

# Golden Chaffcutter

## Thames Sailing Barge Trust



Issue 141

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

August 2022

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*Pudge celebrates her Centenary. Celebration Cake at Birthday Dinner*

## From the Helm

It was so lovely to see Pudge back on the Hythe in time for her centenary celebrations even if we were all melting as the temperatures rose! She was looking very smart dressed overall and everyone who came aboard was complimentary about the standard of workmanship. Below decks is still a work in progress but the new facilities will suit the expectations of 21<sup>st</sup> century charterers.

We were very pleased to be able to launch the book 'Pudge ...A Survivor' which celebrates her hundred years to coincide with the centenary celebrations. Details of how to obtain your copy will be found later in the Golden Chaffcutter.

Tea on the Quay on 13 July was an informal (and very hot) event but provided an oppor-

tunity for members, our friends on the waterfront and local councillors who give us their support, to chat together. We were pleased to welcome the Town Mayor, as well as Ruth Gofton and John McVerry who guided us through the successful Heritage Lottery application and I am pleased to report that they were very impressed to see the transformation in Pudge. There was musical support from Mainsail Haul, cakes from our usual enthusiastic bakers and Pudge ale (specially brewed by Mighty Oak Brewery) available from our friends in the Maldon Little Ship Club. Thanks to all those who came and everyone who helped making a very jolly afternoon.

The Centenary Dinner on Saturday 16 July was also an enjoyable occasion. Simon Stephens

from National Historic Ships UK gave a very interesting talk and we were entertained by the 'Cool Ukes'. Thanks go to John Raymond for master-minding the whole event; to Dave Perkins, Paul and Sue Mason for volunteering to run the bar; and to Kate Rodman for organising the raffle. On a personal note I would like to thank all the members who supported either (or in some cases both) event and to say how delightful it was to meet many TSBT members that I hadn't had the pleasure of meeting before.

Centaur has continued to work hard sailing throughout the celebrations! Under the guiding hand of Tony de Winton she returned from the Swale Match proudly flying her pennant for winning her class and won numerous trophies for her perfor-



mance in the Thames Match. Centaur has also continued to complete her other cruises with full complement, thanks to the work of Pat Schulenburg who has joined the Committee, having taken on the role of Marketing Officer. This

reinforces the importance of having the right people in the right jobs! Other volunteers are always welcome.

Enjoy the end of this long hot summer.

*Penny Baines, Chairman*

**Hot off the press:**

We have just heard that we are to be given an additional grant of £31,700 from the Lottery to support the final part of the Pudge restoration.

## 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 next Spring. Inflation, Covid and other unexpected issues have left us needing to raise extra funds which will help us

complete her below deck accommodation.

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.

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 Matters

The Trust welcomes the following new members since January:

- David Mears** of Kesgrave
- Tony Easton** of Leigh on Sea
- Meg Crawford** of Burnham on Crouch
- Frank & Linda Butler** of Colchester
- Jan Tallis** of London
- Duncan & Gill McLean** of Coggeshall

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.

If you have any questions about membership, please contact the membership secretary, John Rayment at: 25 Repertor Drive, Maldon, Essex CM9 6FQ. Tel: 07587 141054 or at: [membership@bargetrust.org](mailto:membership@bargetrust.org).

Membership rates for new members are now:  
Full Member: £35 pa  
Joint Membership £50 pa  
Joint Concession £40 pa  
Corporate Membership £360 pa  
Life Membership £600 (Concession [65+] £400)  
Joint Life Membership £900 (Concession [65+] £600)

*John Rayment*

## Subscription Changes

At the Annual General Meeting on the 30th April a proposal was put to the meeting that the subscriptions for concessionary members as at April 2018 membership rate be increased from £25 to £30 from the 1st January 2023.

The proposal was agreed along with a review of all membership fees for the years starting 1st January 2024.

Although it is never a good time to increase membership fees, the Trust like many other organisations are finding costs increasing and in particular those for the newsletter. We have always made the commitment that members resident in the UK will always receive a newsletter in the post and for many this is the only contact they may have with the Trust. In order that we can continue

with this we need to make this small increase.

