

# Golden Chaffcutter

## Thames Sailing Barge Trust



Issue 143

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

December 2022

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## Seasons Greetings



*Maldon Hythe Quay—Picture with permission of Christopher Bourne  
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## From the Helm

At the recent EGM I formally announced that our President, Peter Boss, had advised me that he wished to stand down from the role. We were very sorry to receive the news but we will be forever grateful for over 40 years of hard work and commitment that both he and Pat have given to the TSBT and before that to the TBSC. I am delighted to be able to report that Brian Dawson, a past Trustee and Chairman of the Trust has agreed to become President of the Thames Sailing Barge Trust.

Saturday 19 November was a

busy day with the EGM in the afternoon and the Laying-up Supper in the evening. Thanks to everyone who attended either, and in some cases both, events and of course to John Rayment who organised both occasions. The resolution relating to changes in membership subscriptions was carried unanimously so the renewal notice with this newsletter reflects the new rates. There is a reminder of the details later in this newsletter. The Laying-up Supper was a most enjoyable evening which, on a personal level, gave me a lovely opportunity to

catch up with members old and new. It was also my pleasure to present the annual awards; a full list of which will be found later in this newsletter.

Both barges have been missing from the Hythe recently. Pudge has been at Fullbridge so Kevin, and his team, can complete the last of the restoration work. Then she will return to the quay and our willing helpers will finish off the accommodation areas and ready her for a busy sailing season. Centaur has been in dry dock for her 5 year

*(Continued on page 2)*



Made possible with  
 Heritage Fund

*(Continued from page 1)*

out of water survey. (More of that later in the newsletter). The winter work parties will be busy over the next few months preparing both barges for the summer. It will be the first year for 5 years that we will have both barges sailing! This is probably appropriate in the year when the 75<sup>th</sup> anniversary of the formation of the original Thames Barge

Sailing Club falls on 6<sup>th</sup> March 2023!

As the festive season rapidly approaches it just remains for me to wish you and yours Seasons Greetings from your Committee and Trustees and hope that 2023 brings us all health, happiness and fair winds.

*Penny Baines*

## 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.

Although we are nearing the end of the work on Pudge we are still being challenged with increased costs so the Trust still needs to raise more funds to see Pudge completed so that she can sail next Spring.

The Trustees understand that times are difficult at present with family incomes stretched, so please try and help in whatever way you can. Your donation will be much appreciated.

If you can spare any amount however small, they will help us get Pudge over the line.

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 61180789 Ref PCA and your surname.

Thank you for your support.

*Trustees*

## Membership Matters

The Trust welcomes the following new members since January:

**David Jillings**—Kingston Upon Thames

**Kate Rodman**—Maldon

**Andrew Jillings**—New York

**Christopher Jillings**—Ipswich

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](mailto:membership@bargetrust.org).

Membership rates for new members as from 1st January 2023:

Full Member: £37.50 pa  
Joint Membership £55 pa  
Joint Concession £45 pa  
Corporate Membership £360 pa  
Life Membership £600 (Concession [65+] £400)  
Joint Life Membership £900 (Concession [65+] £600)

## IMPORTANT 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 be increased from £25 to

£30 from the 1st January 2023.

The proposal was agreed along with a suggested review of all membership fees for the years starting 1st January 2023.

Although it is never a good time to increase membership fees, the Trust like many other organisations is 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.

Enclosed with this newsletter is a renewal form detailing the amended rates for ALL memberships agreed at the recent Extraordinary General Meeting.

The rates below come into effect on the 1st January 2023.

THOSE MEMBERS WHO PAY BY STANDING ORDER ARE ASKED TO MAKE SURE THEY ASK THEIR BANK TO AMEND THEIR STANDING ORDER IMMEDIATELY.

At least 7 days notice is needed before an amendment can come into affect. If you use an online banking system you should be able to make the changes

yourself. Alternatively, call your bank using telephone banking.

The Trust is not empowered to instruct the your Bank to make changes to standing orders.

Full Member to be increased to £37.50  
Joint Membership to £55  
Joint Concessionary Membership to £45

If you are a pre April 2018 Concessionary member, then your membership this coming year is £30.

All members will have a code after their surname on this newsletter. 'CONS' means you are a pre April 2018 member, 'STO' means from our records you pay by Standing Order. If you have both then the two statements apply in your case.

