

Golden Chaffcutter

Thames Sailing Barge Trust

Thames Sailing Barge Trust



25th Anniversary 1948 - 2023

Issue 150

www.bargetrust.org

February 2024

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*Pudge during the 2023 Pin Mill Match
Picture courtesy of Jeff Welch*

Jeff Welch
PHOTOGRAPHY

From the Helm

2024 has started with some wild weather and huge variation in temperatures but this hasn't been allowed to slow down the programme for winter working on Pudge and Centaur. Work continues apace on both barges and, as always, thanks to everyone who gives time to help with this.

The winter work is all in preparation for the summer sailing season and details of the first three months of the sailing programme appear later. The charter bookings are already building well but don't miss your opportunity to sail on

Pudge or Centaur....there are day, weekend and barge match sailings available. Book early to avoid disappointment!! This is also an appropriate time to announce that Louise Redfern, a fairly new Trust member but already established as part of the Thursday team, has volunteered to take over as Bookings Secretary for cruises from David Gibson, who will for the moment manage the charter bookings. Thank you Louise!

Elsewhere in this newsletter you will read of the sad death of Jimmy Lawrence. He has been part of the barge world for

so many years and we will miss his stories as much as his big personality. Jimmy was also a great supporter of the Thames Barge Sailing Club and now Trust.

The AGM agenda and details of the Fitting Out Supper on 27th April appear later in the newsletter. It would be lovely to see as many as possible at one or other of these events so please make a note of the date and I hope to see you there!

Penny Baines
Chairman



Dates for your Diary



Working Parties

The Thursday Group are continuing to work on Pudge throughout the year.

Anyone interested in getting involved please contact John Rayment on 07587 141054. No specific skills needed.

Centaur Weekend Working Party

February 10th & 11th, 24th & 25th
March 9th & 10th, 23rd & 24th
April 6th & 7th, 20th & 21st

Events

Fitting Out Supper

Saturday 27th April
Maldon Little Ship Club
(More details on the insert with this issue)

Annual General Meeting

Saturday 27th April
Maldon Little Ship Club
(See page 11)

Children's Days

Thursdays 11th April, 30th May, 15th and 30th August

Open Days

5th & 6th May, 2nd June and 21st September

Membership Information and Late Renewals

Thank you to all members who renewed their membership during January and also thank you to those who were kind enough to make a donation to the Trust.

Unfortunately a number of members have still to renew their membership and as a reminder we have marked the address box with the word OUT after your surname in the address box. We do hope that this is just an oversight.

The Trust welcomes the following new members:

Julie Mayer of Sheerness

Justin Halls of St Albans

Alanna Cameron of Walton on Naze

Tim Stansfeld of Godalming

Patrick Fox of Gillingham

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 as from 1st January 2024:

Full Member: £37.50 pa
Pre April 2018 Concession: £30
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)

John Rayment

Please check the back page of the newsletter to see if your subscription is still outstanding

If the word 'OUT' appears after your surname then the Trust have not yet received your subs for 2024

We look forward to your ongoing support.

100 Club

The results for the September/October and November/December draws of the 100 Club are below.

September/October

1st Gareth Jones £50
2nd Glen Fenemore-Jones £20
3rd Peter Boss £10

November/December

1st Alaina Winder £50

2nd Karen Thomas £20
3rd Phillip Kersey-Banks £10

If you would like to become one of the Club then please contact Terry O'Sullivan on 01621 788276 who will be happy to provide you with details.

Shares in the Club cost £1 and can be purchased in multiples of 12.

Thank you for your support by helping

the Trust raise funds in this way.

Terry O'Sullivan

2024 Barge Match Dates

The dates for 2024's Barge Matches have been announced and these are as follows.

1st June—**Medway Match**

8th June—**Southend Match**

15th June **Thames Match**

29th June **Pin Mill Match**

13th July **Blackwater Match**

10th August **Swale Match**

14th September—**Colne Match**

The Trust will be looking to have representation at these matches and details of sailing opportunities will be published on our website towards the end of the year.

New Mate

The Trust are pleased to announce that we have appointed a new mate to help crew the Trust's barges. Cooper Weldon became a trainee mate on the Trust's training scheme.

Cooper was the apprentice employed by Kevin Finch Shipwrights Ltd when the work was completed on Pudge. Cooper has gained his experience sailing not only on Pudge and Centaur but is regularly seen working on Thistle or

Hydrogen.