John Rayment the Membership Secretary will be contacting those concessionary members pre 2018 who pay by standing order, to ask them to amend their standing order before the end of the year.

## Dates for your Diary



below and are available on the Trust's website.

8th/9th October  
 22nd/23rd October  
 5th/6th November  
 19th/20th November  
 3rd/4th December  
 17th/18th December (provisional)

### Exhibition

#### Red Sails Over the Medway

Medway Archive Centre, Strood  
 Tuesday 2nd August—Saturday 3rd September

Sun Pier House, Chatham  
 Tuesday 6th September— Wednesday 28th September  
 Entry Free.

### 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 will resume in October and the dates to Christmas are detailed

### Events

#### Children's Days (Revised Date)

Thursday  
 18th August  
 Hythe Quay, Maldon

#### Laying Up Supper

Saturday 19th November 2022  
 Maldon Little Ship Club  
 6:30 pm for 7:30 pm  
 Booking details in August newsletter

## 2022 Barge Match Results to date.

### Medway Match

#### Bowsprit

1st Edith May  
 2nd Adieu

#### Coasting

1st Orinoco  
 2nd Centaur

#### Staysail

1st Repertor  
 2nd Niagara

### Thames Match

#### Bowsprit

1st Blue Mermaid  
 2nd Marjorie  
 3rd Niagara

#### Coasting

1st Centaur  
 2nd Thalatta

### Staysail

1st Repertor

### Swale Match

#### Bowsprit

1st Edme  
 2nd Marjorie

#### Restricted Staysail

1st Centaur  
 2nd Lady of the Lea

#### Staysail

1st Repertor

### Blackwater Match

#### Staysail & Small Barges

1st George Smeed

### Senior Staysail

1st Wyvenhoe  
 2nd Reminder  
 3rd Repertor

### Bowsprit

1st Edme  
 2nd Blue Mermaid  
 3rd Niagara



**Tony De Winton (skipper) and Terry O'Sullivan (mainsheet man) hold trophy after Swale Match**

## 2022 Barge Match Dates

Below is a list of the remaining Barge Matches for 2022

**Southend Match** 28th August

(Confirmed)

**Colne Match** 3rd September 2022

*All dates are correct at time of going to press.*

# Thames Barge Match—2022

The 90th Thames Sailing Barge Match was sailed on Saturday, 18 June, at the end of a week of increasingly hot sunny weather and light southerly winds, culminating on Friday in the hottest day (and warmest night) of the year. Overnight the wind veered right round to north-easterly with the temperature plummeting and an increasingly cloudy sky. Just as last year a couple of late withdrawals reduced the number of starters, this time to six, the same number that had made it to the Medway Match a month earlier.

An excellent start in the Coasting class at 07:30 saw Thalatta lead Centaur over the line about half a minute after the gun with both sailing nicely close hauled. The sole entry in the staysail class, Repertor, found herself below the line at the ten-minute gun, had to motor back quickly upstream and then started in more leisurely fashion. The bowsprit class was more keenly contested. Niagara got to the line too early and turned back upstream on the starboard tack but the wind failed her and she inexorably drifted back stern first below the line before the gun. Meanwhile Blue Mermaid on starboard tack and Marjorie on port tack sailing down the Kent shore approached the line, both making excellent starts at good speed. Unfortunately, Blue Mermaid mistook the recall signal hoisted for Niagara as applying to her and bore away to re-start leaving Marjorie to lead the class away down the river five minutes ahead. Niagara hauled across to the slacker water over Mucking flats and gybed round No 3 buoy to cross the line correctly at 08:18. Particularly when considering the light wind and strong tide, it was impressive that four out of six barges had got away within a minute of their official start times.

