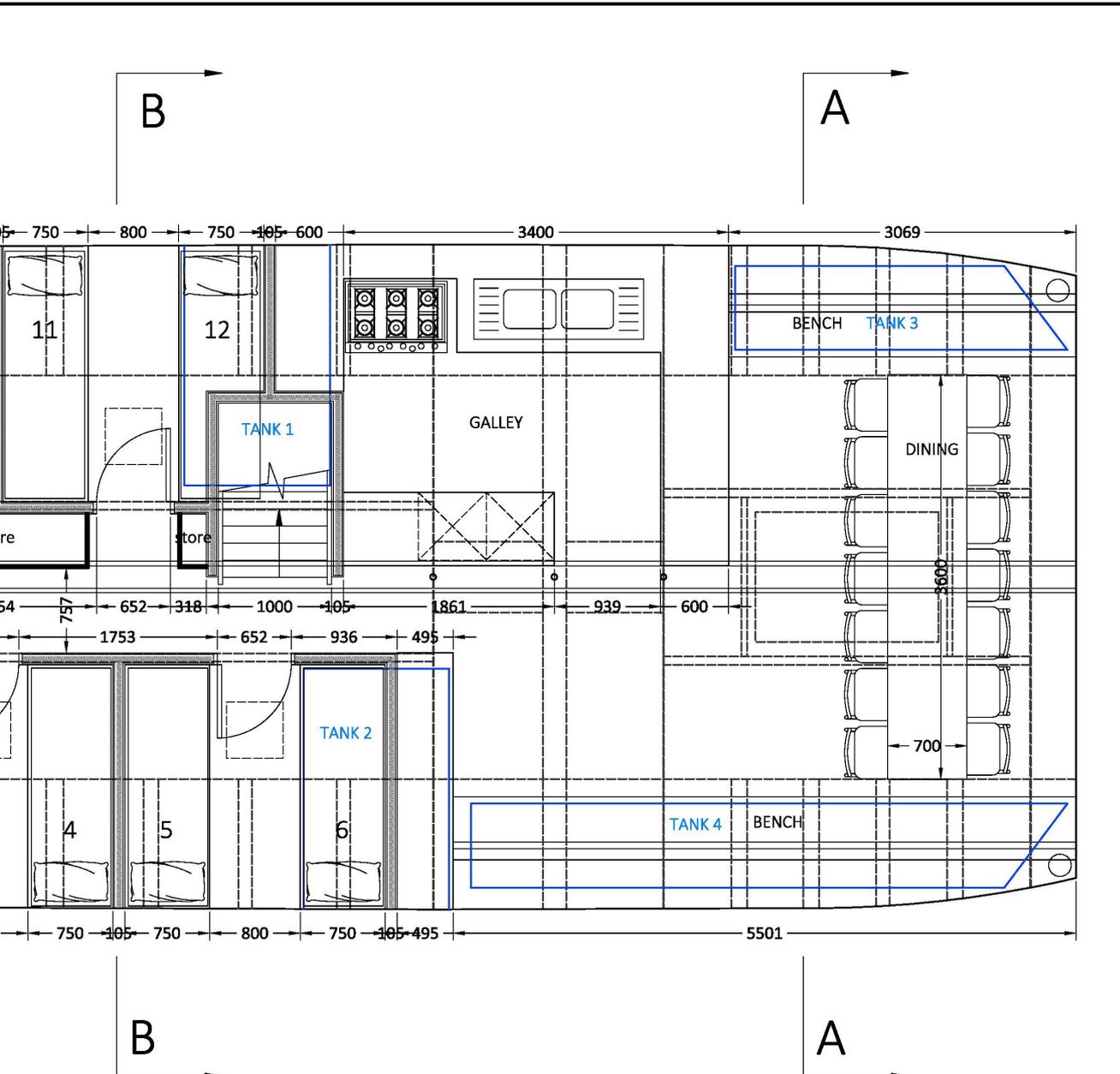
There will be a double sink/double drainer in the galley against the port linings under the mast deck.

There is considerably more worktop space than before. The cupboards will have closing doors. There will be two electric fridges under the worktop adjacent to the passageway.

