

Golden Chaffcutter

Thames Sailing Barge Trust



Issue 137

www.bargetrust.org

December 2021

From the Helm	2
Membership Renewal	2
Dates for your Diary	3
Pudge Book	3
Morris Mayhem!	4
Bawley Fishing Boats	4
New Display Boards on Hythe Quay	6
Pudge Update	7
Centaur Update	8
My First Sail	8
Trust Awards 2021	10
Sailing Programme 2022	10



Tim Jepson wins National Historic Ship UK Marsh Individual Volunteer of the Year Award



The Trust are pleased to announce that Tim Jepson has won this year's National Historic Ships UK Marsh Volunteer of the Year Award.

The Trust nominated Tim for all his hard work over many years on looking after Centaur and in particular working during the

pandemic to make sure that Centaur was fit to sail when Covid restrictions had been lifted.

In normal times a presentation evening would have been held in London, but as with last year the presentation was held virtually, this year from Boathouse 4

at Portsmouth Historic Dockyard with guest presenters Sam Willis and Paul Atterbury

Tim received a certificate and a cheque for £500.

The Trustees pass on their congratulations and thanks for all Tim's hard work and Centaur is a credit to his efforts.



From the Helm



It may come as a surprise to those who were not able to attend the AGM to find a new hand writing this article! I am delighted to have been asked to take over the role of Chairman of the TSBT from Peter Taylor and will do my very best to be a worthy successor. He took on the position of Acting Chairman at short notice at a very crucial time in our history when we were beginning the major rebuild and refit of Pudge. Then on top of this we were hit with the pandemic and all the unknown pressures and problems that it brought in its wake. He has steered us through this time with calm

good humour and the Trust moves into 2022 with optimism for the challenges ahead. Thank you Peter!

I am pleased that Peter is staying on as a Trustee and that the Committee and Trustees are continuing unchanged but with the willing additions of our new Treasurer Keith Foster and Steve DeLaSalle who has taken on responsibility for fundraising. Dave Perkins is to be Deputy Chairman so I have a strong and experienced team to work with. Full details of the appointments will be in the AGM minutes but this may be an appropriate time to remind you that we are always pleased to hear from members who have skills which can contribute to the running of the trust and maintaining our beautiful barges.

This leads me on to congratulate Tim Jepson for his award of the National Historic Ships UK, Marsh Volunteer of the Year Award. Tim has spent many hours over the years looking after our barges, but his time spent during the pandemic is particularly noteworthy as Cen-

taur was our only barge in sail and has had to work as many hours as possible earning income for the Trust. Well Done Tim! Details of those receiving our internal awards are detailed on page 10.

As you will see in this edition of the Golden Chaffcutter work on Pudge continues apace. The budget was set in 2017 but Covid and inflation have affected the bottom line so we are making a separate request for donations so the internal refit can be completed to the same high standard as the hull and deck. Inflation is hitting us all but any contributions will be well used. Thank you! The annual membership renewals are also going out with this mailing and I would encourage members to return them in good time.

This is the last newsletter before Christmas, so I will close with seasonal greetings to you and yours for a Happy Christmas and New Year with the hope that 2022 brings us all peace, health and fair winds.

Penny Baines

Membership Renewal

This newsletter carries details of the renewal process for membership fees which are due as at the 1st January 2022.

A form is attached which should be completed if members are renewing by cheque and or members who wish to make a donation.

The Trust has been advised by its bankers that from November, the Trust's main bank account which is a Charity Account will be charged 40 pence for every cheque that it

pays into the account, plus other charges.

To avoid these extra costs as much as we can, we are offering members who **DO NOT PAY BY STANDING ORDER**, to pay their renewals by Bank Transfer if they have a facility to do so.

We appreciate that this may not be the case for everyone. If you can only pay by cheque then this will of course be in order.

Those members who pay by standing order will have **STO**

after their surname on the address box on the back page of the newsletter. You do not have to do anything for your renewal.

Full details about renewals are on the enclosed form, or if you are unsure then please contact John Rayment by phone or email as shown below.

We are reviewing if we can in future accept card payments for subscriptions, but this will not be until 2023 if it is possible.