Please can you make sure your renewals meet the new guidelines. Some members are kind enough to include a

small donation with there renewal subscriptions, whether paid by standing order or other means. If you are able to continue with this, then it would be much appreciated.

We also wish to bring the Concessionary pre April 2018 membership in line with the Full Membership rate and it was agreed at the EGM that this will take place on the 1st January 2024 when Concessionary Membership will no longer be available.

*Trustees*

## 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 resumed and the dates to Christmas are detailed

below and are available on the Trust's website.

- 17th/18th December
- 14th/15th January
- 28th/29th January
- 11th/12th February
- 25th/26th February
- 11th/12th March
- 25th/26th March
- 8th/9th April

### Events

#### Proposed Open Days

- 1st May—May Day Bank Holiday
- 14th May—Maldon Mud Race
- 26th August—Bank Holiday Weekend
- 16th September—Maldon Regatta

### Proposed Children's Days

- 13th April
- 1st June
- 10th August
- 17th August

### Maldon Mayor's Charity Quiz Night in aid of the Thames Sailing Barge Trust

Friday 17th March—Maldon Town Hall. Full details in the February edition

### Annual General Meeting and Fitting Out Supper

Saturday 29th April 2023  
Maldon Little Ship Club, Hythe Quay, Maldon  
(Further details in next issue)

## 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 of the most recent 100 Club

draw is:

- 1st John Howard**
- 2nd Janet Nicholls**
- 3rd Peter Holmes**

If you would like to take part in the 100 Club, and help raise funds for the Trust,

then please contact Terry O'Sullivan on 01621 788276

*Terry O'Sullivan*

# The Vasa

***During a recent working trip to Sweden and Norway, I had a few days in Stockholm. Whilst there I visited the Vasa Museum which is renowned around the world for its major exhibit the 17th Century warship the Vasa.***

***Although not a sailing barge, I thought members might be interested in the story of this warship and its preservation for the public to see.***

**John Rayment  
Editor**

The Vasa is a Swedish warship which was built between 1626 and 1628. The ship sank after sailing roughly 1,300 meters into her maiden voyage on 10 August 1628. She fell into obscurity after most of her valuable bronze cannons were salvaged in the 17th century, until she was located again in the late 1950s in a busy shipping area in Stockholm harbour. The ship was salvaged with a largely intact hull in 1961. She was housed in a temporary museum called Wasavarvet ("The Vasa Shipyard") until 1988 and then moved permanently to the Vasa Museum in Stockholm. The ship is one of Sweden's most popular tourist attractions and has been seen by over 35 million visitors since 1961. Since her recovery, Vasa has become a widely recognised symbol of the Swedish Empire.

The ship was built on the orders of the King of Sweden Gustavus Adolphus as part of the military expansion he initiated in a war with Poland and Lithuania (1621–1629). She was constructed at the navy yard in Stockholm under a contract with private entrepreneurs in 1626–1627 and armed primarily with bronze cannons cast in Stockholm specifically for the ship. Richly decorated as a symbol of the king's ambitions for Sweden and himself, upon completion she was one of the most powerfully armed vessels in the world. However, Vasa was dangerously unstable, with too much weight in the upper structure of the hull. Despite this lack of stability, she was ordered to sea and foundered only a few minutes after

encountering a wind stronger than a breeze.

The order to sail was the result of a combination of factors. The king, who was leading the army in Poland at the time of her maiden voyage, was impatient to see her take up her station as flagship of the reserve squadron at Älvsnabben in the Stockholm Archipelago. At the same time the king's subordinates lacked the political courage to openly discuss the ship's problems or to have the maiden voyage



postponed. An inquiry was organized by the Swedish Privy Council to find those responsible for the disaster, but in the end no one was punished.

During the 1961 recovery, thousands of artifacts and the remains of at least 15 people were found in and around Vasa's hull by marine archaeologists. Among the many items found were clothing, weapons, cannons, tools, coins, cutlery, food, drink and six of the ten sails. The artifacts and the ship herself have provided scholars with invaluable insights into details of naval warfare, shipbuilding techniques and everyday life in early 17th-century Sweden. Today Vasa is the world's best preserved 17th century ship and the most visited museum in Scandinavia.

