

Golden Chaffcutter Thames Sailing Barge Trust

Issue 139

www.bargetrust.org

April 2022



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Trainees on the Lady Daphne—see article page 5

From the Helm

It is my pleasure to open this piece with congratulations to Shiner Wright our newest skipper. This success is especially worthy of note as Shiner is the first trainee to work through as third hand, mate and then to pass the board to achieve his skipper's ticket. When Mick Nolan first started the training scheme it was for just this result; to grow a new generation of barge sailors to crew Pudge and Centaur into the future. We now have a very talented group of trainees, including this year's new intake who are just starting their journey, so the future looks rosy.

Talking of sailing, by the time you read this Centaur will be ready for the summer. Working parties have been busy rubbing down, painting, dressing sails and generally getting her ready for the sailing season. Well done one and all but special thanks to Tim Jepson who

as usual has overseen all the preparations. Her sailing programme is beginning to fill up but there are still places for some of the barge matches. If you have never experienced these big vessels racing down a river to the open sea you have a treat in store. It is a long day but worth the early start. Why not give it a go?

Progress with Pudge continues apace. She is due to return to dry dock this month for completion of the cladding, plumbing and skin fittings, the mast and rigging will be lifted on board and the lee boards fitted. Once she returns to the Hythe the completion of the internal refit will be undertaken by volunteers. This leads us on to look at funding. As we all know everything is rising in price at the moment including our Pudge costs. I know there have been many donations to the Pudge 100 Appeal but more

is needed if we are to complete the restoration this year. We have to find all the funding for this last stage from our own sources so if anyone, who has not done so, wishes to contribute to the fund please contact John Rayment. We are also starting a crowd funding campaign to assist with this process.

One of the pleasures and strengths of the Trust is when we all pull together to make things happen. One such occasion was after storm Eunice when Pudge's cover was ripped and the frame mis-shapen by the strength of the wind and all the wood and insulation stored on board was threatened to be ruined when storm Franklin came in quick succession. On Saturday morning 19 February the weekend work party was swollen by many more willing hands and all the timber was safely transferred onto Sailorman and a very expensive disaster was averted.



Made possible with
Heritage Fund

Now, once again, we will be relying on volunteers as the summer open day season starts with the Maldon Mud Race on Sunday 25th April

followed by the May Bank Holiday open days (after the AGM and Fitting Out Supper on 30 April) on 1st and 2nd May. Here's hoping for sun and fair winds as

we move into the sailing season.

Penny Baines
Chairman

Pudge Centenary Appeal Still Open

The Trustees would like to thank everyone who has kindly donated to the Pudge Centenary Appeal, however the target we set has not yet been reached.

The Trust still needs to raise more funds to see Pudge completed so that she can sail. Inflation, Covid and other unexpected issues have left us needing to raise extra funds which will help us complete her below deck accommoda-

tion.

The Trustees understand that times are difficult at present with family incomes stretched, but if you have not yet donated to the fund then please try and help in whatever way you can. Your donation will be much appreciated.

See page 7 we have the auction of a picture to raise money for Pudge.

Cheques payable to Thames Sailing Barge Trust can be sent to John Rayment, Pudge Appeal, 25 Repertor Drive, Maldon CM9 6FQ, or payment can be made by BACS to Thames Sailing Barge Trust HSBC Sort Code 40-01-04 Account number 611807 Ref PCA and your surname.

Thank you for your support.

Trustees

Membership Renewal

The Trust would like to thank everyone who has renewed their membership for 2022 and thank you to those who also added a donation with their subscription. The Trust welcomes the following new members since January:

Mr S Wall of Faversham
Mr & Mrs Rogers of Maldon
Mr & Mrs Taylor of Stowmarket
Mr T Moon of Canvey—Life Members
Mr P Goodwin of Harwich

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.

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

Pudge Centenary Events

With Pudge celebrating her 100th Birthday this year the committee have been thinking of ways that this can be celebrated.

You will have read in previous editions of the newsletter that we hope to launch a book on Pudge's 100 years and this should be published in July and more details on how this can be purchased will appear

in the next issue of the Golden Chaffcutter.