The Trust welcomes the following new members:

Mr. E. Skinner—Mayland
 Mr. G. Murray—Gt. Totham
 Mr. P. Symes—Tillingham
 Mr. H. Wright—Rowhedge
 Mr. A. Griffiths—Heybridge

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/Christmas 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 Receptor 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

Dates for your Diary



Working Parties

The Thursday Group are working on Pudge and have now reverted back to just Thursdays for the time being. Anyone interested in getting involved please contact John Rayment on 07587 141054. No specific skills needed.

Centaur Weekend Working Party Dates for the rest of the winter.

8th & 9th January
 22nd & 23rd January
 5th & 6th February
 19th & 20th February
 5th & 6th March
 19th & 20th March
 2nd & 3rd April (Rig Out Weekend)
 9th & 10th April
 16th April Shakedown Sail

Events

Provisional Dates

Children's Day

Thursday 7th April, Hythe Quay

Maldon Mud Race Open Day

Sunday 24th April, Hythe Quay

May Day Open Day Weekend

Sunday & Monday 1st & 2nd May, Hythe Quay

Children's Day

Thursday 2nd June, Hythe Quay

Advance Notice

Pudge 100th Birthday Dinner

Saturday 16th July 2022
 Maldon Town Hall, Market Hill, Maldon

AGM and Laying Up Supper

Provisional Date
 Saturday 30th April, Maldon Little Ship Club

Pudge Centenary—Pudge Book—Pictures Required

The Trust are preparing a book for Pudge's centenary in 2022. Work is well advanced and we hope to publish the book in the Summer.

One of the areas where we need some help is in obtaining some pictures of Pudge between the years 1983 and 2012.

If any member has any pictures of Pudge we would welcome the chance to view them and see if we can include them within the book.

Pictures can be sent to John Rayment at johnrayment1954@gmail.com as digital copies, please send as jpeg and as high a resolution as possible or if you post the picture we will copy and return the original to you.

Images are required as soon as possible so if these could be sent by the end of January at the latest that would be appreciated.

When sending the image, please let us know when and where taken and we will provide an accreditation to you if published.

100 Club

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

Thank you for your support by helping the Trust raise funds this way.

The result from the Pudge 100 Club draw for November/December is:

1st John Howard,
 2nd Peter Holmes
 3rd 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

Morris Mayhem!

Following the item on Roy Emmin in the last issue following his death and the picture on the back page, we received the following from Bob Bryan a good friend of Roy's.

It all started as a 3-day charter on board the sailing barge Pudge, based at Maldon, Essex, which had been chartered by Bob Bryan.

As we were not casting off until mid-afternoon, I had asked the Royal Liberty Morris side to have a session on the quayside during the morning with extra musicians from the crew of Pudge joining in.

All went well and a brilliant time was had by all with quite a crowd of the public joining in. The time came when we were due to leave (high tide). All the barges moored at the quay took turns to depart. We were last to leave. The tide had reached its peak and had started to turn. As we reached mid channel, still opposite the quay, the wind suddenly changed direction and a strong gust swung our stern and fouled the propeller with the mooring chain of a big green marker buoy.

Luckily for us Noddy Cardy and his small harbour tug was overseeing the fleet's departure. As he pulled alongside to offer assistance, he was

heard to say in a broad Suffolk accent! "That's what I like about you barge boys, yer always good for a laugh!" Safely back but not in her usual moorings (there was a whacking green buoy attached at her stern by chain wrapped around her propeller and rudder), we had to decide what to do with our weekend so I made a few phone calls and a little while later had 6 Morris teams on the quayside taking it in turns to perform using Pudge as headquarters. Soon quite a party was in swing with musicians playing from the deck of Pudge.

We had a lot of food on board, originally for the trip, so we catered for all our new friends but they had to buy their own drinks at either the Queen's Head or The Jolly Sailor.

In the evening we retired to the Jolly Sailor. I don't think I have ever seen a pub so full of musicians before or since. When the last person came out of the pub we had everybody on board for a late-night shanty session with Skipper Geoff Harris leading the singing. People finally slept, mostly on the floor as we had acquired extra bodies.

A bright Sunday morning saw a late breakfast provided by Pudge for a small multitude, a meeting at The Jolly Sailor and a shanty session led by Royal

Liberty's "fool" – a great red bearded man in hob nailed boots and a pink frock (the team's Molly). It was later in the afternoon when both pubs had to admit they had run out of beer and could only serve cold drinks!

Roy Emmin's painting showed the Jolly Sailor pub shortly before it was drunk dry. It showed some of Royal Liberty Morris, their Fool in a pink frock and Rumford Morris (cross baldricks), Maldon Green Jackets, Cockleshell Clog, Strawbraid and a sword team, all local sides.