Although Vasa was in surprisingly good condition after 333 years at the bottom of the sea, it would have quickly deteriorated if the hull had been simply allowed to dry. The large bulk of Vasa, over 600 cubic meters of oak timber, constituted an unprecedented conservation problem. After some debate on how to best preserve the ship, conservation was carried out by impregnation with polyethylene glycol (PEG), a method that has since become the standard treatment for large, waterlogged wooden objects, such as the 16th-century Mary Rose. Vasa was sprayed with PEG for 17 years, followed by a long period of slow drying, which is not yet entirely complete.

The reason that Vasa was so well-preserved was not just that the shipworm that normally devours wooden ships was absent but also that the water of Stockholm's ström was heavily polluted until the late 20th century. The highly toxic and hostile environment meant that even the toughest microorganisms that break down wood had difficulty surviving. This, along with the fact that Vasa had been newly built and was undamaged when it sank, contributed to her conservation. However, the properties of the water also had a negative effect. Chemicals present in the water around Vasa had penetrated the wood, and the timber was full of the corrosion products from the bolts and other iron objects which had disappeared. Once

the ship was exposed to the air, reactions began inside the timber that produced acidic compounds. In the late 1990s, spots of white and yellow residue were noticed on Vasa and some of the associated artefacts. These turned out to be sulphate-containing salts that had formed on the surface of the wood when sulphides reacted with atmospheric oxygen. The salts on the surface of Vasa and objects found in and around it are not a threat themselves (even if the discolouring may be distracting), but if they are from inside the wood, they may expand and crack the timber from inside. As of 2002, the amount of sulphuric acid in Vasa's hull was estimated to be more than 2 tonnes, and more is continually being created. Enough sulphides are present in the ship to produce another 5,000

kilograms of acid at a rate of about 100 kilograms per year; this might eventually destroy the ship almost entirely.

While most of the scientific community considers that the destructive substance responsible for Vasa's long-term decay is sulphuric acid, Ulla Westermarck, professor of wood technology at Luleå University of Technology, has proposed another mechanism with her colleague Börje Stenberg. Experiments done by Japanese researchers show that treating wood with PEG in an acidic environment can generate formic acid and eventually liquify the wood. Vasa was exposed to acidic water for more than three centuries, and therefore has a relatively low pH. Samples taken from the ship indicate that formic acid is present, and that it could be one of the multiple causes of a suddenly accelerated rate of decomposition.

The museum is constantly monitoring

the ship for damage caused by decay or warping of the wood. Ongoing research seeks the best way to preserve the ship for future generations and to analyse the existing material as closely as possible. A current problem is that the old oak of which the ship is built has lost a substantial amount of its original strength and the cradle that supports the ship does not match up very well with the distribution of weight and stress in the hull. The amount of movement in the hull is worrying. If nothing is done, the ship will most likely capsize again. An effort to secure Vasa for the future is under way, in cooperation with the Royal Institute of Technology and other institutions around the globe.

To deal with the problem of the inevitable deterioration of the ship, the main hall of the Vasa Museum is kept at a temperature of 18–20 °C and a humidity level of 53%. To slow the destruction by acidic compounds, different

methods have been tried. Small objects have been sealed in plastic containers filled with an inert atmosphere of nitrogen gas, for halting further reactions between sulphides and oxygen. The ship itself has been treated with cloth saturated in a basic liquid to neutralize the low pH, but this is only a temporary solution as acid is continuously produced. The original bolts rusted away after the ship sank but were replaced with modern ones that were galvanised and covered with epoxy resin. Despite this, the newer bolts also started to rust and were releasing iron into the wood, which accelerated the deterioration.

The Vasa Museum is a fascinating place to visit and along with the ship many articles recovered with her are on display.

*John Rayment*

## T.B.S.C Finds

As Archivist for the Trust, I often have a look on the internet to see if anything interesting relating to the Trust and its barges comes up for sale.

Recently I spotted a vinyl record for sale which was released in 1985 by BBC Sound Effects and the 33 and a third long play record contains sound effects recorded aboard Pudge. I have tried to find out when this was recorded, but none of the Club/Trust newsletters make any mention of it.

If anyone remembers any details, can they let me know.

I have now digitalised the recording and understand that there is a second recording which Terry O'Sullivan has provided and that has sounds of the old Kelvin engine.

Further searching reveals that these recordings can be downloaded from the BBC Sound Effect Archive on the internet.

*John Rayment*



## 2023 Provisional Barge Match Dates

The dates below have been provisionally set for the 2023 Barge Matches. At present these are subject to change. Updates will be provided when known.

The Trust aims to have at least one of its barges at the matches in 2023 and these will be part of the 2023 sailing

programme which we hope to publish before Christmas.