Mention has also been made of a Celebration Dinner which will take place on Saturday 16th July. Due to the nature of the event and to allow more people to attend we have booked the main hall at Maldon Town Hall. We are able to cater for 80 people and the evening will start at 6:30 pm with a served three

course buffet being from 7:30 pm. There will be a bar which will be open from 6:30 pm and we are in negotiations with a local brewer for a special Pudge Ale to be produced.

We will invite some special guests and our main guest and speaker is Simon Stephens who is on the Council of Experts at National Historic Ships UK.

After some speeches and a celebration cake, we have arranged entertainment for the remainder of the evening. This will include a group of Trust members singing shanties and a group of Ukulele players who will entertain us with music.

Tickets for the event can now be purchased and a form is enclosed with the newsletter.

On Pudge's birthday, Wednesday 13th July we are arranging an event on the Quay at Maldon. We hope to invite some dignitaries, have some sandwiches and cakes and are currently talking with the Maldon Little Ship Club for the bar to be open.

As long as work allows, we hope that Pudge will be available for viewing. More details on this in the next issue.

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

Working parties have now ended for this Winter, but will restart in October. Dates will be published nearer the time.

Events

AGM and Fitting Out Supper

Saturday 30th April, Maldon Little Ship Club. See newsletter and enclosure for details.

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

Pudge 100th Birthday

Wednesday 13th July
Celebration on Hythe Quay, Maldon.
More detail in the June newsletter

Pudge 100th Birthday Dinner

Saturday 16th July 2022
Maldon Town Hall, Market Hill, Maldon
Full details on how to obtain tickets in this edition of the newsletter

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 March/April is:

- 1st Brian Dawson
- 2nd Peter Boss
- 3rd John Rayment

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

2022 Barge Match Dates

Below is a list of the various Barge Matches for 2022

Medway Match 21st May 2022

Thames Match 18th June 2022

Swale Match 25th June 2022

Pin Mill Match 9th July 2022

Blackwater Match 6th August 2022

Colne Match 3rd September 2022

All dates are correct at time of going to press.

The Trust has places available on the Medway, Thames, Swale and Pin Mill Matches so please see page 11 for de-

tails. We hope to take part in the remaining matches and details will appear in the April edition and on our website in due course.

Thrilling Experience on the River Blackwater

Those of you who know Maldon and Essex will be aware that Wilkins & Son who make Tiptree Jam are based in the area at Tiptree. In the last issue of the Golden Chaffcutter we include details of how hazardous sailing a barge could be. During research we came up with the article below which I thought might be of interest. It was printed in the Chelmsford Chronicle on Friday 10th August 1900. Editor.

TIPTREE JAM-MAKERS STRANDED ALL NIGHT

On Friday the indoor employees of the Britannia Fruit Preserving Company, Tiptree had an exciting experience on



Picture of the Ethel Maud with a Constitutional Outing in 1913 from Hythe Quay, Maldon

the river Blackwater. Starting from the Factory at six a.m., the party, which included 80 employees—men and women, boys and girls—and Mr. C.J. Wilkin, made the journey to Heybridge Basin in the firm's vans.

The Company, as usual, met the whole expenses of the beanfeast, and at Heybridge the barge "Saltcote Belle," which had been specially chartered for the trip down the Blackwater, was boarded at half-past seven. Mr Thompson had got his craft well ready, and Messrs. Tew Bros., of Maldon, had been entrusted with the catering.

The weather was delightful when the party put off, and a pleasant sail was experienced as far as Bradwell Point, where dinner was served. At three o'clock, when the party were off St. Lawrence Stone, a storm arose, and the captain, after consultation with Mr. Thompson, who was on board, did not consider it safe to proceed further with the voyage. The sails were accordingly reefed, and anchor was let out, and the skipper had no option but to lay the boat to for the night.

The party were about a quarter of a mile from the land, but the storm increased in vigour, and

the water became very heavy, the waves being "crested," a very unusual state of affairs for the Blackwater.

The condition of the passengers can well be imagined, and when at midnight the storm increased to a gale matters became very serious indeed, for nearly all the party were troubled with violent seasickness. A blinding, driving rain, with an intensely cold atmosphere, completed the misery of the unfortunate excursionists, who were huddled together all

over the barge.

