

Golden Chaffcutter Thames Sailing Barge Trust

Issue 134

www.bargetrust.org

June 2021



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Bryn Weightman last skipper of Centaur in trading days aboard Centaur accompanied by his partner and Peter Taylor, Chairman

From the Helm

It must be an age thing. The 2021 sailing season seems to have started at a pace and is now hurtling towards the busy part of the year, with Barge Matches and charters aplenty just over the horizon. Our Bookings Sec. reports a bumper year for Centaur which is wonderful to see. Centaur has been running mainly short on the tide sails so far but as restrictions ease, we will be developing the longer day sails and hopefully back to our bread and butter of weekends and charters.

One of the great, unforeseen advantages of the "on the tide" sails has been a real

boost to the Trust's exposure to the general public which has also benefitted from the "Pop up Shop" on the quay. Both attract people new to the Trust and have resulted in new memberships, and funds towards Pudge and Centaur.

It is always great to have good news to report to the members. I am delighted to report that our Training Manager Mick Nolan has been awarded his Sailing Bargemaster's ticket following successfully negotiating the perils of the Joint Qualifications Panel. Those not directly involved in sailing the barges, may not appreciate quite how challenging this is. I can assure

everybody that Mick has put an enormous amount in to gaining his ticket and to his credit he has also managed to keep all of our trainee team on their learning paths and is looking after the interior refit plans for Pudge. Congratulations Mick, I look forward to seeing you at the wheel enjoying the fruits of your labours.

On the subject of Pudge, I am pleased to confirm that I have signed off the shipwright element of the Pudge Project as Kevin has completed the work specified in the original contract and now handed the barge back to the Trust to enable our team of volunteers to get stuck in with rub-



bing down, painting and staining. There is plenty to do before she is handed back in September for the internal work to start. Thank you to those who responded to the interior plans published in the last newsletter. I know there remain a range of opinions on various matters and the tech-

nical committee for the refit will now make the final decisions based on all of the input, and advice from surveyors, shipwrights, and the crews that will sail Pudge.

A final reminder, John Rayment and his team have been busy with fund raising plans and if

you haven't yet bought one of the marvellous signed prints, of Centaur or Pudge by Anne Plummer, please have a look on the website. They are a must for any barge lover.

Good sailing, and I hope to see you afloat soon.

Peter Taylor

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:

Chris Denham of Tiptree
Ann Emmerson of Leigh on Sea
Charlie Beer & Alison Cotton of Polegate

The Trust has a life membership category and we are hap-

py 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.

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.

Centaur's Last Skipper in Trade

The Trust welcomed Bryn Weightman on board Centaur on Sunday 23rd May for a morning sail down the Blackwater. See the image on the front cover of this edition.

Bryn, aged 89, was Centaur's last skipper before she became a lighter taking timber from the ships in the Blackwater to Heybridge Basin in 1955.

Bryn, who now lives in Wales and is wheelchair bound, but managed with the help of Trust volunteers to get onboard for his trip down the Blackwater.

To commemorate his return, Peter Taylor, Trust Chairman and skipper for the day, presented Bryn with a copy of the book about Centaur's history along with a signed limited edition print of Anne Plummer's

painting of Centaur.

On his return to Maldon, Bryn recollected stories of his time as skipper and details of the various mates he used to work with. His last mate was Sammy Langford, known these days as Les Langford.

Bryn told some stories about being on Centaur, including the time he obtained illicit coal

for the cabin stove and when towards the end of Centaurs trading life, they only did about 24 freights a year, life was more leisurely in those days.

Bryn was a mate at the age of 17 on the George and Eliza and later on the Adriatic.

Bryn is thought to have been the last

skipper to load a cargo of cement under sail, well after Goldsmith's sailing barge Carina.

After he left Centaur, Bryn went to work for Laphornes and took the Nellie after Bob Childs left her.

After leaving the barges Bryn went to work as a carpet layer and ran craft

fairs but retained an interest in sailing owning a craft in Faversham.

John Rayment

Dates for your Diary



Working Parties

The Thursday Group has restarted and is working on Pudge. We also have a small group working on Mondays. Anyone interested in getting involved please contact John Rayment on 07587 141054. No specific skills needed.

Events

The AGM and Fitting Out Supper have been cancelled for April and have been rearranged for November see entry below.

Provisional Open Days

Children's Days

Wednesday 29th July
Thursday 30th July
11:00—16:00
Hythe Quay

Maldon Mud Race (Change of Date)

Pop-up Shop

Sunday 15th August
Hythe Quay, Maldon 11:00 16:00

Exhibition

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

To be announced and will be on the website.