We have taken advice on the 'catering triangle' between fridge, sink and cooker, to allow for a good ergonomic flow of the working space. Two worktop counters have access on both sides - good for serving on Open Days or for people helping on galley duty, without

*(Continued on page 10)*





# HIBBS & WALSH

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NO.	REVISIONS

Drg. Title	BELOW DECKS - OPTION 5
Job Title	BELOW DECKS REFIT FOR THE PERPETUATION OF THAMES SAILING BARGE "PUDGE" FOR A VIABLE FUTURE
Drg. No.	17/SW/03
Site Address	MALDON HYTHE CM9 5HN
Client	THAMES SAILING BARGE TRUST

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 Registered office: Abbey House 53 High Street Saffron Walden Essex, CB10 1AF

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(Continued from page 7)

the need to be in the galley area.

There is a 3m long worktop between the dining table and galley, in the same position as the old island unit. This will be ideal for serving meals, without blocking the main gangway as people come and go at meal times. It will also be ideal for dumping dirty dishes adjacent to the sinks.

The cooker can be vented adjacent to the forward companionway.

### **Saloon**

The saloon area is larger than before. It is more rectangular than the previous 'L' shape. There will be bench seating down both sides of the saloon, as before, but the starboard side seating will now be much longer, at 5500mm, and will take over the spaces previously occupied by the large water tank, and the alcove under the stairs.

The saloon table will be 3600mm long by 800mm wide. This is much longer than the previous table, which could be a squash at times. It will be made up from three 1200 x 800 tables, which would give us flexibility to easily move them into different configurations, depending on preference. They could even go side by side to give a similar sized table as the old one, and we still have exactly the same foot print available as we had before, for those who prefer to keep the table as it was on one side of the keelson. They could also be arranged as three separate tables that would provide more spaces for people on the ends, for example if we have the full crew of 17 aboard on Match days. Because the tables will each be small enough to easily move, they can be relocated in the evenings to provide somewhere to put your drinks or cleared aside to make more space when hosting events on board.

Although upholstered seating might look better along the fo'c's'le bulkhead, we will initially try comfortable dining chairs, as this will give better access for people sitting around the back of the table, without the need to climb over each other. This would also allow for a door through to the fo'c's'le, for the mates, and an alternative emergency exit.

The slops chest will be positioned approximately where it was, although a bit more aft as the saloon area will have increased. This will have a kitchen style worktop counter, to match the galley, with secure

cupboards below and display cabinets above.

### **Engine Room Additional Systems**

There will be a silent generator on board, which will only need to run for an hour or two, as required, to charge the battery bank. The batteries will then power the domestic systems. This will provide plenty of power, without the need to run a noisy engine just to charge the batteries, and will avoid the extra wear and tear this causes to the engine.

There will be a boiler on board for hot water and heating. The smoky solid fuel burner will be replaced by a central heating system running the full length of the barge. It will be sad to lose the wood burner, but attitudes to burning have changed dramatically in recent years, to the point where it is becoming increasingly anti-social, and not in line with the UKs clean air strategy, which plans to ban the sale of coal and wet woods for domestic purposes in 2023. As a charity, we have an ethical responsibility to play our part.

The central heating will allow us to use the barge all year, and to explore avenues of holiday accommodation and events on board during the winter months. This will also give us the potential to increase our annual revenue.

### **Domestic Water System**

There will be pressurised hot and cold running water in the galley and washrooms.

We are aiming to have 5400 litres of fresh water on board, which will be 60 litres per person (x15) per day, for six days - which is the current thinking of naval architects, for vessels with a shower.

There will be four water tanks as follows:-

Tank one PORT capacity 1260 L (2000mm x 1400mm x 450mm)

To be positioned on the port side, under the forward companionway nearest bunk and under the bottom half of the aft most galley worktop.

Tank Two STARBOARD capacity 1260 L. (2000mm x 1400mm x 450mm)

To be positioned underneath the for-

ward starboard bunk, and below the bottom half of the slops chest worktop.

Tank Three PORT capacity 1120 L. (3500mm x 800mm x 400mm)

This tank is positioned under the port side seating and part under the galley corner unit, below the forward draining board and up to the fo'c's'le bulkhead, stopping short of the pumps.

Tank Four STARBOARD capacity 1600 L. (5000mm x 800mm x 400mm)

This tank is positioned under the starboard side saloon seating. Again it stops short of the pumps by the fo'c's'le bulkhead.