Medway – May 27th  
 Blackwater – June 10th  
 Passage Rally – Date TBC  
 Pin Mill – June 24th  
 Thames – July 8th

Swale – July 29th  
 Southend – September 2nd  
 Colne – September 9th

### Reminder

If you pay your membership by Standing Order, please contact your bank immediately or if you do online banking amend your subscription for the 1st January straight away.

All membership subscription rates have changed for the year 2023. See page 2 and the insert with this newsletter.

# What do I need for Christmas? It's not to late

How many times has your partner asked you, 'what do you want for Christmas?' and your answer has been, 'I am not sure' or maybe your partner says, 'what do you get someone who has everything?' Well the Trust has the answer, why not purchase a copy of the new Pudge book, Pudge ..A Survivor.

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

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 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.

Whilst visiting the website, why not look at some of the other items we have on sale. The Trust had some Pudge Centenary clothing and other items produced for sale so you may like to get some of these as well.

For clothing, this has to be purchased via a clothing company and they will add the logo that you wish to have embroidered onto the garment. It is suggested that you order clothing in good time as orders can take a around 14 days to be dispatched.



# EGM and Laying Up Supper

On Saturday 19th November the Trust held an Extraordinary General Meeting to get the members to vote on a resolution to increase membership fees following a request from members at the Annual General Meeting in April.

It was agreed that the membership fees would be increased in line with the resolution for the membership year starting 1st January 2024. Details of the new rates appear on page 2 of the newsletter.

In the evening we held the annual laying up supper and 44 people attended. After the excellent three course meal, we awarded the annual Trust awards and the audience was then shown a film pro-

duced by David Gibson in 2012 of Pudge's trip to London for the late Queen's Diamond Jubilee, when Pudge was part of the Avenue of Sail. The Laying Up Supper raised £636 towards

the Trust and Pudge Funds.

It has been customary in the last couple of years for us to be entertained by the 'Barge Boys' Shanty Group, consisting of Mick Nolan, Karen Thomas, Malcolm and Jill Banks. On the Friday evening before the Supper they performed in the Maldon Little Ship Club, joined by other musicians and singers and entertained the Club members and guests. This raised £150 for the Pudge Fund.

The awards were presented by Trust Chairperson, Penny Baines and the winners were chosen by the Trust's committee for services over the last 12 months.



## Centaur Update

Centaur is currently in the dry dock at Fullbridge for an out of water survey which she has every five years. The yard is replacing the starboard windlass bitt and the very large timber knee that is lodged forward of it. There is considerable loading on the bitt-head and knee when lowering down or heaving up the gear and when at sea swinging round the anchor in a gale of wind. Some rot was found by the surveyor last year and they had already been patched up several times over the years.



**Centaur in the Dry Dock at Fullbridge  
Picture by Tim Jepson**

The yard is also replacing some planking on the port side which was put in some 30 years ago and is suffering from fresh water softening.

While Centaur is in the dock the propeller 'A' bracket and cavitation plate have been cleaned up and will get a couple of coats of anticorrosive paint. The leeboard bands and the rigging chain plates have been chipped to remove the rust and when the persistent rain stops they will be coated as well.

We would like to get the barge boat

ashore for a paint up once we get back alongside the Hythe. The aft davit socket needs to be unshipped while the boat is ashore and a larger base pad made up to spread the load more evenly.

The top cover of the steering gear box has been removed and we have burned off the flaky old paint and it will be re-coated with sadolin which does not chip like conventional paint. The steering gear needs going over and any slack bushes and pins replacing, otherwise it is in good order. The large 3- inch di-

ameter spindle with its left and right hand square threads was made by an engineering firm here in Maldon some 15 years ago and replaced a very worn spindle that could well have been Centaur's original.

The rig is getting its yearly overhaul, the steel blocks are painted silver and the wooden blocks are coated with sadolin or varnished, the wire rigging is checked over and coated with boiled linseed oil, and all the ropes get checked as well.

With Centaur in the dock sat on a level base it has always amazed me how much sheer she has, this can be seen in the early photos of her at Lewes in East Sussex when she was around 10 years old, when you walk aft you really feel that you are walking up hill, this was good for the crew as it meant that they had a better chance of keeping their feet dry when deep loaded in a seaway when the midships deck would have been awash.