Pudge Update

Following our last report on the progress on Pudge, the new forehorse and mainhorse have been completed and are now on Pudge awaiting to be fitted once other work is completed. They have had two coats of oil and will still require at least three further coats in due course.

Work has also been completed on the forehatch boards and a picture of these is included to show how they have been made. The supporting beams for the main hatch boards have also been cut and shaped and put in place, but will not be fixed until we have completed more of the project. Pudge's original fore and afters have also been stripped of paint and retained.

The bracing knees for the windlass bits are still to be put in place and the windlass fitted. This has been

delayed pending some repair work



New main-horse in position on Pudge
Picture by Terry O'Sullivan

needed for some rotten wood on the rail, which will be hard to repair once the knee is fitted.

An important milestone took place in May, when we signed off on the first part of the project after having the Trust's surveyor review the work completed by Kevin Finch and his team and as was expected the surveyor was very pleased with the high standard of work that Kevin and his team had carried out. This important step then meant that we could start using volunteers to undertake tasks in readiness for phase two of the project, the re-fit' which should start in September.

We had hoped that Pudge would move back to the Quay at the Hythe for the summer, but because the main hatch is still open, and to avoid the

(Continued on page 4)

(Continued from page 3)

wet weather getting in below deck, we have kept in place her winter cover and this means that we cannot move her from her berth at Full-bridge. If we had moved her and then re-erected her cover, this would have hindered the mooring up of other barges on the Quay so the decision was made to keep Pudge at Fullbridge. Unfortunately, there is no public access. Volunteers are only allowed on site with the permission of the Trust and under supervision as access to Pudge is difficult. One issue which we were able to overcome was that of parking. With thanks to Tesco, volunteers have been allowed to use their carpark during the days we are working without the risk of obtaining a parking ticket. This has been a great help and we thank Tesco's for



**Working on the new hatch boards on the foredeck
Picture by Terry O'Sullivan**

The volunteer group working on Pudge is made up of members of the Thursday Group who have maintained Pudge for many years. They are now meeting on Mondays and Thursdays and another group made up of trainee mates has been put together by Mick Nolan and they will operate on a Tuesday evening. There is a lot of work to be undertaken and we need people to get involved. If anyone would like to help on any of the days mentioned, please contact John Rayment on 07587 141054 and he will be happy to sign you up.

their support. Please be aware that this facility is only available to cars which we have registered with Tesco's so do not park there for longer than allowed unless you are registered.

After we had put some basic items on Pudge for the volunteers, like tea, coffee and a kettle, we started work on the 3rd June. The work involved cleaning the linings and sanding the carlings. The linings were filthy after all the work that had taken place over the last 12 months.

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Red Sails Over The Estuary

The exhibition, Red Sails Over The Estuary which has been organized by the Trust, and tells the story of the history of the Thames sailing barge and its association with Southend opened on the 19th May at the Priory Visitor Centre, Priory Park, Victoria Avenue, Southend.

Due to Covid restrictions, the exhibition was opened without any formalities although it was good to see a few visitors in the first few hours.

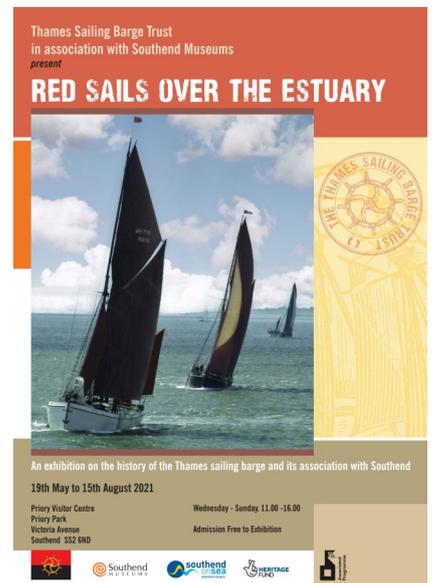
The Exhibition is the result of funding from Heritage Lottery Fund and is one of the activities tied to our HLF Grant for the work on Pudge.

Managed and organized by John Ray-

ment, a number of volunteers both members and non-members have put in a lot of work to this project and the Trust would like to thank them for all their efforts.

We would also like to thank Southend Museums for providing the venue. The exhibition is open Wednesday to Sunday, 11:00—16:00 and runs until the 15th August.

If you are on a staycation this summer, then why not visit Southend and enjoy the exhibition as well as taking a trip down the pier.