### **Water Tank Overview**

This tank configuration will give a fresh water supply of 5240 litres - not quite our recommended target of 5400 L, but not far off. All tanks will be baffled, encased and insulated.

Black/Grey Waste Water Tanks 1400 L.

It is becoming increasingly anti-social, and in some places, including the Thames and Maldon, illegal, to jettison untreated sewage directly into the rivers, therefore we will be making provisions to install Grey/Black waste water tanks under the most aft bunks - one to port and one to starboard. (note, these tanks have been missed off the drawing) This will also enable us to use the on board facilities if you get caught short in the night, when we visit enclosed waterways such as St Katharine's, Ipswich Dock, and, of course, when Pudge returns to Dunkirk in the future.

The waste tanks will be 2000mm x 700mm x 500mm giving a capacity of 700 L each. 1400 L. combined. We have been advised that this will be sufficient for our needs. There are normally shore-side facilities available too, and most of our harmless waste such as washing water, can continue to go over the side, in most cases. There will be diversion cocks, which will allow for the crews to choose whether the waste is going into the tank or over the side.

The tanks can be pumped out by a third party waste disposal service, and there will also be the ability to be self-sufficient in emptying and flushing the tanks when permitted.

(Continued on page 11)

**Timeline**

The procurement process will begin soon after Easter this year, and the construction phase will begin in September 2021 and aims to be completed in time for Pudge to celebrate her 100<sup>th</sup>

year in 2022.

*We would love to hear your thoughts on the design. If you would like to leave any feedback, please contact David Gibson at secretary@bargetrust.org*

*Mick Nolan  
Pudge Technical Group*

# Centaur Update

The new saddlechock was completed a little while ago, it had to be planed down and sanded with our extremely heavy power sander which was hard work but certainly got a good finish. We had some short bits of 1-inch Iroko timber left over from the saddlechock job and in a flash of inspiration decided to glue 4 pieces together to make corner posts to tie the saddlechock to the quarter rails, a rather stronger job than the usual way of just banging spikes through the rail into the end grain of the saddlechock. Next the 24-inch drift bolts had to be driven, 2 each side. Holes just under the 3/4-inch diameter of the bolts were bored 24 inches deep down through the saddlechock



**Newly repaired transom, new saddlechock and barge badges.**

mud which was luckily fairly firm and climbed down. On both sides of the transom there were places where the wood had softened up, so repair pieces were let in and glued with epoxy glue to prevent any more ingress of rain water. In places the carving of the name and port of registry had to be made good as a result of the repairs. Finally, the new quarter badges were fitted to complete the restoration of the aft end.



**Centaur looking good on the blocks at Maldon next to Resourceful**

and into the transom. Even with my rather heavy shipwrights maul the bolts took some driving. The next and final job was to refit the refurbished roller fairleads and the job was complete. The steering gear cover sides and top were then refitted which was a bit of a fiddle as most of the screws would not line up with the original holes for some reason.

On March 13/14th a small group of mates and trainees turned up and we got Centaur's sails bent on and the gear hove up over the weekend, luckily the weather was good. Since then, a small group have been getting stuck in with the paintwork, which is in a fairly good state as the barge has not done a lot of work in the last twelve months.

We had quiet weather on March 29th so swung Centaur round on the berth so she was head down and ready to go on the blocks for a scrub and to retar the hull which should take place over the Easter weekend. Luckily I had tried to start the engine a couple of days earlier and found the batteries to be dead so replacements were obtained locally.

I decided to have a close look at the transom as I could see from the deck that there were some areas that needed repairs. I lowered one of our heavy weight timber ladders over the transom into the

*Text and pictures by Tim Jepson*

# Pudge Update

At the end of the last report, Kevin and the boys had started fashioning the wood for the new inwales ready for fitting. It is a difficult job as the planks have to bend in both directions at the ends to suit the shape of the barge. However, the job went well, and Kevin was well pleased with the good fit achieved.

was the day Pudge would leave the dry dock.

Before this could happen all the coamings and head ledges needed to be fastened down. The saddlechock, new tie beam, and the ceiling fitted. The structure would then be robust for continuing work without the need for the dry dock.