Bawley Fishing Boats

The Trust has received the following article from long time member Ron Weyda. Ron includes in his article the history of the Harwich Bawleys many of which were built by J & H Cann, the builders of Centaur.

Introduction:

The development of the Essex, Whitstable and Medway fisheries resulted in the evolution of the cutter-rigged sailing smack. In contrast to the larger smacks, with their elegant counters, the Thames and Medway peter boats evolved into a transom sterned cutter and later into the larger bawley. The fleet reached a peak in the 1880's, fishing particularly for shrimp. They were also used to catch whelks for use as bait by the cod smacks. After WW1

the fisheries declined, despite the installation of engines.

The main centres for building were Harwich, Brightlingsea and the Medway. Significant fleets operated from Harwich, Leigh and the Medway, with the boats being registered in Harwich, London & Rochester. The Rochester fleet joining the others on the Southend grounds.

The size of a bawley ranged from 24ft. to 39ft. Length Over All (LOA), with tonnages from 4 to 12 gross reg. tons (grt). The increase occurred over the 19th century and was mainly to provide better speed and bigger hold capacity.

Harwich Bawleys:

About 60 bawleys fished from Harwich in the heyday before 1914, most of

these were owned by the Good, Denny and Smith families. Between May and September they were shrimp trawling off Walton and Clacton, in the Wallet Channel, inside the Gunfleet Sand, off Felixstowe and around the Cork and the Cutler shoals. From September until May, the whelking season found them working off the Ridge near Harwich and under the Pye sands.

The majority of the Harwich bawleys were built at the port, where they also built for Leigh and other local owners. George Cann was an early builder, this work continued by his sons John and Herbert. Others were built by Norman Bros., McClearn, Vaux and Vincent. Vaux built the famous racer 'Auto da Fe'.

Races for Bawleys were held as part of

the Harwich Town Regatta for many years prior to 1914 and *Wings of the Morning* was a regular prize winner.

Typical size for a Cann bawley – Length O/A 39ft. Moulded Beam 13ft. Depth 5ft. 6in. Draught - Forward 3ft. 6in. Aft 5ft. Tonnage around 10grt.

Cann's built bawleys including – *Maud, Irene, Olive Miriam, Gracie, Osprey, Doris, Unity, Onward, Two Brothers, Verona, Iris, Helen & Violet and Ellen.* The *Olive Miriam* went to Leigh, registered as LO 3, and still working in 1938.

Harwich bawleys had straight transom stern as compared with Brightlingsea builders. A Harwich bawley, the *Good Intent* was on the register from 1893, passing to London in 1896; Previously appearing on the Maldon Fishing Vessel list in 1869, owned by John Turnridge. It then passed to Harwich in 1893. Two other known Harwich bawleys are the *Auto da Fe* 13 grt. and the *Au Fait* 11 grt.



Gashouse Creek, Harwich in the 1930's with the fishing bawley Autodafe in the creek with the rail terminal in the background. This bawley won many races and was one of the fastest bawleys of her kind

Brightlingsea Bawleys:

The main builders were R. Aldous and the Stone Bros*. Their main buyers being the Leigh owners, who by the late 19th century favoured their design as it was speedier, this allowed a faster delivery to the London fish markets. With the catch spending less time on board, by the end of the 19th century, the Leigh owners gradually did away with the well holds, thereby also eliminating leakage problems from the holds.

Example of Brightlingsea bawley of 1889 –

Length Over All 34ft. 10in.

Beam 12ft. 9in. Depth 5ft. 2in.

Hold length 17ft. Tonnage 10.5 grt

Medway Bawleys:

The Medway developed their own modifications to the design, having a more vertical transom and a hold divided by the steering well. The mast was set in a tabernacle to allow passage above Rochester Bridge. Boats from Rochester and Queenborough worked the grounds at the mouth of the Medway and also the deeps frequented by the Leigh men. Although the main catch was shrimp, they would take any saleable fish. Sometimes they would run through the

shoals and they also had the vertical transom.

*[Douglas Stone was the father of the Brightlingsea Stone brothers]

Construction data based on typical Cann bawley:

Keel Elm 5in. sided, moulded 12in.

Floors & Frames Oak 3in. sided. Deadwood Oak.

Keelson Oak 6in. sided, moulded 8in. Through bolted by 3/4in. iron bolts.