*Tim Jepson*

## Pudge Update

Pudge has been back at Fullbridge, undergoing her latest round of works. The Thursday Group worked hard to recommission her engine, and she made the passage under her own steam for the first time in four years. Pudge has been a bit like the proverbial duck, of late, with legs frantically swimming below the water and not much to show for it on the surface.

The main focus has been on the plumbing installation. It's fiddly and complicated and mostly hidden from view, but we are making good progress and hope to have a working system in place this side of Christmas.

The washrooms are well under construction and slowly coming together. The pipework is mostly in, and the boiler is also installed in the engine room. A delay in delivery of the water pump is frustrating, and preventing any testing of the systems, but it shouldn't be too

much longer.

The new sliding hatches have also now both been installed, and these are looking great.

We had a superb piece of luck recently, with the help of a new volunteer Sharon Brett and our hard-working Victualing Officer, Lee Atkinson, who are both fantastic upholsterers. They have done a wonderful job making the new mattresses for Pudge, using much of the materials we already had. The mattresses are a very comfortable, 5" deep and provide luxurious bunks for all. Their efforts have saved the Trust thousands of pounds, and we are very grateful to them both, as we are to all our volunteers who continue to put countless hours into the project.

Pudge should be back on Hythe Quay around Christmas, and it will be over to the Trust volunteers to make her all

ship-shape for a busy season ahead.

There will still be lots to do as we fettle and fine-tune, and we have just a few short months before she is to be put back into commission. We welcome any support that you can offer to the project, no particular skills required, just a smidgeon of enthusiasm and a thick skin. We can find plenty of jobs for all!

Away from the work on Pudge itself, the Trust has been running a series of courses with the WEA, the latest being a four-week course on the Vikings Discovery of America. We are also working on a new educational package for schools which will be available early in the New Year on our website for downloading. A talk on the barges and their association with the river Blackwater has been given to pupils at Wentworth Primary School in Maldon and we received some really nice letters from the

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pupils. If you have any connections with a local school, we would be more than happy to give the pupils a talk on

the barges, please get in touch with John Rayment at [events@bargetrust.org](mailto:events@bargetrust.org).

Mick Nolan

## On a Dark and Stormy Night

One upon a time I won a weekend on Centaur given by Peter and Pat Boss to the NSPCC. Late in the year on a wet Friday night Ipswich docks were eerily lit by infrequent lamps. A tangle of railway lines, puddles and looming silos. Desolate and sinister. Centaur was deserted but the hatch was open. Went below and found a top bunk. Where were they all!

The question soon answered and so to bed. Why was the desirable top bunk vacant? The deck leaked. Away before 6:00 and met the skipper who had spent years in trade. The man inspired respect. The regulars were politely curious how someone so totally ignorant came to be among them and I found the spot most out of the way to be behind the skippers shoulder at the wheel. The skipper had trenchant views on lots of matters. Passing the crematorium he told me legs had to be burnt separately and gold was the staff perks. He had summed me up! Being handy to the skipper I was asked to do incomprehensible tasks but finally a role as leeboard hand. Even that has a right and wrongs but I wasn't a scout for nothing.

Further down river under a black scudding sky we came out of the shelter of land and fair shot along. The skipper engaged full sail and there wasn't another boat out. The crew were in racing fettle and a wonderful day's sailing ended in shelter of the Stour. Some went ashore, a few stayed aboard and I marvelled how Centaur was put together and the work she had done. Next day the bearded mate had to leave us and acting mate looked forward to notching up experience. However mate and skip-

per had worked by telepathy and skipper made no allowances. A preliminary order might have had everybody at their posts, but the orders were given at the moment he expected them to take effect. The day was full of incident: in spite of muddles and disasters not once did he raise his voice. Everything remained calm. However being not far from his right ear I heard a occasional cry to his maker, and lament that such incompetents could make their way in the world.

It was still blowing and gusting with it, First a venture up river. The wheel was given to a gentle bespectacled commuter (?) Ahead was a Greek tanker laid up. The helmsman sought advice. Plenty of water inside said the skipper. There wasn't. We were aground. Two powerful men, they spoke Greek too, rowed off to the tanker with a long warp, wet and heavy, behind them. The tanker winched us off. Two of us set about stowing fathoms of wet rope. The neat coils below however were equaled by the contra twisted tangle trailing behind us. The mate sorted us out. It was decided to tow the barge boat.