The Trustees would like to congratulate Cooper on his achievement.



Sailorman

Later this year Sailorman is required to have an out of water inspection and Toby Lester our Surveyor has asked us to clear the Swim and the Budget stern, so he can make a thorough inspection.

What began as a fairly straightforward exercise has eventually developed into a long list of jobs on the basis of "Oh while you are doing that, how about doing....."

We now have a number of other tasks that will make better use of the space within the lighter, improve access and

make a better working environment for our volunteers.

The Thursday team took 3 weeks to sort out all the timber stored in the Swim. The good stuff has been retained for re-use and is now more accessible on some new racking. Most of what was left was cut up and bagged for fire-wood.

At the stern end of the lighter the paint store has been extended into what was a void on the starboard side. A new floor has been installed which allows better access to sloping stern area.

This new area is being fitted with shelving for paint tins, etc.

We have taken the opportunity to dispose of many non- sailing barge items that have accumulated over the years in the Stern storage area.

The now obsolete Fluorescent lighting which had developed in an ad-hoc fashion over many years has been replaced by LED strip lights. The LEDs reach maximum brightness immediately on being switched on. They also use about 10% of the power used by the

(Continued on page 4)

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Fluorescent fittings.

Next comes the replacement of Sailorman's 3 deck lights which will improve the safety when boarding in the dark. Four new light fittings will be installed each using a 6 watt LED controlled by a switch on the head ledge by the companion way

Finally, in the Spring when the sails are retuned to Pudge and Centaur a new Hatch cloth will be fitted.

David Gibson



Below deck on Sailorman

Course on the History of the Barges

The Trust is pleased to announce that it is continuing this year to work with the Workers Educational Association (WEA) to run courses for people in Essex.

Founded in 1903, the WEA mission is to bring adult education within reach of everyone who needs it.

We have run a number of courses as part of the Pudge Project but this ongoing support will help us develop links in the local community and achieve one of the Trust's aims in educating the public about the Thames sailing barge.

The course planned is over two days the 12th & 19th March and each will last two hours. Anyone can attend but it is important that you book and this can be done via the Trust's website. Go to www.bargetrust.org/events

There is a small charge for the course of £16.80 for the two days although if you are on means tested benefit the course is free.

The Trust are hoping to support a further course on the 26th March about the history of the Sea Shanty. Final plans for this are being put together and we will publish details on our website and Social Media and by email as soon as we can.

Trainee Update

My name is Alanna Cameron and I have recently taken over the role of Training Officer at the Trust. Coming from a background in Sail Training, I have a passion for sharing the joys of sailing with others. After moving to Essex from Ireland for a training placement on the oyster smack Pioneer, I quickly became enamoured with the

Thames barges. Steeped in heritage and grace, I've never encountered any other vessels quite like them and joined the TSBT as a trainee. I intend to dedicate my life to Sail Training and preserving historic vessels, whilst continuing to learn at every opportunity.

In my new role as Training Officer, I have been overseeing the recruitment



drive to bring in new trainees for our future Skippers and Mates. This year we have had many inquiries from some promising individuals who share our love for traditional seafaring and sailing heritage.

As part of the upcoming plans, there will be a London local knowledge trip aboard Gladys in March. This voyage will see us navigate from Gravesend to

London; offering an opportunity for the trainees to immerse themselves in the rich history and navigation of the Thames River. This journey promises to be both educational and enriching.

I feel incredibly fortunate to be onboard as the new Training Officer and am looking forward to making a positive contribution to an organisation that has benefitted me so much.

Fair winds and following seas!

*Alanna Cameron
Training Officer*

Jimmy Lawrence Deceased



Jimmy Lawrence skippering Centaur
Picture courtesy from Martin Phillips

Following the recent death of Jimmy Lawrence we would like to thank Peter Boss and Brian Dawson for their reminiscences of Jimmy. Editor.

Jim was born in 1933 and spent his childhood by and on the River Colne. In 1948 he became a paid Third Hand on s.b. Gladys (of Dover) and by the time he was 18 he was a Thames sailing barge skipper in trade. Jim's days in trade under sail are very well documented in his book 'London Light' – A Sailor's Story which I would encourage you all to read, or to re-read. It tells a tale of his Mates, other barge skippers, friends and characters, the barges, the work involved, the skills of sailing a loaded barge on the East Coast and up narrow creeks, and of course racing. Although he paints a very evocative picture of that era he was proud to have been a part of – the last days of trading sail.