By a remarkable piece of good luck, Messrs. Tew Bros. had put a double stock of provisions on board, so that the passengers wanted for nothing in that respect.

The barge lay to until ten o'clock on Saturday morning, when the gale abated, and the return voyage to Heybridge Basin was rendered possible. After nineteen hours' stay in the open river the party were able once more to reach terra firma, none of them, luckily, being seriously indisposed, although the girls suffered terribly during the night.

At three o'clock on Saturday afternoon the beanfeasters landed once more at Tiptree, after as exciting an adventure as the most arduous could wish. It should be stated that the sailors on board showed every consideration for the passengers and arranged the sails in the hold so as to enable the women to lie down during the night, while the men were accommodated in the cabin and forecabin.

Although stranded so many hours, the excursionist behaved admirably under Mr. Wilkin's direction.

During the Friday evening three young men were enabled to put off from the barge in a small boat, and they dispatched from St. Lawrence's Stone several assuring telegrams to the trippers' relatives at Tiptree.



Saltcote Belle

Trainee Update

Mick Nolan is pleased to report that one of our first trainees, from the 2016 Training Scheme, Shiner Wright, has been awarded his Sailing Barge Masters Ticket.

Shiner has worked very hard to achieve his Bargemaster qualification, sailing at every opportunity. He will no doubt continue to be great company for our members and customers on future trips, and a much-welcomed addition to the Trust's skipper roster. Congratulations Shiner!

The TSBT Training Scheme is back in full steam, with the easing of the Covid restrictions. We have taken on another ten trainees for 2022. They have already been getting involved at Working Weekends and helping rig out Centaur, and are now looking forward to discovering the wonders of sailing these iconic vessels.

I look forward to reporting back on the progress of the trainees, new and seasoned, in the next edition.

Some of our mates, who are also looking to go for their bargemaster tickets in the next year or two, and our two newest skippers, recently joined a joint venture with Sea Change and the Lady Daphne, in a London Local Knowledge training trip.

The upper reaches of the Thames are a very busy waterway, and a Bargemaster is expected to know all the reaches and tidal sets, the piers and types of traffic, and all the known hazards and shoals in between.

With trusty waterman, David Jessop, and Richard Titchener from the Sailing Bargemaster Qualification Panel as guiding lights, and Lady Daphne under the command of James Kent, we left St

Katharine Docks and set off downstream through the Woolwich Barrier.

On our return upstream, we touched briefly on Greenwich Pier, and then up to the Upper Pool for a Tower Bridge lift, followed by a touch on Tower Pier. We turned again for another bridge lift and a final drop-off on Tower Bridge Quay, formerly St Katharine's Pier, just below Tower Bridge.

We are very grateful to everyone involved for the learning opportunity, and also to Trinity House for providing the necessary funding to enable it to happen.

Lady Daphne is off to Charleston in Cornwall soon, and we will miss all the support and kindness Sam and Andy have given to the TSBT trainees in recent years. We wish them all the best on their new venture.

New items for the Slop Chest

With a new season upon us and events beginning to take place we have been reviewing the items we have for sale to members and the public.

A few new items can now be purchased and we hope to add more to the slop chest in the next month or two.

Some of the items are related to

Pudge's Centenary and a new mug and bookmark are available to purchase.

The mugs carry a logo designed by Sue Speirs and the book marks are leather and will compliment the Pudge Book when it is released.

We also have snoods to purchase which bear the Trust's logo and aprons which have an image of a barge on the front.

All items can be purchased on the website, on board Centaur or at our pop-up shop.

Bookmarks cost £2.50, Aprons cost £10.00, Snoods cost £10.00, Mugs cost £7.00

If purchased off the website you will need to add postage and packing.



May Day Weekend Open Day Volunteers

For many years the Trust has held Open Days over the Sunday & Monday of the May Day Bank Holiday.

We plan to do the same this year on the 1st & 2nd May, but we are having to rely on a small band of volunteers to help on events more and more.

It would be good to see some new volunteers help out as deck stewards and if necessary talking to the public about

the Trust and its barges.

The Open Days raise good funds for the Trust and in the present times, this is important income. However, they can only take place if we can provide a safe environment for the public to access the barges and be able to enjoy their visit.