Stem & Sternpost Oak 5in. sided.

Beams Oak 4 1/2in. square.

Coamings Oak 2in. sided, moulded 8in. Bolted to deck & beams on hairfelt & tar.

Garboards English Elm 1 1/2in. thick. Also 2 edge planks, then 1 1/2in. Pitch Pine, with 2in. oak for bilge & sheer strakes.

Deck Fir 4x2in. with oak covering board of 7x2in.

Shelf Pitch Pine 3in. sided, moulded 6in.

Knees Oak 3in. sided.

Transom Oak 3in.

Stansions & Cap Oak.

Ron Weyda

Swale to fish of Whitstable. The Rochester fleet would moor at Strood. Other Kent bawley fleets existed at Whitstable and at Margate, where there was a significant fleet in early 20th century. Some Faversham registered boats were based at Whitstable.

Thames Bawleys:

Smaller examples were also built by D. Stone* of Erith for the Gravesend fleet, which numbered around 30 at the turn of the 19th century. They were of shallower draught to allow trawling on the

**Advance Notice
Pudge 100th Birthday Dinner**

The Trust are planning to hold a 100th Birthday Party for Pudge on Saturday July 16th 2022 at the Maldon Town Hall, Market Hill, Maldon. We have booked the Town Hall so that we can cater for more members. The venue and caterer are booked and we are currently planning a speaker and other entertainment.

Further details will be advised in due course, but please put this date in your diary if you would like to attend. If you have to travel, then you may wish to book hotel accommodation at the same time.

New Display Boards on Hythe Quay

For a number of years, the Trust has had the use of the wall to the Bailiff Hut on Hythe Quay to display information about the Trust and its vessels.

started working on new display boards and these were finally erected at the beginning of November and tell the history of the Trust's three vessels.

Early in the Summer we were advised by Maldon District Council that they were planning to let the Bailiff Hut for commercial use and required us to remove the display boards.

At the time this was disappointing news. The boards were not close to the barges, but members of the public were seen reading them and taking the leaflets which were positioned close by.

After a conversation with the Bailiff, he advised me that he was happy to put up some railings in front of Sailorman so we could put the display boards on these. This was good news as it is a much better location. The Trust then



An Ideal Christmas Present Limited Edition Prints of Centaur and Pudge



Are you lost for Christmas Presents. The Trust still has a number of the limited edition Anne Plummer prints of Pudge and Centaur for sale.

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 shown are framed just for display purposes but the frame used is sized A2.



The prints can be ordered online on the Trust's website under the 'shop' tab. Each print costs £53 + £2 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.

Ideal purchase for Christmas

John Rayment

Pudge Update

In my last report I mentioned that the Trust's volunteers had finished the work below deck in terms of painting, oiling and varnishing the new timber. By mid-September, Pudge had been handed back to Kevin Finch and he started work on constructing the main hatch boards and reassembling all the deck fixtures and fittings.

The new hatch boards look really good and include kidney hand grabs. The two



aft sections of boards are removable, so we can easily lift bulky engine room equipment in and out of Pudge in the future. The old lift-off skylights are being replaced with Houdini hatches and once the cover is fitted over the main hatch these will be fixed in place. The completion of the hatch boards then meant that they had to all be oiled three times both above and below deck and the Pudge volunteers did this over a couple of weeks, outside of the yards main working hours.

We had been thinking of purchasing a new diesel tank as the existing tank had been in place for a long while, however as you will read elsewhere in the newsletter, funds for the project are tight at present, so we decided we would inspect the existing tank and see

if it could be re-used. One of our members was a diesel engineer with Volvo and he took on the dirty project of cleaning the tank out and then preparing it for painting. The tank is now back aboard Pudge in the engine room, although awaits final painting and installation.

In September, Kevin had begun ordering materials to start refitting the accommodation below deck. This included tongue and groove cladding and studding along with insulation materials. In late October work commenced on the bulkheads being built and during November the corridor has been installed and clad on one side. The reason for this is that we do not want lots of wiring being visible, as was the case with Pudge before the re-fit. The electrical contractors will place all the wiring in conduit hidden inside insulated walls and then the remaining side will be cladded. The dividing cabin walls have been carefully designed, to allow them to be removed to accommodate future works without the need to destroy the new cabins

Mick Nolan, who is managing the re-fit has been spending many hours sourcing items that are needed, including doors. We have now found doors that will fit and will be suitable for the conditions on Pudge. The fo'c's'le has a new ceiling (floor) and is looking very smart. As this report is being written, the chain locker is now being constructed.