Back in the open sea and a strong wind, alteration was required to the topsail. Unfortunately during the operation something went wrong side of something else and the sail split. The jam aloft was sorted out, speed moderated and Sunday lunch announced with which I had helped as scullery boy.

Splendid lunch too and the steamed chocolate pudding served. Silence, as the skipper's dismay spread down the table. He spoke one word. 'Custard!' Everybody looked at me. I leapt up. No

time to beat eggs; where was the Birds. The kettle was on and custard of a sort soon on the table.

Time was getting on and all speed made back up the Orwell. Centaur was really sailing. A buoy came up and in racing style another of our amateur helmsmen rounded it by inches. However, the forgotten barge boat went the other side. The buoy disappeared under. Anchors clapped—decisively the boat was cut adrift. The two Greek speakers, with incredible bravery offered to take a tiny fibre glass dinghy after it. We sailed on without them and I never thought to see them again.

Dusk was coming on, a diminished crew, the river full of moored yachts and Paul's immaculate gleaming barge motors past us. The ultimate humiliation. We took a tow. I was given the wheel and everybody disappeared below. How proud I felt, and soon discovered nothing I did made any difference to progress. Never mind. In imagination I was Master.

Tied up and stowed we were on the quay departing. I faintly asked, 'what about the other two?' 'Oh, they will be in the Dog and Duck at ..... You can go and get them if you like.

*By Bill Edgar*

*Taken from the TBSC Members Bulletin of 25 years ago. December 1997*

**Editor**

***Little changes, we still have chocolate pudding or sponge pudding on board Centaur and Bird's custard.***

## New Sales Manager

You will have read elsewhere in the newsletter that Peter Holmes is retiring as Sales Manager after 12 years in the roll. The Trust thank him for all his work in this respect.

We are pleased to announce that Kate Rodman has agreed to step into his

shoes. Kate has been a volunteer with the Trust for a couple of years and her son Adam is one of the trainees.

Kate is keen to develop sales and will be looking to develop the items that we have available on the website.

If you need any small Christmas Gifts, then please take a look, but order quickly so we can catch the post.

Trustees

# Fundraising Officer Sought

The Trust has a vacancy for a fundraising officer to work with the Trustees in obtaining funding to help the Trust maintain and operate Pudge and Centaur and allow us to meet our aims and objectives.

Although work on Pudge is progressing and we hope to have her sailing for next season, we still need funds to complete the work, but also have a need to raise

funds for work on Centaur and Sailor-man.

The post will require someone who perhaps has some knowledge of fundraising although this is not essential and will need to be able to work on their own initiative, researching and contacting potential grant organisations and to put together applications. The position will require the individual

to become a member of the Trust Committee and attend monthly committee meetings.

If you are interested in this position, and willing to help the Trust, please contact our Chairman, Penny Baines at [chairman@bargetrust.org](mailto:chairman@bargetrust.org)

*Trustees*

# Trust Award Winners 2022

Each year the Trustees and Committee follow the practice that was part of the Thames Barge Sailing Club and present awards to members who have made a significant contribution to the Trust's activities.

This year's awards were presented at the Laying Up Supper by Penny Baines (Chairman) and Terry O'Sullivan. The winners are below and congratulations to all.

**Commodores Cup**—Presented to the Club in 1953 by J.A.C. Platts. Awarded for:- Best Log of a trip On a Sailing Barge (or a member's own boat) *Henry Wright for his log about the Training weekend Chaffcutter dated June 2022*

**Lady Marjorie Tankard**—Presented by Wing Commander Hallows in 1953. Originally

Awarded for an outstanding Act of Seamanship in a Sailing Barge. Now awarded for :- Best Performing Trainee  
*Wilf Thompson*

**MacDonald Mein Cup**—Presented by him a Founder Member. Awarded for :- Services to the Trust. *Pat Schulenburg for Dunkirk video, the crowd funding film, taking on the marketing role and using social media for successful publicity.*

**Thames Sailing Barge Match Trophy**—Originally presented to skipper Chris Meritt of 'Arrow' in 1960 for 3<sup>rd</sup> home in the Staysail Class. Passed back to the Club by Pauline Chell. Awarded for :- Extra Services to the Trust. *Peter Holmes for long service running the merchandise for the trust*

**Beaumont Transom**—Presented by member Len Beaumont in 1979. Awarded for:- Best Contribution to Trust Literature. *John Rayment for masterminding the production of the Pudge book*