Dr Robert Prescott Deceased

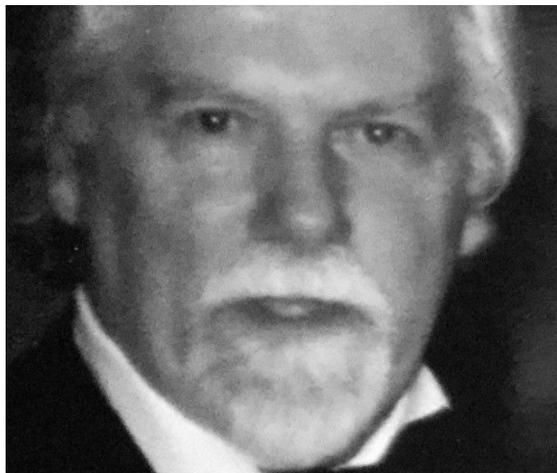
The Trust have recently been contacted by the Raybel Trust following correspondence they have had with Mrs Lloyd Prescott, the widow of Robert.

Mrs Prescott has advised us that her husband had a love for the Thames Barge - indeed for all historic vessels - but the sailing barge was his first love. In his obituary in *The Scotsman* newspaper on the 2nd May 2018 it mentions that Robert passed away on the 15th March 2018 and Robert's first memory was of watching a spritsail barge glide by, a sight that captivated the three-year-old standing on the Kent sands. It also sparked a fascination for the sea and ships that endured all his life.

That love of maritime matters, combined with a background in human behaviour and ethnography, particularly in relation to the past as oral history and archaeology, eventually led to him becoming a champion of the UK's maritime heritage.

As the driving force behind the founding of the Scottish Institute of Maritime Studies at St Andrews University and a hands-on supporter of the Scottish Fisheries Museum in Anstruther, he was an internationally renowned maritime historian and pioneer in ship preservation, saving the iconic Fifie sailing herring drifter *Reaper* and identifying what is believed to be the remains of Darwin's research ship, the *Beagle*.

In 1984, with the academics Professor TC Smout, and Dr CJ Martin, he established the Scottish Institute of Maritime Studies (SIMS), -fostering a new generation of scientists to further the -



pioneering work of conserving and preserving the country's maritime heritage.

SIMS also won the contract to provide research services to the National Historic Ships Committee and his team carried out the most extensive audit ever made of significant ships and boats in the UK.

From 1995-2001 he was project director for National Historic Ships and was instrumental in setting up the National Register of Historic Vessels on which *Pudge*, *Centaur* and *Sailorman* are listed. He later became the first chairman of the advisory committee on National Historic Ships and was responsible for many initiatives set up to support historic -vessels.

After retiring from his university post he remained an active researcher and teacher in many areas relating to museum and heritage issues: he was a Caird Senior Research Fellow at the National Maritime Museum in 2002 and led the search for Darwin's research ship the *Beagle* - a fantasy project for a man who loved Darwin and ships.

The 2004 BBC television programme *The Hunt for Darwin's Beagle* told the story of the quest, in which Prescott's team identified what is believed to be the vessel's remains in an Essex marsh.

Following correspondence with his wife, Lloyd, the Trust has been provided with copies of his membership details of the then Thames Barge Sailing Club and it is noted that he became a member in August 1973 and following that we have copies of his notes after his first sail onboard *Pudge* in September 1973. His trip was between the 28th & 30th September, cruising the Medway. *Pudge's* skipper was Vic Wadham's and the mate Jack Simms. The crew were, Eddie Smith, Mrs. Smith, and Mr. & Mrs. Levens. The trip seems to have been fairly uneventful sake for the Mate having to be taken to Medway General Hospital when they returned to Hoo marina with severe bruising and a possible broken limb, although no details given.

Robert also subsequently sailed a number of times in 1974 aboard *Pudge*, three times from Hoo and once from Faversham.

Unfortunately we do not have any details as to when he resigned his membership, but it is good to know that someone with whom the Club, now Trust had a relationship, had such a pivotal involvement in our Maritime Heritage.

Information provided from Mrs Lloyd Prescott and from The Scotsman (2nd May 2018).

A Long Voyage

It's been 12 years since I first sailed on a Thames barge. The long standing 'Brotherhood of Revelry' (BOR) Charter Group invited me to fill a space on board Pudge that had become vacant at short notice. I jumped at the chance. Little was I to know at the time how much this experience was to shape my life.

With Terry O'Sullivan as Skipper and fellow skipper, Doug Nicholls, sailing as mate, I was in awe of their seamanship, and wanted to learn more. Terry invited me to sail again a few weeks later and I was soon signed up as a third hand.

I worked out that if I was to have any chance of learning the ways of these mystical craft, I would have to sail a lot. The more I sailed, the more lovely people I met within the Trust. I started barge sailing because of a love for the old vessels and the old ways but I was to discover that the best thing of all about it is the amazing people you get to meet.