There followed a gentle turn down Sea Reach with the ebb tide doing most of the work in a light breeze that was now blowing straight up the river. Blue Mermaid caught and passed Marjorie and was chasing after Repertor but the Coasters held on to their half hour head start with Centaur having passed Thalatta. Approaching Southend as the ebb tide slackened it was decided to short-

en the course to the Sea Reach 4 North buoy as it was clear that the slower barges would struggle to make further progress against the young flood tide and an uncomfortable choppiness had built up as the breeze filled in. Centaur, smartly turned out, freshly antifouled and showing an unusual turn of speed, was the first to tack round the buoy at 10:05 shortly followed by Thalatta. At 10:30 Repertor, approaching the mark at the same time as Blue Mermaid, found herself short of space and had to

to the lines of the old British King and re-rigged with a modern interpretation of the spritsail barge tradition.

With a fair wind and a strong tide running the barges were soon back at Gravesend with Blue Mermaid crossing the finishing line first at 12:33 to win the Bowsprit class, followed by Thalatta at 12:38 the first in the Coasting class. The second bowsprit barge Marjorie crossed the line at 12:41 ahead of Centaur while Repertor just held off a late challenge from Niagara which had run back from Southend more quickly than any of the others. The barges finishing at speed and under full sail made a fine sight for those who had turned out to appreciate it.

In the open awards the seamanship prize went to Noddy Cardy sailing Niagara who had continued to sail a competitive race despite the initial setback. The Majestic Trophy for the best rounding of the mark as judged by Michael Mainelli was given to Centaur. Centaur also won the Gold Belt Trophy for her excellent and much improved performance: many of the bargemen present said that they had never seen her go so well as today. The award for best performing mainsheet man went to Jim Green of Blue Mermaid, that for a valued crew member to Tom Curtis of Thalatta and for a contribution by a young person to Sophie Burgess of Marjorie.

Thanks were expressed to those who had helped with organisation of the Match: to Tim McQuillan and his team at the PLA, to the Three Daws for hosting us, to Christine Lawrence for presenting the prizes, to Dawn Franklyn for making winners pennants at short notice, and particularly to Rachel deBont without whose enthusiasm, competence and sheer hard work we could not have run this year's Match.

*Julian Cass*

*Officer of the Day, 2022*

**Article printed courtesy of the Thames Barge Match Website.**



**Centaur during the Match. Picture by Ian Smith**

execute a tight 360 degree gybe to round three minutes later at 10:33. Marjorie followed at 10:40 and Niagara at 11:00 just as the flood was beginning to run.

By the time Niagara had rounded the leading barges were almost out of sight on the return leg hastened on their way by a freshening easterly breeze. It was fortunate that the Sea Echo acting as this year's committee boat had a good turn of speed for even at fifteen knots it took us until the London Gateway container terminal to catch Blue Mermaid which by then had overtaken all the slower barges to lead the fleet. A range of downwind sails were seen on the run up Sea Reach: Centaur set her staysail to windward up and down the mast Chubb Horlock style, Thalatta boomed out the foresail, Blue Mermaid squared off her enormous light weather headsail and Marjorie at one point had both a running sail and a huge flying jib filling. An interesting sight was the yacht barge Snark, now based in the West Country, but built in steel in Essex

# Red Sails Over The Medway

Following the success of the Red Sails Over The Estuary and Blackwater held last year. The Trust are pleased to advise that the exhibition has moved to Kent for August and September this year.

With the support of the Medway Archives, Strood and Sun Pier House, Chatham the Exhibition will spend a round a month at each venue.

To support the event at the Medway Archives two talks will also be given.

Admission to both exhibitions and the talks is free.

The exhibition has been updated to include items relating to the Medway including the importance of the sailing barge to the brick and cement business and a board about the London & Rochester Barge Co. Ltd.

**Thames Sailing Barge Trust**  
 In association with **Medway Archive Centre & Sun Pier House**  
 present  
**RED SAILS OVER THE MEDWAY**