**Jim Uglow Award Plaque** Awarded for:- Merit *Sue Spiers for production of the Pudge Centenary logo, working parties, painting skills, and baking prowess*

**Chairmans Award**—Originally 'The Bill Atley Trophy' (The centre hub of SB Colonia's wheel - now lost) Awarded by the Chair at their discretion, to:- Any person they decide deserves recognition. *Peter and Val Shepard for cleaning the barges, Thursday group, open days, pop up shop*



**Commodore's Cup**  
**Henry Wright**  
Collected by  
**Mick Nolan**



**Lady Marjorie Tankard**  
**Wilf Thompson**  
Collected by  
**Mick Nolan**



**Beaumont Transom**  
**John Rayment**



**MacDonald Mein Cup**  
**Pat Schulenburg**

(Continued from page 9)



**Jim Uglow Award  
Trophy  
Sue Spiers**



**Thames Sailing Barge  
Match Trophy  
Peter Holmes**



**Chairman's Award  
Peter & Val Shepherd**

## 2023 Sailing Programme

The sailing programme for the early part of the 2023 sailing season is on page 11. The programme is based around us using both Centaur and Pudge during the season. Due to the extra facilities available on Pudge, there is a small premium being charged for Pudge trips.

We have incorporated some One Day sails at the start of the year as these were very popular during 2022. Further sails maybe added depending on the take up of charter business.

If you can arrange a charter with us then the discount offered in the last newsletter is still available until the end of December.

All sailing trips, except charters can be booked online at [www.bargetrust.org](http://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.

Dates for August onwards will be published later in the year and any changes to the current published programme will be detailed on the website and in future issues of the Golden Chaffcutter.



**"Early Bird" discount (5%) for Charters of three or more days where deposit is paid before the end of December 2022.**

Length of Charter	Centaur £		Pudge £	
		** £ Per person		** £ Per person
Weekend	<b>2020</b>	168	<b>2120</b>	177
Weekend plus 1 day	<b>2830</b>	233	<b>2970</b>	245
Weekend plus 2 days	<b>3540</b>	295	<b>3720</b>	310
Weekend plus 3 days	<b>4220</b>	352	<b>4430</b>	369
Weekend plus 4 days	<b>4850</b>	403	<b>5090</b>	423
Weekend plus 5 days	<b>5430</b>	451	<b>5700</b>	473
Midweek 1 day	<b>860</b>	73	<b>900</b>	77
Midweek 2 days	<b>1630</b>	138	<b>1710</b>	144
Midweek 3 days	<b>2340</b>	198	<b>2460</b>	208
Midweek 4 days	<b>2940</b>	242	<b>3090</b>	254
Midweek 5 days	<b>3470</b>	286	<b>3640</b>	298

**\*\* Note Per Person rates are based on 12 people booked.**

Charter groups can be up to the maximum of 12 people and are on a self-catering basis. Catering provision to include skipper, mate and 3<sup>rd</sup> hand (if applicable). All trips include accommodation the night before sailing if required.

Departure from the quay is dependent on tide times and prevailing weather conditions. Our Skipper always has the final say on when and where the barge sails. The full list of T&Cs can be found on the website [www.bargetrust.org](http://www.bargetrust.org)

**To Book your Charter please contact David on [bookings@bargetrust.org](mailto:bookings@bargetrust.org) or call 07840 862685.**