Some of the most interesting people I have met over the years are our very own skippers and mates. They have all been so kind sharing their skills and knowledge. This generosity is vital if the barges are to survive in the future.

There were very few third hands when I joined the Trust, and I couldn't understand why there weren't more. Surely, I thought, there are more people out there who would love the amazing opportunities I have been given.

After being third hand for two seasons (about 30 weekends) I thought I might be ready to be made up to mate, but it was felt I needed another year. I was disappointed at this, but happy to accept the decision.

During my next year as a third hand, I realised how much more there was to learn. It was too late.... I'd been promoted!

My first trip as mate was out of Ipswich for a passage to Maldon with Tim Jepson as skipper. Tim worked me hard and we had everything, bar the staysail, set before we got to the Orwell bridge. I'll never forget the amazing feeling of looking up, as we sailed un-

der the bridge, and seeing all the billowing canvas and thinking, 'I done that!'

The moment was short lived, as now Tim wanted the staysail too. As I was fumbling around trying to work it out, I could hear Tim say, 'Lucky we're not racing!'

This dry wit is a classic hallmark of our skippers. Even if you don't like the sailing, the skipper will keep you entertained better than most comedians you could name. For the full entertainment package, none compares to Geoff Harris. I was so inspired by Geoff that I had no choice but to get myself a squeeze box and learn some shanties.

As time went on, I desperately wanted to make better sense of the rig and all the gear. It occurred to me that even with both barges in service, rigging out twice a year just wasn't giving me enough experience to learn how to complete such a difficult 3D jigsaw puzzle. So I started to ask around if other barge owners wanted help rigging out and to my surprise they all bit my hand off. I helped rig as many barges as I could over the next few years, and this was a great move in helping me embed the knowledge.

After five years as mate, my thoughts were now turning towards becoming a skipper. My full-time job is in Training and Development, so I thought I'd better start identifying all the areas that I needed to work on in order to become a competent skipper.

I made a list of everything I could think of that you need to know about to sail a barge. Then I asked all the barge skippers I knew, if they thought there was anything else I should add. The list grew and grew and now includes over 700 things you need to understand to become a Sailing Barge Master. It was intended as a list for my own personal use at first, but it occurred to me that actually this would be a useful aid for other crew members wishing to develop their skills. This list has gone on to become the foundation of the Trust's well-respected Sail Training Scheme.

In 2018, I finally felt ready to go before the Sailing Barmasters Qualification Panel, which is made up of senior barge skippers.



It was a really tough process.

The Panel (of five skippers) started by asking me to assume I was taking charge of an unfamiliar barge in the Solent. What would I check in order to make a safe passage to London? After going through all the engine and rigging checks, the safety equipment, maintenance log, passage plan etcetera, I was told we are now out in the Solent. It's blowing quite hard with the wind behind us and we've got everything set. A racing yacht sails by us with a full crew of a dozen people on the rail. As they draw level, their keel falls off and everyone goes in the water, what am I, as skipper, going to do?

Next question: a passenger comes on deck in a panic and says they have discovered their suitcase floating. What am I going to do?

The interrogation went on like this for three and a half hours. After successfully completing Round One, I was invited to a second examination, this time on Local Knowledge. I had to talk through a trip under Tower Bridge, down the Thames, up the Medway and into Ipswich Dock, naming all the reaches and key features along the way. All off the top of your head – no charts or pilot books allowed.

I am very pleased to report that I passed and have now satisfied the Sailing Barge Qualification Panel and been awarded a 'Ticket'.

The list of people who have helped me get this far is an extremely long one and I am very grateful to each and every one of them. I will no doubt continue to draw more skills and knowledge from them, as I start to find my feet as a new barge skipper. Thank you everyone.

It's been a long voyage getting this far, and I've a funny feeling the real learning is just about to begin...

Mick Nolan

Centaur Update

Over the Easter weekend Centaur was on the blocks at Cooks yard and a team of trainees and mates worked each day scrubbing and scraping to remove weed and barnacles from the hull which was then tarred and anti-fouled. Two days prior to the weekend a couple of volunteers pressure washed the mud and weed from the sides, everything gets very wet when you use a pressure washer so it is better to do this before we think about painting and tarring.

With the incessant wet weather during May it was a good time to go deck leak spotting, we always get a few after going on the blocks but it was not possible to cure them in the continuing wet weather. What a surprise at the end of the 3rd week in May when the weather changed to hot sunny dry conditions so we were able to sort out the leaks, in fact at times it was almost too hot to work.