Lots seems to have happened in a short space of time. With the deck fitting also now back in place, we expect Pudge to return to Hythe Quay around Christmas. as her berth is required at Fullbridge. Pudge is far from complete but Kevin will continue work at the Hythe before it is time for the volunteers to start work again in the New Year.

As I am sure you can imagine,



at present we are facing a real challenge in terms of the cost of materials and other items to see Pudge completed. With Covid and the current inflation pressures due to Brexit, items are costing us a substantial amount more than we ever budgeted for at the beginning of the project, back in 2017.

You will see from the letter enclosed with this newsletter that we have started a Pudge 100 Appeal to raise £40,000 to help us complete the pro-



ject to the standard we initially planned. The Trustees hope that you will be able to give generously towards this appeal. The Trust will be providing extra funds from its reserves and we are also approaching other funders, but many of these will wish to see that our members have also supported this part of the project. We are not that far away from getting Pudge sailing again before her 100th Birthday, so please support this appeal in whatever way you can.

John Rayment



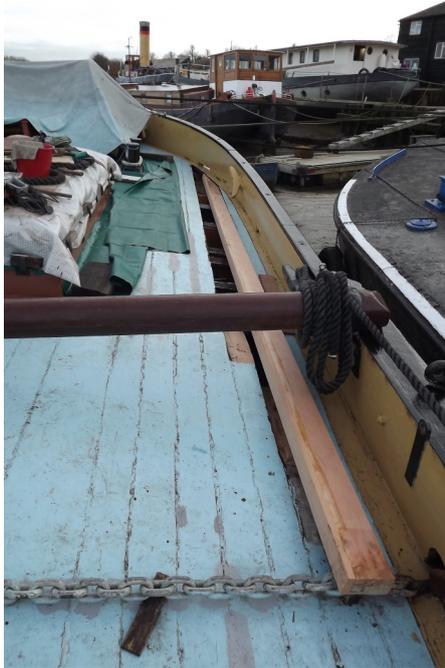
Centaur Update

On October 16th the weather was fine and dry and a group of us met up on Centaur, lowered the gear down and got the sails and running rigging off and stowed away. As the tide was at 10:00 it didn't leave us a lot of time as we have to lower down with the barge afloat so during the previous weekend a small group of us got the foresail and mizzen sails off and unrigged the mizzen gear which was then stowed away in the lighter.

We then housed the topmast, got the stayfall up out of the fo'c'sle and round the windlass so it was all ready to lower down and covered the hatches so the new hatch cloths would not get tar and oil on them during the winter work.

We have had two working weekends so far. While the weather has been dry and relatively warm the main job has been to de-rust the steel deck beams and recoat them with a high build epoxy tar, it is mainly the outboard ends of the beams which are affected by condensation during cold weather causing rust to form.

We cover up the cabin top and windlass area, the various winches and mast case, also the hounds to keep the win-



ter weather off the servings, this ultimately saves us a lot of work.

There have been some problems with the deck over the two loo's recently, there has been signs of water ingress along a couple of seams. Some replacement pine was about to be ordered when it was mentioned that there was some surplus Oregon pine

from the Pudge restoration so new timber racks were made up and fitted in the lighter and the Oregon pine stowed away except for a couple of planks needed for the deck repair which were put on trestles ready to work on. One piece had to be made wider by gluing on an extra inch using epoxy glue which is expensive but does a good lasting job. While the good weather has been holding up, the two defective planks have been removed and the area cleaned up. The new planks were shaped up at the forward ends to fit in to the covering board and have been fitted to the original planking with glued scarph joints and will be caulked and payed then painted.

Work is also progressing in the accommodation, the keelson has been de-rusted along the lower flange and then primed and the cabin bunks are being cleaned up, sanded down and revarnished. In the engine room the Bedford engine has had an oil change with new filters all round which is a yearly routine job and should ensure a long working life for the engine.

Tim Jepson

My First Sail

My best friend and school mate Cliff Manning joined the TBSC in February 1972. He had been introduced by member Robin Adams. Cliff was sufficiently enthusiastic about his trips that I decided to join in February 1973. With the March/April Bulletin came the crewing card with info of the sails to midway through the season. Myself and Cliff talked things over and we both applied for one on Pudge in May. You then had to wait a fortnight or ten days before the sail to know if you were on the list, and where the barge was. When it came we found out it was a passage from Faversham to Hoo. This would mean travelling to and from the barge by public transport.