Gradually through freights became less and less and the barges became older and more difficult to keep going and the

trading skippers eventually had to turn their hands to other work. The Thames Barge Sailing Club (now TSBT) had already been formed in 1948 to take people sailing, and others were also considering this new use for the old trading barges. So, not wanting to go ashore, Jim started skippering on various barges taking out charter parties which he found he enjoyed, due in no small part to his being able to get along with people from all

walks of life and his gentle, teasing sense of humour. The season of 1965 saw Jim chartering Lord Roberts out of Maldon and eventually moving on to Memory and Marjorie in a successful small chartering enterprise.

I first met Jim on Marjorie in 1969 on one such charter before I had heard of the Barge Club. To save money Jim never took a paid mate and he would just ship one of his friends aboard, or use one of the charterers. That week I was lucky enough to be appointed Mate by Jim and I have never looked back. Jim was always very generous with his knowledge and during that week I learned so many of the skills required to both sail a Thames barge and to look after her. But I know I was just one of the very many people who Jim has encouraged over the years, teaching, enthusing and mentoring, who will be forever grateful to him.

While chartering Jim did some sailmaking in a small way during the winter months. At the time he didn't realise that this was going to turn out to be his

full-time profession. As fate would have it, Mr. Pipe, the owner of Marjorie, decided that he needed to sell her, but he refused to sell her to Jim. Was that fortunate? Jim didn't think so at the time but undaunted, in 1971 Jim turned to sailmaking as his full-time occupation and he soon had a thriving business. Most barge owners in those early days, including the Barge Club, were operating on a shoestring and both the barges and their sails were getting tired. Skippers and Mates never went sailing without their ditty bag of sailmaking and repairing tools and whilst at anchor were always stitching away, sometimes patching the patches! However, when greater skills were needed it was to Jim we went. I can't remember how many times over the years that Jim has got us out of trouble. On one occasion whilst rigging out in London Docks a problem occurred. The sails were bundled into the back of a van, destination Brightlingsea. Jim stitched all night while the crew slept anywhere they could in the sail loft. The following morning it was back to London to complete the rigging out. Pudge's bolt rope broke mid-season and once again, having instructed the crew to get the gear lowered down for him, he came immediately to Maldon and spent most of the night repairing the damage. Having been in charter business himself he knew how important it was to disappoint charterers who were expecting to go sailing.

Eventually, the TBSC Committee decided that Centaur's sails would not last another season. Scraping together every bit of money we had, which included the membership fees for the next year which we hadn't actually received, an order was placed with Jim for a new suit of sails for the season 1978. Centaur was laying on Pin Mill Hard when

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the new suit of white flax sails arrived. The crew busied themselves bending them on and hove up without a hitch, but it was impossible to lace the mainsail to the jackstay and the tack was right up in the air. I thought the mainsail was too small, so I hot footed it to the phone box, it being before the days of mobiles. Jim said, 'Have you got any buckets mate?' We had plenty of dip buckets on board and I was instructed to fill them with water and hang them on the tack – and then go to bed! The following morning, I could hardly believe it, the mainsail had stretched overnight enough to make it fast and over the next few weeks it kept growing until it was a perfect fit and I realized what skill and knowledge were required to make flax sails.

In later years, when Jim moved to a bigger loft with a large storage area, and the Trust was more solvent, we were able to send our sails to him to be stored and overhauled during the winter months. And Jim's traditional sail loft eventually became renowned around the world.

But Jim still kept some time to devote

to his first love, sailing and racing barges. Many TBSC/TSBT Mates have been fortunate to sail with Jim as he often skippered for us. He had a preference for Centaur which he considered to be 'a sturdy little barge which looked as if she was still going down Swin with a freight', due to her smaller, but serviceable gear.

In trade, skippers always 'raced' each other for their next freight and Jim honed his skills over the years to become a crack racing skipper. So, he was always very much in demand on any Barge Match day. He was to sail many different barges throughout the years but in latter days he particularly enjoyed racing his old barge Marjorie for owner Simon Devonshire and very well they did too.

Jim finally retired from sailmaking, but he moved on to new beginnings again. Jim was a natural raconteur who always wanted to share his love and knowledge of barges with others. He became a very popular speaker with talks like 'It wasn't always a Summer' about his days in trade. He would often play his popular 'squeeze box' too. In his way he supported the Trust and the Blackwater Sailing Barge Match Association

to name just two groups. He often demonstrated sailmaking techniques and he and his wife Pauline were always a welcome sight at our Open days, where they would talk to people and sew small 'ditty bags'. Finally, Jim wrote his own autobiography, already mentioned – but do look out for his last book based on his sailmaking days, which is due to be published later this year.