Another job being progressed is checking and carrying out repairs to the ratlines, obviously we do not want any problems aloft when people are up there.

We are currently having a replacement fuel tank made in stainless steel, the current mild steel tank has started leaking if more than 50 gallons of fuel are put in. Historically the mild steel tanks seem to have a life of around 14 years so the manufacturers offered a stainless-steel replacement which should have a longer life.

It was decided to smarten up the area around the galley sink a few weeks ago. The splash back which was fitted in the mid 1960's when Centaur was converted for passenger carrying had a number of redundant holes in it and was showing its age so was replaced by a new replacement Perspex sheet. While the sink was out the timber panelling behind it was tidied up and a cou-

ple of sections of the hold ceiling replaced under the fridge, the 8-inch-deep floor timbers in the bottom of the barge looked in good order despite being 126 years old.

Centaur has been working now for a while just doing short trips to Osea and back which are very popular, soon we will be doing day trips to Mersea or Brightlingsea depending on the weather, which will bring in more much needed money.

Tim Jepson

Editor: Tim was recently nominated by the Trustees for an award in the Pride of Maldon Awards for all his work over many years as a volunteer working on Centaur. Unfortunately, Tim did not win but the Trust is extremely grateful for all the hard work and time Tim gives to Centaur each year.

Limited Edition Prints of Centaur and Pudge

Following the Auction of the original paintings from Anne Plummer which raised £400 for the Trust, we are now able to launch to members and the public signed limited edition copies of the pictures.

Each is personally signed and numbered and only 20 of each picture is available for purchase.

The pictures come unframed, so that

you can mount the prints in your own style of frame. The images below are framed just for display purposes but the frame used is sized A2.

The prints can be ordered online on the Trusts website under the 'shop' tab. Each print costs £53 + postage and packing.

All funds received from the sale of the limited-edition prints will go towards

Trust funds.

Anne only usually sells originals and so this is a good opportunity to purchase at a reduced price a good quality print.

All prints will be posted in a cardboard tube by Royal Mail within a few days of your order being placed.

John Rayment



Pudge



Centaur

Pudge's Kelvin Engines

This is the second part of the article relating to Pudge's Kelvin Engines.

In 1956 the first KELVIN engine not designed by Walter Bergius, who died in 1949, was the Model P KELVIN-DIESEL with either two or four cylinders developing 10 or 20hp. This range was designed by Wm. Miller who joined the company from Petters c1954. The Ps used the Model A & E gearbox first built in 1921 for the Model A sleeve valve engines, a simple, practical and well-tried unit, otherwise the Model P bore little resemblance to earlier KELVINS. During their twenty years in production 1,750 were sold.

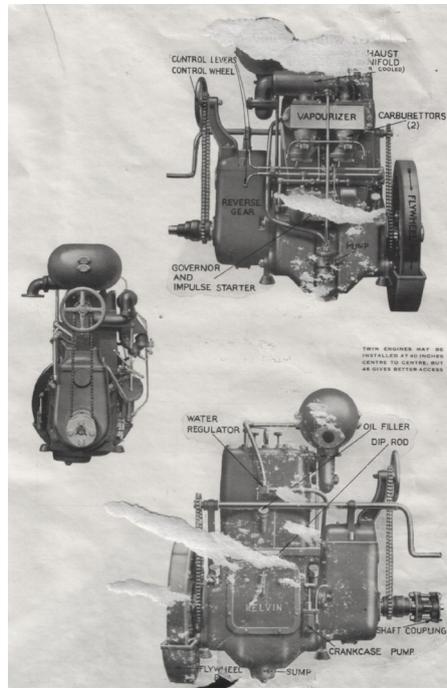
Engine output over the years 1910 to 1950 varied as follows:-

1910-1920	ave 866 pa	Poppet Valve engines only
1921-1927	" 1,030 pa	Poppet & Sleeve Valves
1928-1932	" 560 pa	Poppet, Sleeves & Ricardo's
1933-1945	" 333 pa	the above plus J & K Diesels
1946-1950	" 520 pa	Poppet, Ricardo's, J & K & L's

During the years covered by this early history of the company it also manufactured steering and control gears, marine service pumps, fuel-tanks, stern gear, propellers and exhaust-pipes.

Up until the mid-1940s almost 1,500 standard Kelvin launches were sold.

Designed by Walter Bergius but the bare hulls built by various boat builders and then finished at the Company's



Kelvin Ricardo G2 Engine

Boat shed on the Forth and Clyde Canal at Port Dundas, Glasgow. The range varied in size from eighteen to over forty feet in length, many of the more common models were kept in stock and could be delivered within 2 or 3 days of receipt of an order.