Date	Barge	Days/ Nights	Boarding	Return	Description of Cruise	Price per person
<b>April</b>						
Sun 30th	<b>Pudge or Centaur</b>	1 day	Maldon Sunday morning 07:30	Maldon Sunday evening	<b>One Day Cruise (two tide trip)</b> <i>Join us on our Thames sailing barge (Pudge or Centaur) for her first sail of the year, following Pudge's extensive restoration. Boarding will be at 07:30 at Maldon Hythe Quay. We will enjoy a full day of sailing in the river Blackwater before returning to the quay around 20:30. Meals will be included, provided by our on-board host, giving you the chance to relax, unwind and enjoy the sailing.</i>	£110
<b>May</b>						
Sat 6th to Sun 7th	<b>Pudge or Centaur</b>	2 nights	Maldon Friday evening 19:00	Maldon Sunday evening	<b>Cuckoo Spring Cruise</b> <i>Join us for a cruise in company with Pudge and Centaur 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 at this time of year. Join the barge on Friday 5th evening from 19:00, and enjoy the delights of Maldon before departing from Hythe Quay around midnight for a moonlight get-away weekend adventure. Returning on Sunday 7th around 14:00. Meals included from Saturday.</i>	Pudge £200 Centaur £180
Sun 14th	<b>Centaur</b>	1 Day	Maldon Sunday morning before 07:00	Maldon Sunday around 19:00	<b>One-day Cruise to West Mersea</b> <i>Join us on our Thames sailing barge s.b. Centaur (1895) for a full day sail on the river Blackwater. Our plan is to visit the hidden gem that is West Mersea, a delightful blend of old fishing village and seaside town. When under sail see how two people handle the barge and, when appropriate, you may fancy a trick on the wheel or a heave or two on the lines. Join the barge on Sunday morning before 07:00. Returning on Sunday at around 19:00.</i>	£110
Thurs 25th to Mon 29th	<b>Pudge</b>	5 nights	Maldon Wednesday evening 19:00	Maldon Monday evening 19:00	<b>River Medway Barge Match Five Day Cruise</b> <i>5-day hands-on sailing trip. Boarding on Wednesday evening and leaving Maldon Quay around 03:00 on Thursday morning, Pudge will enjoy a leisurely sail to Upnor, on the River Medway, for the River Medway Barge Match. There will be a prize-giving ashore on Saturday evening. The passage back will be equally leisurely, arriving back at Maldon Quay on Monday evening at around 19:00. Meals included from Thursday.</i>	£420
<b>June</b>						
Sat 10th to Sun 11th	<b>Pudge or Centaur</b>	2 nights	Maldon Friday evening 19:00	Maldon Sunday evening 18:30	<b>Blackwater Barge Match - Plus Bonus Match weekend.</b> <i>A nautical spectacle not to be missed. Always well attended, with lots of barges and fishing smacks racing on the River Blackwater. Boarding Friday evening from 19:00. Back to Maldon Quay for the Saturday night prize-giving event. Sunday will be "Re-Match" Sunday. Pudge and Centaur will go head to head again for another full day of sailing and racing in company. Meals included from Saturday. Boarding Back at the quay on Sunday around 18:30.</i>	Pudge £200 Centaur £180
Thurs 22nd to Mon 26th	<b>Pudge</b>	5 nights	Maldon Wednesday evening 19:00	Maldon Monday afternoon 17:00	<b>Pin Mill Barge Match</b> <i>5-day hands-on sailing cruise, including one of the toughest barge matches, due to the narrow Orwell channel. Boarding on Wednesday evening and leaving Maldon Quay around 02:00 on Thursday, Pudge will enjoy a leisurely sail to the beautiful riverside dwelling of Pin Mill. This match is always well attended, with lots of barges racing through Harwich Harbour, followed by a night ashore in the Pin Mill Yacht Club for the prize-giving event. Sunday and Monday will be an equally leisurely sail back to Maldon Quay. Arriving on Monday around 17:00. Meals included from Thursday.</i>	£420
<b>July</b>						
Thurs 6th to Mon 10th	<b>Pudge</b>	5 nights	Maldon Wednesday evening 19:00	Maldon Monday afternoon 17:30	<b>Thames Barge Match</b> <i>5-day hands-on sailing cruise, including the River Thames barge match. Pudge will head out from Maldon during the early hours of Thursday morning for a leisurely sail along the old barge trading routes through the Spitways and up the Swin, to Gravesend. Second only to the Americas Cup, the Thames Sailing Barge match is steeped in history. First run in 1863, the barges continue to strut their stuff in their home waters, as they have done for hundreds of years. The match itself will be downstream towards Southend, and back to Gravesend for an evening ashore for the prize-giving event. Sunday and Monday will be a leisurely sail back to Maldon quay arriving around 17:30. Meals included from Thursday.</i>	£420
Thurs 27th to Mon 31st	<b>Pudge</b>	5 nights	Maldon Wednesday evening 19:00	Maldon Monday midday	<b>Swale Barge Match</b> <i>A leisurely 5-day hands-on sailing cruise across the Thames Estuary from Maldon Quay on Thursday and Friday to Harty Ferry in Kent for the Swale Match on Saturday. An evening ashore at Harty for the prize-giving event, and a relaxing passage back to Maldon on Sunday and Monday, arriving back at the quay around midday on Monday. All meals included from Thursday.</i>	£420

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 5th February 2023



*Pudge and Centaur both moored up at Fullbridge in November  
Picture by Tim Jepson*

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