If you think you can spare a day to help, can you contact John Rayment on

johnrayment1954@gmail.com or 07587 141054 and let him know which day you can volunteer. You will be sent a guide to read and John will be happy to speak to you on the phone about what needs to be done. We provide lunch and drinks during the days.

Please see what time you can give and we look forward to hearing from you.

John Rayment

Pudge Update

Since my last report work has continued on Pudge with much of the time having been spent working below deck with electrical and gas facilities being fitted. The electrics and gas will meet all current safety requirements and to make things nice and tidy all the wiring will be hidden within the walls once the cladding in the main companionway has been fitted. We have fitted both 240 and 24 volt systems and an impressive bank of batteries installed in the engine room to maintain power while we are sailing.

The wiring should be completed by the time of publication although switches, lights and sockets will be installed once the cladding has been fitted..

The Thursday Group have been busy oiling the bulkheads in the cabins along with completing work on deck fittings. This has been hampered a little by the loss of our Winter cover during the storms. Unfortunately, the cover split down one side and exposed the barge to the weather. After some phoning around on the evening of the storm we had a large group of local volunteers turn up and remove the cover and then transfer all our spare timber and insulation materials onto Sailorman and then cover it up to keep it dry. Because we still had the Winter cover we had also delayed putting the hatch covers over the hatch boards on Pudge. As it was



Large tear in Pudge's Winter cover after storm Eunice

expected to rain later in the day, the new covers were unfolded and put in place in a temporary fashion as they will need to be removed later when the new Houdini skylights are fitted. The frame for the cover has now been taken down and stored and the cover has been sent away to a sailmaker in Suffolk to be repaired.

One of the outcomes from the Pudge Project is to try and replace the skipper's cabin to the way it was when Pudge came out of trade. When Pudge's Bedford engine was installed a lot of the old skipper's cabin was removed and a few years ago when repairs were carried out to her transom and stern the floor to the cabin was raised. This has meant that head height has always been low and many a volunteer has wacked their head on the beams when moving around. Led by David Gibson a group of Thursday volunteers have been working on lowering the floor and at the same time turning through 180 degrees the diesel tank to make sure we meet the requirements of our surveyor and to make room for a boiler to be installed. In a very tight space, the moving and turning of the tank has taken lots of brute force and required a redesign of the supporting ironwork.

some gaskets from a specialist dealer in old Bedford engine parts.

During a recent good spell of weather a few of the Thursday Group worked extra days to get more of the on deck fixtures painted ready for Pudge to move back to Fullbridge at the beginning of April where further work will be carried out by Kevin Finch and his team, this will include cladding the bulkheads below deck in the main gangway, installing the plumbing, fitting the crab winches and Houdini skylights amongst other things.

The Davits have been heaved back in place and the barge boat hung between them, this has been done so we can work out the correct height for the bases of the winches so that the wires do not hit the new oak main horse which is slightly higher than the old steel one it replaced.

Whilst back at Fullbridge the volunteers will be working on preparing the sprit, top and main mast ready for them to be craned back in place.

There is still plenty to do so if anyone would like to give a hand, please contact John Rayment or Mick Nolan.

We are also still short of funds in order to complete the work we had planned for Pudge. Inflation is now eating into our remaining funds and although the Trustees are thankful to everyone who has donated to the Pudge Centenary Appeal, if you have not done so and can spare some funds these would be much appreciated. We continue to fundraise elsewhere but the success rate is quite small, hence your support is appreciated. Please contact John Rayment for details on how to contribute.

John Rayment



**Some of the new wiring being installed
Picture by John Rayment**

The engine is being serviced and where required new parts fitted. We have managed to get

Auction for Original Watercolour

Alan Everard a renowned watercolour artist and longstanding member of the Thames Sailing Barge Trust has kindly painted a one off watercolour of three barges moored at sunset, two of the barges are Pudge and Centaur.

The picture has been completed to raise funds for the Pudge Centenary Appeal.

So that all members have the opportunity to purchase, it is being offered

for auction.

The framed picture measures 63cm x 48 cm (watercolour 42.5 cm x 26.5 cm).