The new saddlechock was bedded down and fastened to the deck complete with its new hawse pipes, and refitting of the rope fairleads. The new tie beam was fashioned, and a trial fitting done. Then the tricky and laborious job of drilling the long holes through the coamings and head ledges down through the decks, deck carlings and beams commenced. A great deal

It was decided that the 17<sup>th</sup> of March

*(Continued on page 12)*

(Continued from page 11)

of care and concentration is required to ensure the holes stay central to the width of all of those components. Once the holes were finished the coamings and head ledges were bolted and sealed down to the deck.

The new tie beam was then fastened mid-position to the main coamings and supported by a new stanchion fastened down to the main keelson. This beam and stanchion gives lateral and vertical support to the main coamings and decks. It's a very neat structure compared to the old jumble of steel parts it has replaced.

Prior to Pudge coming out of the dock, a few of the Thursday Group spent two Sundays adding two coats of antifoul

primer and black tar varnish to the hull.

On the 17<sup>th</sup> March Pudge was removed from the dry dock. Kevin was able to report that she made very little water considering the time she had been in the dry dock. He was well pleased, and it was a great testament to his work on the barges bottom planks, and fitting of the new floor frames with some new keelson bolts.

Work now continues alongside the quay at Kevin's yard. The new ceiling has been fitted. New wedges were made which sit on the floors alongside the chine keelsons.

The ceiling planks that lay on these are being left loose for the time being, together with the planks that lie immediately alongside the main keelson. All

the other planks have been spiked down to the floor frames. Those planks that are being left loose, will be fastened down when we know exactly where we will need access for bilge pumps, to inspect bilges, etc. Those areas will require removable boards.

The ceiling planks have been treated and tarred underneath and are being sealed on the topside prior to final finishing. Kevin is going to cover the ceiling with plywood sheets to protect it from work boots etc. and so we can mark it out with the proposed internal layout and see what alterations might be needed if any.

Inside Kevin's workshop the new wooden forehorse has been made and a start has been made on the new main-horse in oak.



**Port inwale bolted and spiked in place**



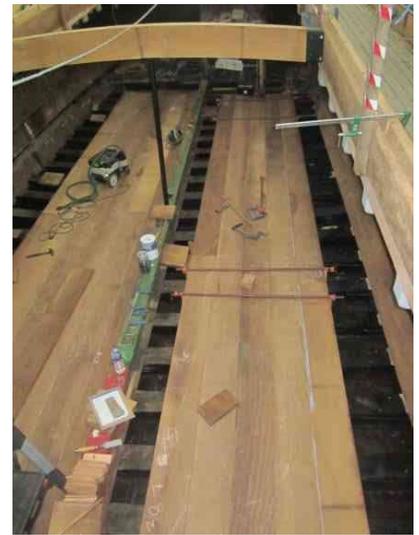
**Starboard end of saddlecock in place**



**New forehorse being constructed in Kevin's workshop**



**Starboard forehatch coaming bolted down and sealed to the deck and carlings fitted with "U" brackets.**



**New tie beam fitted in place with stanchion and the ceiling partially fitted**

There is still a lot of work to be done. The windlass has still to be reassembled, the steering gear to be assembled with the mizzen mast case, and associated ironwork. The main mast case to be reinstated. A new leeboard preventer plate fixed to the deck. The brail and crab winches to be remounted. The davits bases to be remounted, and a number of small deck fittings fitted. The

forehatch skylight base has to be mounted, and will require some reworking to allow for the new curved hatch beams which still need making, with a number of hatch beams for the main hatch.

We still have to plan out the final position of main hatch skylights, and any additional ventilators and tank filler positions.

Plenty more for us to do, as well as Kevin's team. We need to be at our best to match his high standards.

*Text and Pictures by Terry O'Sullivan*

## Pudge's Kelvin Engines

***This is the first part of an article on the Kelvin engines which were initially installed in Pudge and it will be continued over the next few issues. Editor***

In May 1904 Walter MacDonald Bergius, aged 23, founded The Bergius Car & Engine Company at 169 Finnieston Street, Glasgow. The first car was on the road by Christmas that year, a good effort for five 'workers', bearing in mind that the engine, transmission, axles, wheel-hubs, radiator and bodywork were all made on the premises.