On the evening of Friday 18th May we travelled by train down to London Kings Cross, then by Underground to Charing Cross, where we got a train to Faversham. We both had large kit bags to

carry with sleeping bags, our clothes, waterproofs and washing gear etc. We walked from the station to where the barge was moored. Quite a long walk with heavy bags. But we were rewarded by looking at all the interesting buildings that we passed, especially those in Abbey Street, which led down to the 'Anchor'.

Our crewing card instructions were to leave our gear in the barge saloon and to report to the Anchor pub to present ourselves to the mate who was Rupert Nievergelt. We never found him because he had turned in, as had Vic Wadhams our skipper. However, we did find some of our crew members plus those that were on 'Westmoreland' which we found out we were going to tow out of the creek in the early hours. Amongst our crew was Barry Lawrence who was then the Club Vice Commodore, and

we also met the affable local guys: Colin Frake, Brian 'Bowie' Weaver, Peter Maxey, and Jim Gregory, who had been replacing the inwales in Westmoreland. Their local accent took a bit of getting used to. Barry Lawrence rather unfairly called it the 'Faversham Stutter', but I liked it. We carried on drinking quite late. The pub packed with a lot of locals plus two barge crews. It soon became apparent why. A raffle was taking place about every twenty minutes. The prizes were 1st a joint of meat, 2nd a pack of sausages or bacon, 3rd a pack of eggs. As there were two barge crews buying tickets, we walked off with several joints of meat, and an abundance of sausages, bacon, and eggs.

Back on Pudge, Cliff and I were allocated bunks in the aft cabin next to the engine room. I had the top bunk. We stowed our gear and returned to the saloon where hot drinks were made accompa-

nied by cheese on toast. This was almost a ritual the first night on sails in the early 1970's. The toast was done on the hot plate of the Aga. This was another new experience for me. The first time I had seen an Aga. It was coal fired, had two hot plates with hinged covers, and two ovens to the right of the fire the top one for cooking, and bottom one to keep things warm. A plug could be lifted out of the left hot plate so coal could be put in. The Aga was the sole heat source in the saloon. For additional cooking there was a double burner primus stove located on the worktop below the main sailing beam.

There were no electric lights at all. Two paraffin 'Tilley' lamps provided lighting in the saloon. Each cabin had a single burner lamp which had to be put out when we turned in. There was only one toilet in 1973. It was located at the bottom of the main companionway. This also had an oil lamp in it, which was left on all night with the wick turned down as low as possible. Now I knew why we had to take a torch each.

The Saloon layout in 1973 was different to how it has been in recent times. There were 4 tables 2 each side of the keelson parallel to the fo'c'sle bulkhead, and 2 each side parallel to the barge sides. Vic Wadhams always sat at the aft end of the starboard one nearest the starboard water tank so he could get up on deck quickly without crossing the keelson if he heard something untoward on deck.

Back to the plot. Being a newbie, I was told I need not get up when we got underway. We retired to our Bunks, and I fell into a deep sleep. I was awoken by the engine starting. It seemed to tick over nicely for some 30-40 seconds then all hell was let loose. It sounded like someone was hitting the cabin wall with a club hammer. Intermittently at first then falling into a regular pattern but too loud to carry on sleeping. This was my first introduction to the Kelvin engine.

I got dressed went on deck, where Cliff was already. The local boys were getting ropes off, and soon we were off down the Creek towing Westmoreland. I was handed a cup of tea and told to keep out of Skippers line of sight.

In the 1970's there were no buoys till you got down to Hollowshore, but the creek was marked by unlit withies. Port



Pudge in company with Westmoreland and a Smack on the Sunday
By Terry O'Sullivan

ones marked red painted top ends or topped with red painted tin cans, starboard ones top painted green, or with triangular flags cut from green plastic. A strong torch was used pick them out. I was fascinated by the talk between the crews as we weaved our way down the creek. All too soon we had exited the creek, and both barges had anchored outside in the Swale.