If you are interested in bidding for the picture, then please write or email John Rayment at 25 Repertor Drive, Maldon, Essex CM9 6FQ
email: johnrayment1954@gmail.com
with your bid.

Bids must be received by the 29th April and the winning bid will be announced at the Annual General Meeting on the 30th April.

As this is an original watercolour and no prints have been made a reserve price of £300 has been placed on the picture.

The winning bidder will be contacted after the 30th to arrange for payment and to discuss delivery.



A Voyage of Discovery



It was getting cold as the sun sunk over the Essex shore but I had on my submariners jersey under a Musto jack-

et to keep me warm and it was still clear and dry. I had been entrusted the wheel of SB Reminder and we were beating down the Wallet towards the Blackwater, the twinkling lights of the wind farm ahead and Jaywick over my shoulder, I was determined to keep her up on the wind as we had a long way to go. This was towards the end of autumn of 2017, over a year after I first became involved with the Thames barge

community through the Trust's new training scheme. As well as sailing on Pudge and Centaur, Mick Nolan had

introduced me to Ian Ruffles and I had been sailing as Third Hand and now Mate on Cambria as well as the occasional trip on other barges and now with the Sea Change Trust for whom I was currently sailing with for the first time as mate.

I've been sailing the Thames Estuary and beyond in my own yachts for many years and before that had spent many school holidays with an elderly Aunt and Uncle on their Peter Duck ketch. The red sails of barges and Smacks had always been a fascination

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but somehow I'd never managed to find out how to get involved. When I saw details for the Trust training scheme at the close of 2015 I jumped at it. In January 2016 I was hit by a close bereavement but despite the trauma I felt that I needed something to distract me and throughout the challenges this proved just the thing. Over the coming months and years I took every advantage to get involved in rigging out, raising and lowering the gear on as many barges as possible which proved to be a great way to learn the finer points of the rig and get to understand what clever vessels Thames barges are. Also maintenance including much deck caulking and sail repairs. Through the coming sailing season I discovered how to sail these vessels and learned how they had evolved and why they lasted so long successfully trading under sail and now, how wonderful they are adapted for charter parties from young children to elderly groups.

Over the last two or three years I have

been encouraged to aim towards taking the Barge Masters examination and in addition to the Trust's charters I have been able to attend specific training with the Trust on Centaur and with Sea Change Trust on Blue Mermaid. The last few years I've been fairly fully committed to Cambria doing most of her charters, the matches and delivery trips. Although she is still engine less, she is a lovely barge to sail and will sail with the slightest breeze and hold her canvas in quite a lot of wind. Managing without an engine always adds extra level of interest and Ian and I have done a few long two handed delivery trips across the estuary, a real glimpse of what the barge trade must have been like. We have also done some interesting delivery trips with other barges, Fertile from Colchester to Maylandsea and then to Pin Mill and Raybel to Milton Creek, under the low road bridge.

At the start of last year I was determined that I would stop procrastinating and put in for the examination, I have to admit to not feeling ready,

but I decided that at worst they could fail me but I'd have an idea where I would need to focus. After a wipe out of a season due to Covid in 2020, last year I threw myself at as much barge sailing as possible and managed a total of 7 days on Centaur, 14 days on Blue Mermaid and 24 days on Cambria. Just before Christmas I was given a date for my Barge Masters exam - in the first week in January, I was as shocked as anyone when I was told I passed and on 26 Feb I sat and passed the Local Knowledge endorsement.

I am very grateful for the help I've had from all of the skippers I've sailed with as well as Mick and the Mates and crews who have been support along the way. But I know this is just the beginning of another journey and actually taking the barges out as skipper is going to bring its challenges.

Wish me luck, I think I'm going to need it.

Shiner Wright

Centaur Update

We have nearly finished varnishing the cabin partitions and bunk sides to tidy the cabins up as was mentioned in my last report. While the weather was unfavourable work also continued in the lighter finishing off cleaning and oiling the rigging wires, checking the cordage and servicing and painting or varnishing the many blocks which were then oiled ready to refit.

Another winter job is to de-rust and repaint the various winch handles. This year we removed the large bottle-screws that lay on the deck and are fitted into the heavy chains that secure the leeboards in place. These were opened up and regreased before recoating with a high build pitch coating and then they were refitted in place.