Due to the demand of death-duties after Walter Bergius's death, in 1953 the Company ceased to be a family firm

when it was taken over by The Associated British Engineering Company and after a number of name changes is now known as KELVIN DIESELS plc and is based at Uddingston near Glasgow.

Pudge was fitted with two Kelvin Engines.

In June 1931 the London & Rochester installed a 30hp Kelvin Ricardo G2 petrol / paraffin Ricardo engine.

These Kelvin Ricardo engines were four-cycle engines with detachable heads and poppet valves. They were built to withstand continuous full load and had all the useful refinements – high efficiency, silence, oil tightness, absence of heat and smell. They were built in 6 models. E and F in two types – one to consume self-vaporising oil such as petrol, gasoline, or benzene, the other to consume oils which required heat to vaporise them such as paraffin, petroleum or kerosene. All models complied with the requirements of Lloyd's and the Board of Trade.

When the London & Rochester Trading Co's sailing barges Scone and Cabby were first given auxiliary power they were fitted with 30 h.p. petrol paraffin Kelvins, which were soon found to be not man enough for the job. They were replaced shortly after by 66 h.p. K3 diesels.

This may well have also been the case

List of the various models of Kelvin Ricardo Engines.

Model	Fuel	No. of Cylinders	BHP PAR/PET	Max RPM PET/ PAR	Bore (ins.)	Stroke (ins.)	Cubic Capacity (cm3)	Valve Type	Weight (lbs)	Max Length (ins.)	Max Width (ins.)	Height (ins.)	Prop Dia. (ins.)	Prod. Years
E2	PET/ PAR	2	7.5	1000/ 1,150	3	4.5	1,042	POPPET	381	28	20.5	30.25	14.25	1928-1958
E4	PET/ PAR	4	15	1000/ 1,150	3	4.5	2,084	POPPET	537	38.25	20.5	30.25	17	1928-1958
F2	PET/ PAR	2	15	700/8 20	4.25	6.375	2,966	POPPET	911	37	25.5	43	20	1927-1958
F4	PET/ PAR	4	30	700/8 20	4.25	6.375	5,933	POPPET	1,261	51	25.5	43	22	1927-1958
G2	PET/ PAR	2	30	560	6	9	8,094	POPPET	2,416				26	1930-1947
G4	PET/ PAR	4	60	560	6	9	16,188	POPPET	3,383				32	1930-1947

with Pudge as her Kelvin Ricardo was replaced only 4 years after being installed.

placement and much more powerful Kelvin diesel engine.

There were 9 classes of K Series engines as detailed in the table below.

In June 1935, Pudge received a re-

This was a 66hp K3 diesel engine with 3-cylinders.

Model	No.	BHP	BMEP lb/sq in	Max RPM	Min RPM	Bore (ins.)	Stroke (ins.)	Cubic Capacity (cm3)	Weight (lbs)	Max Length (ins.)	Max Width (ins.)	Height (ins)
K1	1	21	91.18	750	160	6	9	4,047	2,212	47	32	61
K2	2	44	91.18	750	160	6	9	8,094	3,000	63	35	63
K3	3	66	91.18	750	160	6	9	12,141	3,800	73	35	63
K3SR	3	66	91.18	750	160	6	9	12,141	4,100	77.5	35	63
K4	4	88	91.18	750	160	6	9	16,188	4,350	84	35	63
K4SR	4	88	91.18	750	160	6	9	16,188	4,800	88.5	35	63
KR4	4	88	91.18	750	160	6	9	16,188	5,500	89	37	76
K6	6	132	91.18	750	160	6	9	24,282	6,146		32	41
KR6	6	132	91.18	750	160	6	9	24,282	6,700	110	37	76

Kelvin-Diesel engines of the 'K' range were originally developed in cooperation with Sir H. R. Ricardo and embody certain of his patents. They were full diesel engines of the four-cycle, compression-ignition, solid-injection type and complied with the requirements of Lloyd's and the Ministry of Transport

It has been said that all of London & Rochester Kelvins were originally started by hand. The first thing that was needed was to see that the fuel was turned on at the tanks and that the lube oil levels in the crankcase and gear box were correct. The seacock was then opened and the magneto impulse was screwed in, to be unscrewed

once the engine had started. About a cupful of petrol was put into the open carburetor from a brass container which was fitted with a syphon. A few squirts of petrol were then pumped into the combustion chamber on each cylinder and after turning the starting handle the spark plugs would fire. After running the engine for a few seconds on petrol, the injector taps were opened and the compression lever pushed forward, the engine changing over to diesel running.