After fifteen cars had been built Walter's elder brother William, in 1906, suggested putting a car engine into a 23ft Rowing Gig which he obtained for £7. The 4-cylinder 3½bore \* 4¾" stroke engine developed 14hp @ 900rpm and 'KELVIN', as she was named won practically every race it was entered for on the Clyde Estuary. In the summer of 1906 three 4-cylinder engines were installed in Scottish fishing boats and a 2-cylinder version was installed in William Bergius's 28ft sailing yacht 'DODO II' which he had designed and had built with James Litster, a joiner/carpenter in Kirn in 1903. Also, in 1906 a 'KELVIN' car was entered in the Scottish Reliability Trials covering 800 miles, over 4 days, of some of the worst hill climbs in Scotland such as the Devil's Elbow.

As only fifteen cars had been sold in the first two years and the demand for marine engines was increasing it was decided to concentrate on producing marine engines and a range of standard motor launches. The range of engines was extended by making them suitable to run on paraffin in addition to petrol. By 1908 a heavier range 5½" bore x 7" stroke was introduced with 1, 2 and 4-cylinders and the company name changed to 'The Bergius Launch & Engine Co. Ltd'.

In 1910 the company moved to larger premises at 254 Dobbie's Loan, Glasgow and also brought out a heavy-duty range 7½" bore x 10" stroke with both 2 & 4-cylinders and with the addition of a 3½" bore single cylinder in 1915, now had sixteen models covering 3 - 60hp. This range was known as KELVIN Pop-pet Valve Engines and approximately 16,800 units were sold until the last of the range was produced in 1968.

The next range of engines to be designed by Walter Bergius, in 1921 & 2, were single sleeve-valve models in three bore sizes:-

All three sizes were available for running on petrol only or petrol-paraffin. The KELVIN Sleeve Valve Engines were extremely silent running, as they had no reciprocating valves or noisy tappets. However, wear at the top end of the sleeves where they overlapped the

Model A	3" bore x 4½" stroke
2-cylinder - 7½ hp & 4-cylinder - 15hp	
Model B	4¼" bore x 6¾" stroke
2-cylinder - 15hp & 4-cylinder - 30hp	
Model C	6" bore x 9" stroke
2-cylinder - 30hp & 4-cylinder - 60hp	

top-hat cylinder heads was more than a company which prided itself in the longevity of its products was prepared to accept. The last sleeve valve engine was built in 1946 and by that time approximately 3,750 had been sold. During the Second World War a special order was received for three Model C2's, it was later learned that they were, because of their quietness, used on the Commando raid on the Lofoten Islands in North Norway.

To replace the sleeve valves, though

they were still supplied if asked for, the KELVIN-RICARDO range was designed between 1927 and 1930. These were designated Models E, F & G, size and power-wise they were the same as the sleeve valves A, B & C. Many of the components were common to both, such as gearboxes, pistons, con-rods, flywheels, silencers etc. Sir Harry Ricardo was, what we would call to-day 'a consulting engineer' and specialized in combustion chamber design amongst many other internal combustion engine facets, his ideas were and still are used by many engine makers. By the time production of KELVIN-RICARDOs ceased in 1971 approx.; 6,700 had been sold.

In 1931 the first KELVIN-DIESEL was sold it was a Model K2, 44hp two-cylinder engine. The model K range was 6" bore x 9" stroke 22hp per cylinder and was made in 1, 2-, 3-, 4-, & 6-cylinder models. In those days electric starters which were only 12 volts were not man enough to turn such heavy engines, so a special petrol-start system was employed. By 1933 a smaller range, Model J, was put into production. The J's were 4 1/4" bore x 6 3/8" stroke developing 11hp per cylinder and produced in 2-, 3- & 4-cylinder models, they were available as petrol-start or plain hand-start with larger diameter flywheels. The last Model K was built in 1974 after approximately 5,000 had been sold, the last Model J was built in 1970 after approximately 2,650 sales.

The Model L's were freshwater cooled Model Ks, made in 2, 3, 4 & 6 cylinders, they came out in 1945 and continued until 1966, by then just over 300 had been built.

***In the next issue we will look at the engines that were fitted in Pudge. Editor***

# TSBT Exhibition—Red Sails over the Estuary Revised Dates

As part of the Pudge Project, the Trust in association with Southend Museums and Southend Borough Council are holding an Exhibition at the Priory Visitor Centre, Priory Park Southend between Wednesday 19th May and Sunday 15th August

The exhibition will tell the story of the Thames sailing barge along with its association with Southend.