The next morning the smell of breakfast cooking coaxed us up, and after a quick cold wash, we were treated to a full fried breakfast, followed by plenty of toast and marmalade. I had a bit of a muzzy head from last evenings session, but soon a spell on the anchor winch sweated that out. I thought I was a fairly fit 26-year-old, but when we were getting the topsail set, hauling the last bits on the sheet and halyard stretched the two of us to the limit. We sailed round the outside of the Isle of Sheppey, following a distance behind Westmoreland. I was enjoying every minute of it.

Eventually we both anchored in I think Stangate Creek. This was a place I would get to visit many times in the future.

Strangely the mate Rupert was rarely seen on deck during the day, but others with more knowledge than me were

around to show us the ropes. Rupert turned out to be a good cook though and produced an excellent roast chicken dinner. Unfortunately, two chickens one for each barge were supplied, but both had ended up on Pudge and were consumed. It was assumed the Westmoreland crew would have had enough meat from their raffle winnings.

Next morning after another breakfast we were underway before Westmoreland, and tacked our way upriver. I was enjoying a spell on the foresail bowline. However, Westmoreland being the handier barge soon passed us. Towards the end of the morning both barges anchored off Gillingham, to wait for the tide to cover Hoo mudflats. A trip ashore was suggested so most of the crew took to the barge boat to Gillingham pier and walked the short distance round to the 'Prince of Wales' for a pint. We returned when it was thought tide was high enough to get alongside the sunken concrete lighters that formed Hoo Marina.

Because the Club moorings were exposed to prevailing South West winds. The method of mooring was to approach roughly 90 degrees to the lighter being aimed for, and to drop the anchor at a barge and a half distance from the lighter. The anchor chain was then continuously let out till the barge was fast alongside. The chain was then wound around it until there was slight tension on the chain. Then, if the wind is on when the next crew want to leave, the mooring lines are taken off, and the anchor chain wound in pulling the barge out to the anchor. When the anchor chain is up short (tight) the sails can be set, and the anchor broken out to sail off.

On this weekend, Westmoreland sailed in smartly dropping the anchor and reducing the sails, slid nicely alongside the end lighter. We followed in Pudge in a similar manor and moored to the lighter just above Westmoreland. It seemed a good fetch to me but then I was just a newbie. Cliff and I had a great time and I was hooked. From that sail I decided to try to do one sail a month in the sailing season each year from May to October. The rest is history.

Terry O'Sullivan

Trust Awards 2021

During this years Annual General Meeting the Trustees announced the Trust's awards.

These awards go back to the days of the Thames Barge Sailing Club and it has always been a tradition to announce and present these at the meeting.

This years winners were:

Commodores Cup to David Eels for his Log of the Medway Match which featured in the October Newsletter.

Mc Donald Mein Cup to Geoff Harris for Services to the Trust.

Beaumont Transom awarded to Shiner Wright for Best Literary Contribution. His article featured in the February 2021 Newsletter.

Thames Match Trophy awarded to Tim Jepson for Extra Services to the Trust.

Lady Marjorie Tankard awarded to Paul Mason as Best Performing Trainee.

Jim Uglow Plaque awarded to Lee Atkinson for Merit for managing on board supplies.

Chairman's Award, awarded to John Rayment for exceptional services to the Trust.



*Left—Geoff Harris receives award from Chairman, Penny Baines
Top Right—Shiner Wright
Middle Right—Lee Atkinson
Bottom Right—John Rayment and past Chairman Peter Taylor*

2022 Sailing Programme April to Mid July

The sailing programme for the early part of the 2022 sailing season is on page 11. The programme is based around us only having Centaur available at the beginning of the season.

We have incorporated some On the Tide

and One Day sails at the start of the year as these were very popular during 2021 and then incorporated some of our traditional weekend sails.

All trips can be booked online at www.bargetrust.org

If you wish to book a charter or have any questions on weekend trips then please contact David Gibson as soon as possible on 07840 862685.

At present we do not have a date for when Pudge will be returning.