Jim was also one of the founder members of the Association of Bargemen, whose aims are 'To Preserve the Freedoms and to Foster the Skills' of sailing barges and he was their Chairman for many years.

Those aims really accord with Jim's life, because in so many ways that's exactly what he did, although he considered himself very lucky to always have the support of his beloved wife Pauline. His generosity of knowledge has benefited so many over his lifetime, and he has left a lasting legacy to us all in the Barging and East Coast community. Fair winds Jim.

Peter Boss
Former President

We are all saddened at the passing of Jimmy at the wonderful age of 90. Whilst much has and will be written about his life in barges and under sail, in general on a personal level I do recall firstly sailing as his mate on a charter aboard Pudge many years back. Once he stepped aboard it was as if Pudge knew a true master was at the helm and a happy sailing day ensued all without fuss or bother. The

knowledge he passed on to me lived on for the rest of my time as a mate and I cherish it still. Jimmy, as is well known set up and ran a sail making business and serviced sails for both Pudge and Centaur for many years. On more than one occasion he came rapidly to our assistance when damage or failure had occurred thus ensuring we were able to continue our sailing programme.

Jimmy was always proud to have been a Vice President of the Trust, an honour richly deserved.

A real gentleman and an amazing skipper who will be much missed.

Brian Dawson
President

Pudge Update

Work on Pudge is continuing well. The routine maintenance is on schedule, and we are working through our list of recommended improvements.

The Thursday gang have mainly been working on deck, scraping and painting. The cold weather hasn't been helping much, but the winter tent has been a godsend, allowing us to do work that would normally have to wait until the spring.

Despite the number of storms we have had this year, the tent has managed to hold on in there, much to everyone's relief. We have purchased some strong ratchet straps to keep it all in place, and so far, this seems to be working.

Geoff Harris has been overseeing all the rigging maintenance, and this has now been largely completed.

As well as the regular maintenance work, we have also started to get

things ready so that we are able to apply for this year's exemption certificates. Each year there are a list of things that we have to make sure are in order and this includes getting all fire appliances checked, life rafts and life jackets serviced and first aid equipment checks carried out to make sure all are in date. The items in the various First Aid kits all have expiry dates and thankfully we do not have to use them very often. However, this means we normally end up having to throw them away as

there is no way of recycling them. This year we have managed to find that animal shelters are able to use the out-of-date bandages so a large supply has been taken away and donated to such an organisation.

By getting all this preparation completed we hope to be able to apply for our exemption certificates in good time this year.

Meanwhile on Sailorman, David Gibson has been leading a project to improve the storage arrangements and convert the lighting to low-cost LEDs. It's surprising just how much utility bills have risen in recent times. The Trust's elec-

tricity bill has more than doubled since last year, and the new light fittings will hopefully help to keep the costs as low as possible in future.

Mick Nolan



Pudge in the Blackwater Barge Match by Kevin Jay

Centaur Update

In the last newsletter I mentioned that we were having a new forestay made up by TS Rigging at Downs Road Boatyard. It turned up a few weeks ago and we have given the wire several coats of boiled linseed oil and the servings have been treated with hot Stockholm tar. Splicing that size of wire must be quite a task even with the firms rigging vices but it looks a good job.

Whilst on the rigging theme, over the years I have wondered where Centaur's rig came from. When the unriggered barges at Heybridge basin were sold off in the mid 1960's some to go sailing again, did the new owners go hunting for the many blocks, wires, deadeyes etc. that at that time could be found lying around. Some of the rig has to fit the barge like the main shrouds, forestay, mizzen rig, topmast standing backstays the lengths are critical. I have had two conversations with local riverside folk recently on this subject and the answer is that when the barges were taken out of service in the mid 1950's at Colchester the sails were burnt and the barges towed round to Heybridge Basin where the rig was removed and stored in one of the sheds. Nine years later when the barges were on longer needed for timber lightering, as the canal lock had been made larger for the timber ships, the barges were sold off complete with their original rig. It has been suggested that Centaur was towed round to Pin Mill and rigged with the gear from Maid of Connaught. Having seen photos of Maid of Connaught at Ipswich in the 1950's it was obvious that her main shrouds were set up with rigging screws and the vang

blocks were wooden.