The research team that was set up 18 months ago to work on research projects for the Trust will see their work

displayed at the exhibition along with other information from the Trust and the Society of Sailing Barge Research.

The Trust has employed with the help of the Heritage Lottery, a designer to create the displays and we are working with Plume Community Academy in Maldon to produce a 15 minute media presentation.

The exhibition will be free to enter and will be open from Wednesday to Sunday, 11:00—16:00.

Publicity for the event is currently being designed and a poster is displayed on page 4 of this newsletter.

An Audio Visual presentation has also been created by Plume Community Academy which will be shown as part of the exhibition.

The Priory Visitor Centre is about a 25 minute walk from Southend Victoria Railway Station but car parking is available in the park.

*John Rayment*

## 2021 Sailing Programme

With Spring/Summer not being far away, now is the time to consider booking one of our sailing trips.

The planned sails are all subject to Covid-19 restrictions, but we hope by the end of April that we will be able to undertake some half and full day sails which can be socially distanced and then during the summer expand to some of our more traditional weekend trips.

The Trust will at all times make sure that we are meeting the Governments Covid Requirements.

There are plenty of dates available for Charters so give David Gibson a call on 07840 862685 or email him at [bookings@bargetrust.org](mailto:bookings@bargetrust.org) to discuss your requirements, dates etc.

All of our public cruises, weekend, day trips and on the tide trips, can be

booked on-line via the Trust's website [www.bargetrust.org](http://www.bargetrust.org). Weekend trips are priced individually depending on its length and what it includes.

We anticipate a high demand for sailing in 2021 as we all make up for a lost year, so book early to be sure of getting on board.

*David Gibson*  
*Bookings Secretary.*

## 2021 Sailing Programme May—July 2021

Date	No. Nights	Boarding & Time	Disembark & Time	Description of Cruise	Price per person
<b>April</b>					
25th		<b>Maldon</b> Sunday 25th 09:45	<b>Maldon</b>	<b>On the Tide Small Group 3 hour Morning Cruise</b> A small group cruise down the Blackwater enjoying this scenic river onboard the 126 years old sailing barge Centaur	<b>£34</b> (inc. Bacon Roll, tea & coffee)
<b>May</b>					
1st, 2nd & 3rd		<b>Maldon</b> Saturday 14:00 Sunday 14:45 Monday 15:45	<b>Maldon</b>	<b>On the Tide Small Group 3 hour Afternoon Cruise</b> See details 25th April	<b>£34</b> (Inc. soup & roll, cake tea & coffee)
7th, 8th & 9th		<b>Maldon</b> Friday 08:15 Saturday 09:15 Sunday 10:00	<b>Maldon</b>	<b>On the Tide Small Group 3 hour Morning Cruise</b> See details 25th April	<b>£34</b> (inc. Bacon Roll, tea & coffee)
22nd		<b>Maldon</b> Friday 22nd 07:00	<b>Maldon</b> Sunday 23rd 21:00	<b>Full Day Blackwater &amp; Mersea Island Cruise</b> Come with us on a full day sail with only 12 passengers, on the river Blackwater. When under sail see how 2 men handle the barge and when appropriate you may fancy a go on the wheel or pulling some ropes. Our plan is to visit the hidden gem that is West Mersea, a delightful blend of old fishing village and seaside town. We will anchor just offshore around midday and take the barge boat ashore for about three hours.	<b>£95</b> (Inc. cooked breakfast and tea & coffee)