There was definitely a knack to starting a 'K', some people would turn the handle many times to no avail, others would have an engine running in no time. The easiest way was to try to get the compression when the handle was low down, when a sharp upward pull would often do the trick.

Once running, a Kelvin K series engine was not any trouble as long as the fuel filters were clean. There were two filters which were situated on the crankcase door and they contained a cloth filter membrane which could be changed or cleaned with petrol. Only one filter was in use at a time, with the other on standby, so that if the engine began to misfire, you switched from one to the other whilst the engine kept running. The seacock filter also had to be kept clear of mud and small stones or they would get into the water pump, damaging the rubber valves and bending the springs.

The Model K was the preferred choice for the majority of the auxiliary and motor barge fleet. Such was its durability that instances are recorded of Model k's being removed from wooden

craft and installed in new build vessels.

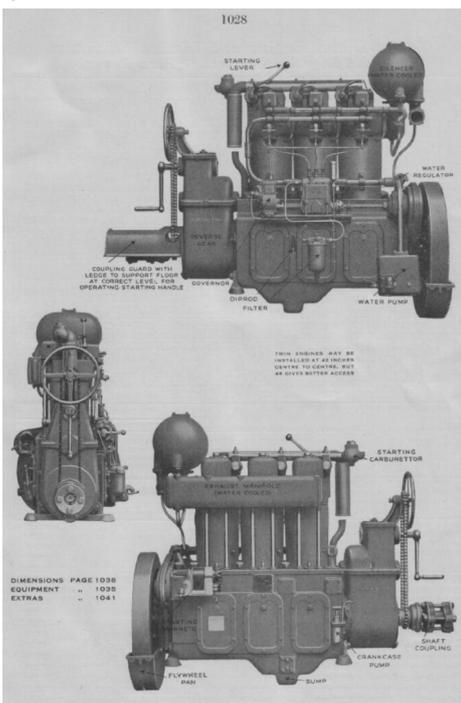
Pudge retained her K3 engine up to the time that she was sold by the London & Rochester in 1968 to the Thames Barge Sailing Club.

Pudge's Kelvin had many Club supporters and its reliable triple beat became the background to many a tale particularly as it took so long to start and hence the skipper always seemed reluctant to stop it until Pudge was well out of the range of the weekend yachties and other hazards. It called much devotion to prime the petrol starting carburettor, brawn to swing the mighty flywheel and cunning to judge the precise point to push over the brass rod to get her to fire on diesel. But it was something to hear when she roared into life and settled back into the steady thumpity thumpity thump.

The Barge Club could have kept it going and did acquire a spare block which was cast into the depths of the Blackwater to the despair of some (and gratitude of many). A new Bedford 6-cylinder 8.2 litre engine was installed during the 1990/91 winter and it was about half the size of the Kelvin.

In part three we will finish the story with more detail about the barges that had Kelvin engines and also tell recount some tales from past mates and skippers about their experiences with them.

John Rayment



**Kelvin Diesel Model K3
(Earlier Version)**

(Continued from page 4)

Once other jobs are done the linings will be painted with Sadolin. The carlings have already had one coat of primer, but we aim, under the advice of Kevin Finch, to add another and then



**Completed hatch board
Picture by Terry O'Sullivan**

two coats of undercoat and two coats of top coat. We are proposing that all new timber including the inwales coamings and underdeck will be either oiled or stained so as to bring out the natu-

ral wood.

The decks have also been given a primer coat, but this also needs to be repeated and further top coats added in due course. The nice hot weather of the last few weeks has been of some concern as this does not help the timber, but also makes it hot to work under the tent.

The next three months are going to be very busy. It is important that we get this work finished on time so if you would like to get involved then please let John know and he can arrange for you to attend on the days mentioned.

Outside of the main rebuild, we have also opened the exhibition 'Red Sails Over The Estuary at Southend which tells

the history of the Thames sailing barge and its association with Southend. Details are on page 4. Please try and visit if you live in the area.

John Rayment



**Views from below deck showing completed work including the fore and afters

Picture by Terry O'Sullivan**

2021 Sailing Programme

With the Summer now with us, why not consider booking one of our sailing trips, or charters. Dates to the end of the season are now available.

The planned sails are all subject to Covid-19 restrictions, but we hope by late June restrictions will be relaxed.

During the summer we are looking to operate some of our traditional weekend trips, but with just 8 passengers

aboard for overnight 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 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. Weekend trips are priced individually depending on its length and what it includes.

We have had a good uptake for sailing trips so far in 2021, so book early to be sure of getting on board.