**Medway Archive Centre**  
 32 Bryant Road  
 Strood  
 ME2 2EP

**Sun Pier House**  
 Sun Pier  
 Medway Street  
 Chatham  
 ME4 4HF

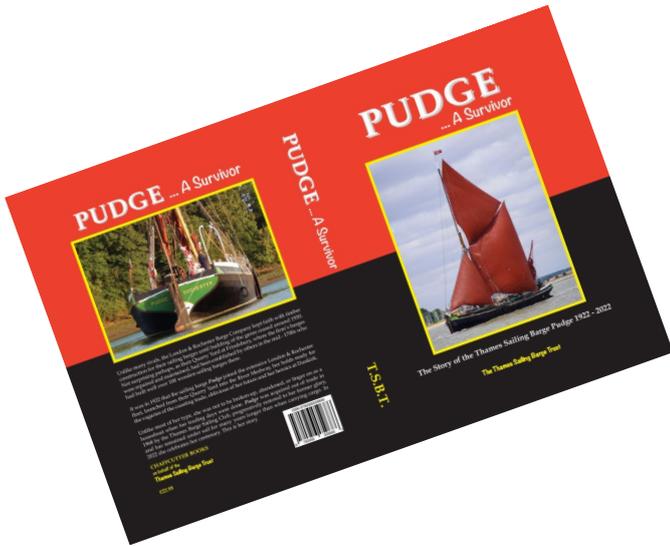
**An exhibition on the history of the Thames sailing barge**  
**Medway Archive Centre—2nd August to 3rd September**  
 Monday to Saturday 9:00 to 17:00 (12:30 Sat) Closed Wednesday  
**Sun Pier House - 6th September to 28th September**  
 Tuesday to Saturday 10:00 to 16:00  
*Limited disabled access, please call the Gallery for more information 01634 401 549*

Made possible with






# Pudge ...A Survivor now available to buy



illustrations, 4 appendices which include details of her trading history and a full index.

The book is for sale at £22.95 plus £5 postage and packaging.

If you would like to purchase a copy then this can be done on the Trust's website, search under 'Shop' or alternatively send a cheque for £27.95

The Trust are pleased to let you know that the new book on the history of Pudge's first 100 years was released on Pudge's birthday 13<sup>th</sup> July 2022 and is now available to purchase.

The book has received a number of positive reviews and we feel it tells a great story about the life of our historic sailing barge Pudge.

The book which has a bound hardcover measures H248mm x W192mm x D22mm. It contains 296 pages, 232

payable to Thames Sailing Barge Trust with your details to John Rayment, 25 Repertor Drive, Maldon, Essex CM9 6FQ or a payment for £27.95 can be sent to the Thames Sailing Barge Trust by BACS using reference, your surname/Book, to HSBC 40-01-04, 21180770.

## Pudge's Centenary



On the 13<sup>th</sup> July, Pudge celebrated her Centenary. The Trust marked this with a 'Tea on the Quay with Pudge' on the day where we invited members and local friends and dignitaries to come and visit us and have a cup of tea.

In the morning, John Rayment was interviewed on BBC Essex about Pudge's

history and her celebrations.

The event was well supported and Cllr. Andrew Lay, the Town Mayor and local town and district councilors joined the event on what was a very hot and sunny day. We were also pleased to see John McVerry & Ruth Gofton who helped with the Trust's Lottery bid come along from Bristol.

Pudge had arrived back on the Quay on the Sunday and a few of the Thursday Group spent the next few days leading up to the Wednesday cleaning her up and giving her a coat of paint where needed. She was fully rigged and look great sitting on the Quay, it had been around 4 years since she was last seen like this.

The Trust put up the Pop-Up Shop and

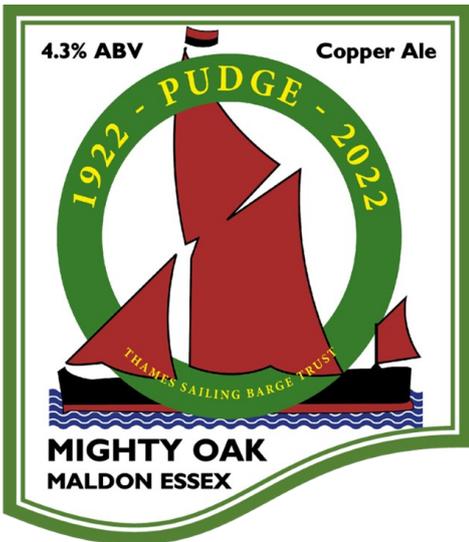


we sold a selection of Pudge Centenary items which can be purchased on line at [www.bargetrust.org](http://www.bargetrust.org) and we also launched the new Pudge book "Pudge ...A Survivor" (see further article in this edition).