Date	No. Nights	Boarding & Time	Disembark & Time	Description of Cruise	Price per person
<b>May Continued</b>					
22nd Contin-ued		<b>Maldon</b> Friday 22nd 07:00	<b>Maldon</b> Sunday 23rd 21:00	There is an excellent Museum; the beach is good; there are lots of places to eat, lots of cafes, an Oyster Bar, the Victory pub and the famous Company Shed fish restaurant. For the more energetic there are local walks.	
23rd		<b>Maldon</b> Sunday 08:00	<b>Maldon</b>	<b>On the Tide Small Group 3 hour Morning Cruise</b> A small group cruise down the Blackwater enjoying this scenic river onboard the 126 years old sailing barge Centaur	<b>£34</b> (inc. Bacon Roll, tea & coffee)
29th/ 30th/ 31st		<b>Maldon</b> Saturday 13:00 Sunday 13:30 Monday 14:30	<b>Maldon</b>	<b>On the Tide Small Group 3 hour Afternoon Cruises—one on each day</b> A small group cruise down the Blackwater enjoying this scenic river onboard the 126 years old sailing barge Centaur	<b>£34</b> (Inc. soup & roll, cake tea & coffee)
<b>June &amp; July</b>					
5th		<b>Maldon</b> Saturday 5th 8:00	<b>Maldon</b> Saturday 5th 21:00	<b>Full Day Blackwater &amp; Mersea Island Cruise</b> Details as 22nd May	<b>£95</b> (Inc. cooked breakfast and tea & coffee)
6th		<b>Maldon</b> Sunday 6th 9:00	<b>Maldon</b> Sunday 6th 21:30	<b>Full Day Blackwater &amp; Mersea Island Cruise</b> Details as 22nd May	<b>£95</b> (Inc. cooked breakfast and tea & coffee)
12th		<b>Maldon</b> Saturday 12th 12:15	<b>Maldon</b>	<b>On the Tide Small Group 3 hour Afternoon Cruise</b> A small group cruise down the Blackwater enjoying this scenic river onboard the 126 years old sailing barge Centaur	<b>£34</b> (Inc. soup & roll, cake tea & coffee)
13th		<b>Maldon</b> Sunday 13th 12:45	<b>Maldon</b>	<b>On the Tide Small Group 3 hour Afternoon Cruise</b> See details 12th June	<b>£34</b> (Inc. soup & roll, cake tea & coffee)
20th	2	<b>Maldon</b> Sunday 20th Morning 07:30	<b>Maldon</b> Sunday 20th 18:30	<b>Full Day Blackwater &amp; Radio Caroline Visit</b> One day trip from Maldon down the Blackwater taking in the Ross Revenge for a guided tour of Radio Caroline. Reasonable mobility required. Breakfast included. Picnic lunch/dinner required.	<b>£105</b> (inc. breakfast and boarding of Radio Caroline)
1st to 4th July	3	<b>Maldon</b> Thurs. 1st Evening Depart 05:30 Friday	<b>Maldon</b> Sunday 4th 20:30	<b>Pin Mill Barge Match</b> Three-day cruise including one of the toughest barge matches due to the narrow channel, the Pin Mill barge match, offers an impressive nautical spectacle. Always well attended, with lots of barges racing through Harwich Harbour, followed by an evening ashore in the Pin Mill Yacht Club for the prize giving and evening meal. Sunday will be a relaxing sail back to the Maldon Quay.	<b>£260</b> (inc. meals)
7th to 9th	2	<b>Maldon</b> Morning Wednesday 9th Depart 10:00	<b>Maldon</b> Friday 9th Midday	<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	Call David Gibson for details
9th to 11th	2	<b>Maldon</b> Evening Friday 9th Depart 23:30	<b>Maldon</b> Sunday 11th 14:30	<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	Call David Gibson for details
17th		<b>Maldon</b> Saturday 17th Board 05:30 Depart 06:00	<b>Maldon</b> Saturday 17th Evening	<b>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 and evening meal.	<b>£130</b> (inc. meals)
18th		<b>Maldon</b> Sunday 18th 06:00	<b>Maldon</b> Sunday 18th 18:30	<b>Full Day Blackwater &amp; Mersea Island Cruise</b> See details 22nd May	<b>£95</b> (Inc. cooked breakfast and tea & coffee)
19th to 20th & 23rd to 25th	2	<b>Maldon</b> Monday 19th Morning Depart 7:00 Evening Friday 23rd Depart Midnight	<b>Maldon</b> Tuesday 20th 21:00  Sunday 25th 14:00	<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	Call David Gibson for details

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

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Visit our web sites  
[www.bargetrust.org](http://www.bargetrust.org) &  
[www.thepudgeproject.com](http://www.thepudgeproject.com)

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 6th June 2021



*Pudge afloat in the Dry Dock at Fullbridge awaiting to go alongside the quay pending completion of the rebuild. Picture by David Gibson*

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