A couple of weeks ago we had a dramatic improvement in the weather caused by a large high-pressure system which stayed put and kept the rain and wind away and allowed everything on deck to dry out. There was plenty to do, scraping off loose paint, sanding down and priming bare wood and re-



**Raising Centaur's rigging for the new season
Picture by Sue Spiers**

painting, this is quite a long job but a job that has to be done every year to keep Centaur looking smart. With the improvement in the weather two of us spent half an hour removing the winter covers and stowing them away for next year. With the covers off we were able to retar the rigging wires at the hounds with hot stockholm tar to protect them from the weather also the rigging wires that were covered for the winter were given a coat of boiled linseed oil.

On Saturday March 16th the weather was perfect and a work party was set up to dress the sails. We set up some barriers to stop cars being parked where we wanted to work and starting with the largest sail we spent several hours with brooms applying the dressing. The job was done by mid-afternoon and we put the mainsail on Centaur ready for the rig out and the other sails went back on the lighter and were covered up again. On the Sunday the main sprit was painted, this had been sanded down and cleaned the previous day ready to paint.

Every year we have to update our charts from corrections sent out by the Hydrographic Office, we also carry a folder of "Notices to Mariners" which also needs updating. There are also small charts of areas where the depth soundings change on a regular basis like the entrances to the Deben and Ore rivers, the Spitway and Raysand channel, which we carry onboard and need to be kept up to date. This quite a tedious job but one that must be done.

April 2nd and 3rd was rigging out weekend. We had a very good turnout of mainly trainees with a few members, skippers and mates. On the Saturday we set to and had the mainsail and top-sail bent on and after a check over we wound the gear up. On the Sunday the topmast was hoisted into place, the foresail bent on and the mizzen rigged up, it was time for another cup of tea and a good clean up and off home after a very satisfactory weekend. We had been very lucky with the weather as the Thursday and Friday before had been

horrendous with a hard northerly cold wind and snow flurries, and the Monday following it rained! In two weeks-time Centaur will be back sailing, we still have some painting to do so we are hoping the weather will stay dry.

Tim Jepson

AGM Notice

The Annual General Meeting of the Thames Sailing Barge Trust and TSBT Sailing & Charters Limited will take place on Saturday 30th April 2022.

The formal notice is on the this page with the Agenda, a proxy form and a form for members to use if they would like to be considered for a position on the Trust's Management Committee.

The Chairman's report and draft accounts have been emailed to all members for whom we have an email address. If you do not receive a copy then this is because we do not have your email. However if you contact John Rayment on 07587 141054 or by email at: membership@bargetrust.org then a copy will be emailed or sent to you in

the post before the meeting.

We look forward to seeing you at the AGM.

Thames Sailing Barge Trust & TSBT Sailing & Charters Ltd 18th Annual General Meeting

Agenda

**To be held on Saturday 30th April 2022
Maldon Little Ship Club, Hythe, Maldon, Essex
Commencing at 2:30 pm**

1. Welcome from Penny Baines, Trustee and Chairman for the Meeting
2. Apologies for absence
3. Minutes of the 17th Annual General Meeting held on the 20th November 2021 (emailed to members for whom we have emails Those without can obtain a copy by contacting John Rayment on 07587 141054)
4. Matters Arising from the of the 17th Annual General Meeting
5. Presentation and adoption of Annual Report by Penny Baines (Chairman & Trustee)
6. Presentation and adoption of annual accounts for Thames Sailing Barge Trust and TSBT Sailing & Charters Ltd to 31st October 2021 by Keith Foster, Treasurer (emailed to members for whom we have emails. Those without can obtain a copy by contacting John Rayment on 07587 141054)
7. The following Trustees will be retiring at the AGM in line with the Trust's rotation rules. The Trustees are happy to be re-elected: Gerald Moore, Mick Nolan, David Perkins
8. Appointment of Independent Examiner of Accounts
9. To propose and elect members of the management committee (see voting form enclosed with this newsletter)
10. To agree an increase in the Pre April 2018 Concession membership fee to £30 for renewal year commencing January 1st 2023.
10. Update on Pudge Project

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11. Any Other Business

Attendance at the meeting, is open to all Trust members.