The Maldon Little Ship Club also opened and served its first pints of Pudge Ale.

Over 50 people attended the event and enjoyed the tea and cakes provided by the wives and partners of Trust members. The Maldon Little Ship Club also opened in the afternoon and sold some of the specially produced Pudge ale brewed by the Mighty Oak Brewery based in Maldon.

During the afternoon volunteers took groups of guests on board Pudge to show them around below deck at the progress that had been made, although pointing out that there is still work to



On Saturday 16<sup>th</sup>, we held a members dinner at Maldon Town Hall. Our invited guests included the Cllr Andrew Lay, the Town Mayor and his wife who are both members of the Trust, Simon Stephens, Curator of the National Maritime Collection of Model Ships and Pudge's shipwright Kevin Finch and his wife Vicky. Just over 60 people attended the event which included a buffet dinner, a talk from Simon about his work with the Maritime Museum's collection of model ships and musical entertainment from The Cool Ukes, a local band. A celebration cake was baked and cut and a raffle with prizes donated by local businesses raised £370 for Pudge.

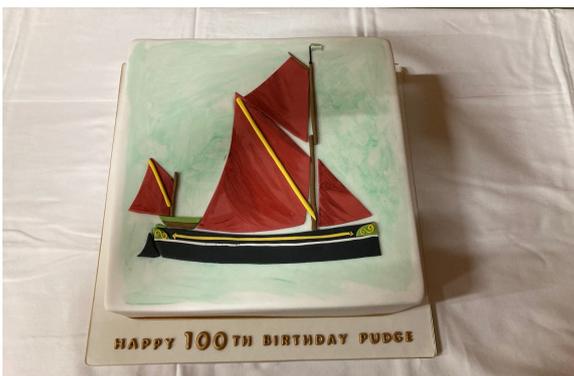


The bar had a supply of the Pudge Ale brewed by Mighty Oak and its popularity was evident by the firkin being empty at the end of the evening.

be done.

Everyone was pleased to see the progress that had been made and the Trust would like to thank everyone who helped get Pudge ready as well as help on the day.

The Trust would like to thank everyone who was involved in the planning and running of the celebrations and we feel that we did Pudge proud.



## Centaur Update

Since the last newsletter Centaur has been in the dry dock at Fullbridge and was cleaned off and antifouled by the yard, and an excellent job has been made of it. Our volunteers gave the hull a coat of black tar varnish and she came out of the dock looking very smart.

Her next trip was up to London River for the Thames barge match on June 17th. She came back with 4 cups including one for the best turned out barge, which reflects well on the Trust, thanks to all the volunteers who have worked hard during the winter months to make this possible. The next weekend was the Swale barge match so Centaur was



off back up the Swin channel again to Kent.

This was followed by a 5-day charter which finished on July 4th. The next weekend Centaur was pointed the other way to the Northeast to attend the Pin Mill barge match, this was followed by a 5-day training trip in the middle of July to enable some of the trainees to get in some practical training, including one of our mates who is intending to go for his skippers ticket this winter. These training trips are an essential part of our program to ensure we have a pool of experienced and qualified skippers and mates to continue to sail our barges into the future.

As I write at end of July Centaur has

*(Continued on page 8)*

(Continued from page 7)

been back to her birth place of Harwich for the excellent Harwich Festival, then she is off up to the wet dock at Ipswich for the start of a 5-day charter, then a one day passage back to Maldon ready for the Blackwater barge match on August 6<sup>th</sup>.

The weather this summer has been largely very quiet, ideal for barge sailing with reliable sea breezes when the sun shines. It would be nice if every summer was like this but I can remember cancelled trips in the past, much attention being paid to weather forecasts, last minute decisions on

whether to sail or not, getting caught out in an increasing wind and wishing we were tucked up in a secure safe anchorage, or frantically trying to get into shelter before a load of wind came in. In some years past this seemed the norm it is nice to have a friendly summer for a change.