Date	No of Days	No. of Nights	Boarding time	Return time	Description of Cruise	Price per Person
April						
Sunday 17th	n/a	n/a	Maldon 11:40	Maldon 14:40	On the tide Lunchtime Cruise A small group cruise down the Blackwater enjoying this scenic river onboard the 126 years old sailing barge Centaur	£39 inc. soup, roll sandwich and tea & coffee
Monday 18th	n/a	n/a	Maldon 12:20	Maldon 15:20	On the tide Lunchtime Cruise A small group cruise down the Blackwater enjoying this scenic river onboard the 126 years old sailing barge Centaur	£39 inc. soup, roll sandwich and tea & coffee
Saturday 23rd	1	n/a	Maldon 05:30	Maldon 17:30	One Day Cruise Join us on our Thames sailing barge Centaur (1895) and step back in time to an age when cargos were moved by wind and tide alone. This full day sail is with up to 12 passengers on the river Blackwater. When under sail see how two crew members handle the barge. When appropriate you may like to have a go on the wheel or pull some ropes. If the wind and tide is suitable we may be able to go ashore during the trip.	£99 Inc. Continental breakfast, lunch and tea & coffee
Saturday 30th	n/a	n/a	Maldon 11:10	Maldon 14:10	On the tide Lunchtime Cruise A small group cruise down the Blackwater enjoying this scenic river onboard the 126 years old sailing barge Centaur	£39 inc. soup, roll sandwich and tea & coffee
May						
Friday 6th to 8th	3	2	Maldon 19:00 Friday eve. Early dept. Saturday morning	Maldon 17:00 Sunday	Cuckoo Spring Cruise Join us on Thames sailing barge s.b. Centaur (1895) for our first weekend cruise of the year. Spring is a great time to get afloat, with long daylight hours and an abundance of wildlife on the river. It's always a pleasure to hear the call of a cuckoo drifting across the water. Meals included from Saturday morning	£185 Inc. Food As part of the crew you will be able to help and keep the barge shipshape
Thursday 19th to 22nd	4	3	Maldon 19:00 Thursday eve. Early dept. Friday 02:00	Maldon 18:00 Sunday	River Medway Barge Match Boarding Thursday evening. Thames sailing barge s.b. Centaur (1895) will be leaving Maldon Quay around early Friday morning, to head to Upnor on the River Medway, for the River Medway Barge Match on Saturday. There will be a Prize-giving ashore on Saturday evening. Passage back to Maldon on Sunday 22nd, returning to Maldon Quay on Sunday evening. Meals included from Friday morning	£275 Inc. Food As part of the crew you will be able to help and keep the barge shipshape
Friday 27th to 29th	3	2	Maldon 19:00 Friday eve.	Maldon 12:00 Sunday noon	Beer & Barges Cruise Boarding Friday evening to enjoy some of Maldon's finest hosterles before heading down the Blackwater Estuary aboard Centaur in search of suitable anchorages and taverns. Returning on Sunday. Meals included from Saturday morning (Cost of alcoholic drinks not inc.)	£185 Inc. Food As part of the crew you will be able to help and keep the barge shipshape
June						
Thursday 2nd to 5th	4	3	Maldon 19:00 Thursday Early dept. Friday 01:30	Maldon 16:00 Sunday	Thames Barge Match Three-day cruise, including the River Thames barge Match from Gravesend. Always well attended, with lots of barges racing downstream towards Southend, and back to Gravesend for an evening ashore for the prize-giving event. Sunday will be a passage back to Maldon Quay. Meals included from Friday evening	£275 Inc. Food As part of the crew you will be able to help and keep the barge shipshape
Friday 17th to 19th	3	2	Maldon 19:00 Friday Early dept. Saturday 02:00	Maldon 16:00 Sunday	Available for Exclusive Two Day Charter Why not hire Centaur for a trip with your Friends and Family? Contact David Gibson for details 07840 862685	Call David Gibson for dates and prices
Friday 24th to 26th	3	2	Maldon 19:00 Friday eve. Dept. 20:30	Maldon 10:00 Sunday or 22:30	Available for Exclusive Two Day Charter Why not hire Centaur for a trip with your Friends and Family? Contact David Gibson for details 07840 862685	Call David Gibson for dates and prices
July						
Thursday 7th to 10th	4	3	Maldon 19:00 Thursday Early dept. Friday 05:40	Maldon 21:00 Sunday	Pin Mill Barge Match Three-day cruise including, The Pin Mill Match, one of the toughest barge matches due to the narrow channel of the River Orwell. The event 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 event. Sunday will be a relaxing sail back to Maldon Quay. Meals included from Friday morning	£275 Inc. Food As part of the crew you will be able to help and keep the barge shipshape

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

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

Visit our web 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 February 2022



Centaur 1952—location and photographer not known—TSBT Archive

CONTACTS

Chairman— Penny Baines
chairman@bargetrust.org

Secretary—David Gibson
secretary@bargetrust.org

Treasurers—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