Form of Proxy

If appropriate, please complete, detach and despatch to TSBT, Handsel House, Walden Close, Gt Totham, Essex CM9 8UJ

Ia Trust member **will not** be attending the Annual General Meetings on the 30th April 2022 and therefore appoint or in his/her absence, the Secretary to vote on my behalf on any resolutions put to the above meetings.

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

Proposal for becoming a member of the management committee of the Thames Sailing Barge Trust

I..... would like to be considered for election as a member of the management committee for the Thames Sailing Barge Trust.

(Members can elect for any of the committee positions detailed below.

- | | |
|---------------------------------|----------------------------------|
| Trustee | Social Secretary* |
| Chairman | Sales Officer |
| Deputy Chairman | Safety Officer |
| Crewing Manager | Archivist |
| Treasurer | Charity/Fundraising Co-ordinator |
| Secretary | Open Day Organiser* |
| Assistant Secretary* | 100 Club Organiser |
| Membership Secretary | Victualling Office |
| Bookings Manager | |
| Charter Secretary | |
| Training Officer | |
| Maintenance Organiser – Pudge | |
| Maintenance Organiser - Centaur | |
| Marketing Officer* | |
| Webmaster* | |
| Newsletter Editor | |

Positions vacant marked * although maybe covered by other committee members at present.

2022 Sailing Programme

The sailing programme for the complete 2022 sailing season is now available, with dates to the middle of July on page 11. The programme is based around us only having Centaur available at the present time. The remainder of the programme can be found on the Trust’s website.

Although there are a few day and on the tide sails we are now focusing on our weekend sails with a variety of trips including taking part in some of the barge matches.

We are conscious of the need to make people comfortable especially whilst Covid is still around, so we will only allow 2 people in a berth on Centaur unless those booking are happy to share with others in a four berth.

We have now included a weekend trip during the celebrations for the Queen’s Platinum Jubilee and at the end of July we plan attending the Harwich Festival.

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 return to sail.

Date	No of Days	No. of Nights	Boarding time	Return time	Description of Cruise	Price per Person
April						
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
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 keep the barge shipshape and help with the food
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 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 keep the barge shipshape and help with the food
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 hostelrys 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 keep the barge shipshape and help with the food
June						
Thursday 2nd to 5th	4	3	Maldon 19:00 Thursday Early dept. Friday 01:30	Maldon 17:00 Sunday	Jubilee Weekend Cruise Join us aboard s.b. Centaur for a passage to Harwich where Centaur was built 127 years ago. We will also join other vessels and the people of Harwich to celebrate the Queen's Platinum Jubilee. Sunday will be a passage back to Maldon Meals included from Friday morning	£275 Inc. Food As part of the crew you will be able to keep the barge shipshape and help with the food
Thursday 16th to 19th	4	2	Maldon 19:00 Thursday Early dept. Friday 01:00	Maldon 17:00 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 morning	£275 Inc. Food As part of the crew you will be able to keep the barge shipshape and help with the food
Thursday 23rd to 26th	3	2	Maldon 19:00 Thursday Depart Friday 08:00	Maldon 10:00 Sunday or 23:00	Swale Match The swale Match attracts a large number of vessels of all kinds and the resident seal colony makes this trip a delight for any East Coast enthusiast. The trip includes the prize-giving event ashore at Hollow Shore. Sunday, we have a leisurely sail back to Maldon arriving late Sunday evening. Meals included from Friday morning	£275 Inc. Food As part of the crew you will be able to keep the barge shipshape and help with the food
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 keep the barge shipshape and help with the food
Sunday 17th	n/a	n/a	Maldon 14:00	Maldon 17:00	On the tide Afternoon Cruise A small group cruise down the Blackwater enjoying this scenic river onboard the 126 years old sailing barge Centaur	£39 inc. afternoon tea or coffee with cakes

For details of the sailing programme for the remainder of July and the sailing season please view on our website at www.bargetrust.org.

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 5th June 2022



*Starting them young—Mate Alaina Winder's children dressing Centaur's sails
Picture by Alaina Winder*

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