So far we have had very few problems on Centaur and these were mainly minor ones, replacement of some running rigging due to ageing rope, bilge pump replacement, and replacement of a defective alternator. Hopefully we can get through the rest of the season problem free.

Centaur has an out of water survey at

the end of the sailing season and will go back into the Fullbridge dry dock for this after we have unrigged.

*Tim Jepson*

*Picture by Sylvie Challis*

**Editor: Following the Centaur's visit to the dry dock, Tony de Winton has written the following**

"It might be of interest that in the latter stages of the Thames Match Centaur was flying. Coming up the Lower Hope we had solid 9 knots over the ground (i.e. SOG = speed including the tide) with the best seen of 9.8 knots SOG. It shows what she can do with a clean bottom."

## Pudge Update



Kevin Finch, shipwright, and his team also went above and beyond to ensure we were on track for the big day.

We were very pleased to track down the location of every single piece of the rigging, despite it being in storage for

It's been an incredibly busy time aboard Pudge over the last couple of months.

We wanted to have her rigged in time for her Centenary on Wednesday 13th July, so this meant that a big push was needed. We discovered that Pudge's topmast had developed some soft spots. These needed attention before rigging could begin. Spar maker & stalwart Trust member, James Byam Shaw, came to the rescue, spending countless hours making the spar good in time for the rig out, for which we are extremely grateful.

four years.

The week before the Centenary I unfortunately came down with COVID and was laid up, losing a crucial week. Terry O'Sullivan kindly took up the baton and oversaw the rigging out in time for the big day. Pudge is now back on the quay with all her gear standing. She looks magnificent. Thanks Terry.

Pudge's very long job list.

Below decks, the galley has been fitted, as have the cabin doors, and the bunks are in. Electrics and lighting have been installed in the accommodation area, leaving just the skipper's cabin and fo'c's'le to follow.

Work has started on the plumbing, which is a big chunk of the project and a very important step on our journey to completion.

We are well on our way now, but, as ever, there is still much to do...



*Mick Nolan*

*Pictures by Lee Shepherd*

Our army of regular volunteers deserve a special thank you too. They have put in countless hours, and Pudge is a real tribute to this. Thanks in particular to David Orchard, who has been down most days building up the various layers of paint and making a huge difference to



## Essex Heritage Trust Grant



A Big 'Thank You' to the Essex Heritage Trust.

We are pleased to announce that the Essex Heritage Trust has awarded us a grant of £7500 towards the cost of a

pair of replacement leeboards for Pudge. This is great news and very much welcomed given the financial pressures on Pudge's return to service.

Before Pudge's restoration started, one of her leeboards had broken and the Trust borrowed a board from Betula. It has been our plan to replace both as the other is in a poor state. The boards are constructed from a combination of oak and steel work.

The plan is for a new pair to be constructed by K J Finch Shipwright in Fullbridge. Work will be scheduled for later this year according to priorities and the availability of the necessary

additional funding required.

Essex Heritage aim to help save our rich and diverse heritage, to make it accessible for the benefit and enjoyment of the people of Essex and our many visitors. They cover a wide range of categories, building, church, museums, publication, landscape & gardens.

The Trust has been fortunate in receiving grants for both Pudge and Centaur in the past. Their website is at: [www.essexheritagetrust.co.uk](http://www.essexheritagetrust.co.uk)

*Steve de la Salle*

## Skipper's Eye View of the Thames Match

The 90th Thames Sailing Barge Match was sailed in Saturday 18th June 2022. The course was from the start by the Mucking No. 3 buoy at the bottom of the Lower Hope, down Sea Reach out to leave the North Oaze buoy (to the east of Sea Reach) to port and return to finish off Gravesend. The match was timed to give an ebb tide at the start with the expectation that the flood would bring the fleet back to the finish later. On the day the wind settled in the East thus requiring the fleet to turn down Sea Reach against the wind and run home.