David Gibson

2021 Sailing Programme June—Sept 2021

Notes applying to all weekend trips

We view our trips as social events where you can sail with old friends and make new ones. We provide a qualified Skipper and Mate together with you as part of the crew. You will have the opportunity, where appropriate, to pull ropes, steer the barge and help with many other tasks under sail. We encourage a team spirit on board so all the crew muck in with the cooking and keeping the barge ship-shape. Provisions and consumables are provided by the Barge Trust. The Barge Trust publishes this programme in good faith, however sometimes itineraries may have to be amended depending on prevailing weather conditions.

Date	No. Nights	Boarding & Time	Disembark & Time	Description of Cruise	Price per person
June					
20th	2	Maldon Sunday 20th Morning 07:30	Maldon Sunday 20th 18:30	Full Day Blackwater & Radio Caroline Visit 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.	£105 (inc. breakfast and boarding of Radio Caroline)
July	July	July	July	July	July
9th to 11th	2	Maldon Evening Friday 9th from 19:00 Depart Midnight	Maldon Sunday 11th 15:00	Weekend Blackwater River Cruise A small group cruise down the Blackwater enjoying the scenic river on-board the 126 year old sailing barge Centaur. The adventure will begin with a starlight journey down the river Blackwater to anchor in deeper water near to Osea Island. After a sleep and a hearty breakfast, Centaur will set sail for the day and head down the river Blackwater to find a sheltered bargeman's anchorage, to enjoy an evening meal and a night on-board with the crew. On Sunday, Centaur will head back to Maldon Quay, arriving with the tide around mid-afternoon.	£179 per person in 2 berth cabins (inc. meals)
12th to 16th	1 to 4 nights	Maldon	Maldon	Available for Exclusive Charter 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		Maldon Saturday 17th Board 05:30 Depart 06:00	Maldon Saturday 17th Evening	Blackwater Barge Match 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.	£130 (inc. meals)
August					
5th to 8th	3	Ipswich Thursday 5th 19:00 Depart Friday	Ipswich Sunday 8th 15:00	Weekend Suffolk River Cruise Enjoy the delights of Ipswich Wet Dock on the Thursday evening. Followed on Friday with a trip down the picturesque River Orwell. Then depending on weather conditions, Centaur will sail either into the Walton Backwaters to seek out some seals or head north towards the River Deben. Weather permitting, an overnight stay in old Harwich Town is scheduled for the Saturday night, where you will have time to explore the delights of this fascinating ancient maritime town, which is bursting with history. Sunday will be a leisurely sail back to Ipswich, arriving early afternoon.	£215 per person in 2 berth cabins (inc. meals)
13th to 15th	2	Ipswich Friday 13th 19:00 Depart Saturday morning	Ipswich Sunday 15th 17:00	Weekend Harwich River Cruise Joining Centaur in Ipswich for a night in the heart of the Ipswich waterfront. Centaur will head out down the beautiful River Orwell on Saturday morning to enjoy a full day's sailing, before heading for the night to Harwich Old Town. You will have chance to explore this fascinating ancient maritime town, which is bursting with history. Sunday will be a leisurely sail back to Ipswich, arriving late afternoon.	£179 per person in 2 berth cabins (inc. meals)
26th to 30th	4	Maldon Thursday 26th 19:00 Depart Friday morning	Maldon Monday 30th 17:30	Medway Barge Match Join Centaur Thursday evening and take in the sights of Maldon and take a meal. We depart early Friday morning making our way down the Blackwater and then heading towards the River Medway for Saturday's Match and an evening ashore at the Medway Yacht Club. On Sunday we begin our journey back to Essex arriving back at Maldon on Monday late afternoon. All meals onboard from Friday morning are included.	£340 per person in 2 berth cabins (inc. meals)



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

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

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 &
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 August 2021



A colour image of Pudge as a motor barge (date unknown). Quite rare to find a colour picture. Picture form Terry Sullivan (Facebook)

CONTACTS

Chairman— Peter Taylor
chairman@bargetrust.org

Secretary—David Gibson
secretary@bargetrust.org

Treasurers—Gerald Moore & Keith Foster
treasurer@bargetrust.org

Membership—John Rayment
membership@bargetrust.org

Sales—Peter Holmes
01621 854108

sales@bargetrust.org
Open Days—John Rayment
07587 141054
events@bargetrust.org

Crewing & Charter Secretary—David Gibson
07840 862685
bookings@bargetrust.org

Newsletter—John Rayment
editor@bargetrust.org

100 Club—Terry O’Sullivan
01621 788276
100club@bargetrust.org

Training Manager—Mick Nolan
training@bargetrust.org

Working Volunteers Liaison Thursday Group—John Rayment
07587 141054

Weekend Working Group—Tim Jepson
01621 851817
timjepson411@gmail.com