The Coasting Class comprising THALATTA and CENTAUR was the first to start. The committee boat was inshore of Mucking No. 3 but as the signals were hard to make out and there was some uncertainty as to the exact moment of the start. That said both barges got away promptly with THALATTA slightly ahead of CENTAUR. Following the start THALATTA went over towards the Blyth Sands whilst CENTAUR stood on into the bight at the top of Sea Reach in the hope of finding stronger tide. This may have paid as further on CENTAUR had made up the distance and met with THALATTA on starboard tack below the London Gateway. CENTAUR bore off to clear and then THALATTA winded apparently with a view to sitting on top of

CENTAUR. CENTAUR then winded onto starboard tack to clear her wind. At the end of these maneuverings CENTAUR had lost distance to THALATTA which had to be made up.

After this both barges continued to turn down Sea Reach with THALATTA in the lead but with CENTAUR gain-



ing. At one point it was good to see CENTAUR both pointing higher and going faster, probably thanks to a clean bottom following the recent visit to the drydock.

Progress down Sea Reach was relatively slow and in due course the Committee signalled that the course would be shortened and the outer mark would now be Sea Reach No. 4 North near Southend. A passing out-

ward-bound ship kept both barges to the north of the deep-water channel which resulted in an approach to the mark on port tack. CENTAUR was now ahead of THALATTA and was the first barge in the fleet to round the mark. At this point the tide was still east going. CENTAUR then headed to the Kent shore with a view to avoiding the foul tide by working along the edge of the Blyth Sands. She was later followed in this by BLUE MERMAID from one of the later classes. THALATTA in the meantime ran directly downwind and despite the foul tide made better progress than CENTAUR and took the lead.

Turning into the Lower Hope the wind freshened and holding onto the large staysail and with the flood tide under her CENTAUR really flew with a solid 8 - 9 knots speed over the ground with the maximum seen of 9.8 knots.

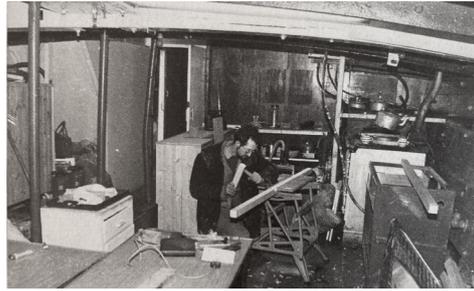
Despite this turn of speed CENTAUR could not pull back on THALATTA which held her lead and was the eventual class winner.

It was a good race for CENTAUR. Thanks must go to mainsheet man Chris Martin and mate Matt Reid and his team for smart work throughout

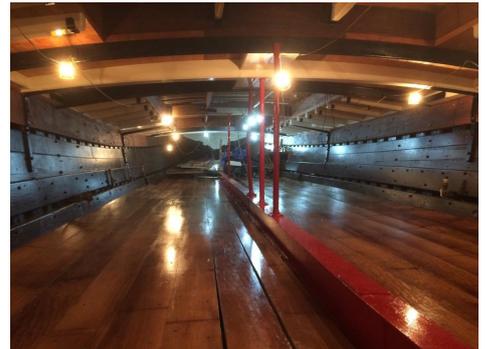
*Tony de Winton*

# Then and Now

I recently found the following image from a magazine cutting of the work that was carried out over the winter of 1983/4 of the installation of the galley aboard Pudge. This has of course now been replaced so I thought you may like to see a comparison between the two. John Conroy a trainee mate of the time was completing the work.



I have also included two images of Pudge's hold the first is prior to the restoration and the other once the new decks etc. had been completed.



In terms of both images, What a difference?

*John Rayment*

# Pudge's 50th Birthday 1972

In view of it being Pudge's 100<sup>th</sup> birthday in July, I thought I would see what records exist of her 50<sup>th</sup> birthday in July 1972 by searching through the Trust's collection of the Thames Barge Sailing Club 'Members Bulletin' for July/August 1972.

No mention is made of her 50<sup>th</sup> year, however TBSC and current Trust member Robin Adams provided a report on a trip Pudge undertook from Heybridge to Hoo on the 24<sup>th</sup>/25<sup>th</sup> July.

"Due to the tide and wind conditions and also the importance of being at Hoo on Sunday we had to motor as far as the Thames Estuary. We got underway at about 8:00 and while in the Blackwater we passed the three masted schooner Gray which was at anchor. Sailing barges Marjorie, Kitty and Centaur were overhauled and we exchanged greetings with a local fisherman whom we had met the night before in the pub at Heybridge. Several tankers including a Naval auxiliary were seen at anchor.

At about 16:00 we sighted Sheerness,



**Robin Adams (left) and Terry O'Sullivan (right) at Pudge's Centenary Dinner. Picture by John Rayment**

stopped the engine and sailed up the Medway and anchored off Gillingham Naval Pier at about 21:00. Some ex-

Navy men who were aboard Pudge gave me all the information about the Naval craft.

As the wind was fresh on Sunday morning we sailed up to Chatham and the Skipper pointed out some submarine pens and other things of general interest in the docks. Apparently they actually built warships there. I had always assumed all Naval shipbuilding was done up North.

We saw Cambria by the Arethusa training ship, the boomie Olive May and the hulls of Sirdar, Veronica and what I presumed to be British Oak. Also, I noticed a motor coaster The Diction which I have previously seen at Norwich. We docked at Hoo about 12:00.

The editor added a note that the sighting of British Oak was probably the British Empire which was rumored as being rerigged and on the Medway. Another suggestion was that it could be the Oak which is unrigged and may be derelict."

It was good to see Robin at Pudge’s Centenary Dinner all resplendent in his Thames Bare Sailing Club attire.

John Rayment

**As an aside to this article, if any old Club members still have in their wardrobes any old TBSC clothing, badges or other items, can you please let me know. Although we have a few items in the Archive, it would be nice to have some other items if they are in a reasonable condition.**

**Please make contact with me.**



**This is a blown up image of the blazer badge in the picture of Robin Adams**

## Laying Up Supper

The Laying Up Supper for 2022 will be held on Saturday 19th November at the Maldon Little Ship Club.

Enclosed with this newsletter is a form to reserve your place.

Although prices are going up, we have managed to keep the cost of the evening the same as the Fitting Out Supper earlier in the year.

Please arrange to book early.

Prior to the Supper, the Trust are planning to hold an Extraordinary General Meeting and details of this will appear in the next edition.

## Derek Allen

The Trust have heard that Derek Allen a previous member of the Trust and a volunteer has recently passed away.

Derek used to work on the engine of

Pudge over many years and was a valued member of the Thursday Group.

The Trust would like to pass on our condolences to his family.

## 2022 Sailing Programme

Date	No of Days	No. of Nights	Boarding time	Return time	Description of Cruise	Price per Person
<b>August</b>						
Wednesday 24th to 26th	3	2	Maldon 09:30	Maldon 14:00 Friday	<b>Clacton Airshow Front Row Seats</b> Centaur makes the journey to Clacton so you can watch from the comfort of the barge the aeronautical display teams perform overhead. After the airshow, Centaur will slowly make the journey back to Maldon returning after lunch on Friday.	<b>£190</b> Inc Food from Wed. lunchtime
Friday 26th to 29th	4	3	Maldon 19:00 Friday Early dept. Sat.	Maldon 15:00 Sunday	<b>Brightlingsea Food Festival</b> Centaur will make her way down the River Blackwater to discover a feast of locally produced food and drink at the Brightlingsea Food & Drink Festival. Sunday will be a day ashore at the festival, enjoying everything on offer, including the live music and entertainment. Bank Holiday Monday we will make the passage back to Maldon arriving early afternoon.	<b>£190</b> Meals onboard inc. from Saturday morning

**Get your copy of  
Pudge ...A Survivor  
Or how about putting it on your Christmas List?  
(only 4 months to go)**

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

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

Newsletter produced and edited by John Rayment. Your comments are welcomed about the newsletter. Email or write to the Editor or Trust.

Deadline date for articles for the next issue should be sent to John Rayment by the 8th October 2022



*Centaur flies the winners Pennant at the Swale Match  
Picture by Pat Schulenberg*

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