Centaur's gear is set up with dead eyes and lanyards and she came to us with steel vang blocks. John Kemp relates a trip he did on Centaur with Nelson running up Sea Reach sailing by the lee and praying that she would not gybe as the gear was in a poor state and would probably not have stood the shock. So, it looks like some of Centaur's rig is original to her with some donated by the Maid of Connaught to replace wires that were not fit for further use. I would think that the forestay, main shrouds and mizzen rig are probably original with a question mark on the rest.

I also mentioned about the windlass portside bed plate, or carriage as they are called. The build-up of rust scale was forcing this away from the timber bitt head and there was also a break in the casting as well. We had been given a load of barge bits and pieces when a local barge repair yard closed a few years ago. Among the collection were 2 carriages in good order made by Gardiners of Sittingbourne. These were pulled out from under the shelves in the lighter and checked over. A template was made of the bolt hole positions and after pulling out the windlass barrel and removing the portside carriage, the template was offered up and to our surprise it fitted over the mounting bolts perfectly. The original carriages have no makers name but it seemed remarkable that items from different foundries should be identical. While we were at it, we also removed the starboard carriage as this had broken in

the same place as the port side one, they were cracked before our ownership and the repair plates had rusted away almost completely the resulting scale causing the carriages to be forced away from the bitt heads. The replacement carriages have been cleaned up and painted and bolted up in position ready to reassemble the windlass.

The foreward hand bilge pump has never worked properly, the suction pipes were not in the right place and the strums had fallen off, so it was decided to redesign the system using two pumps, one each side and move the suction pipes further aft towards the flat bottom. Getting the starboard pipe through was a struggle, it had to go under the plinth where the 2 loos are and involved pulling up a short piece of ceiling for access, laying on the exposed floor timber was a well corroded 1914 penny which must have been there for many decades.

We housed the topmast a bit more than usual to make it easier to get the forestay off, to do this we had to remove the crane which carries the blocks for the staysail and topsail hal-yards. Due to a build-up of paint over the last 25 years on the topmast pole it was a struggle to remove so the paint was burnt off and the pole planed down with a spar plane and then repainted, hopefully the crane will go back a bit easier.

Tim Jepson

Community Activities

Over the last few years the Trust has tried to engage more in the Maldon community by being involved in local groups and taking part in activities when we can.

The Trust are active members of the Maldon Heritage Group an organisation set up by Maldon Town Council to promote the heritage of Maldon. We are also founding members of the Maldon & Heybridge Heritage Harbour Association.

Having an involvement in the community helps us project the Trust and we gain support from the community when required on a range of matters, ranging from securing the importance of the barges to Maldon to attending events.

At this time of the year a few of the local Trust members support fundraising events for other groups by taking part

in quiz nights. The Trust are entered under the name 'Pudge Pirates'.

January and February have quizzes taking place nearly every other week so it can be a busy time.

In December we supported All Saints Church in their Christmas Tree Festival by putting up a Trust Christmas tree. This was the first time that we had done this and with the exception of the tree and lights all items on the tree were made by some local Trust members.

Not only are these activities fun to be involved in, but they spread the word that the Trust and its barges are an important part of Maldon and its heritage.



Trust Awards

Each year the Trust present a number of awards. This year the awards for sailing were undertaken at the recent Skip-pers and Mates Meeting and the winners are listed below. Further awards will be announced at the Fitting Out Supper at the end of April

Tony De Winton was awarded the Cambria Seamanship cup for competing in the Medway Match with Pudge despite not having a working engine.

Steve de la Salle was awarded the Dick Philpott tankard for his efforts sailing Pudge in the Medway Match, despite

not having a working engine, and for covering many of the longer mate's duties in 2023.

Claire Wu was awarded the Trainee of The Year Award, for her personnel development and commitment to the Trust in 2023. So committed is Claire, that she attended all but one of the working weekends, and sailed on 23 trips. She has started power-lifting to help her pull the heavy ropes, and she's even learning the squeezebox!



Tony De Winton



Claire Wu



Steve de la Salle

Annual General Meeting

The 20th Annual General Meeting of the Thames Sailing Barge Trust and TSBT Sailing & Charters Ltd will take place on Saturday 27th April 2024 at Maldon Little Ship Club.

The notice for the AGM is on page 11 along with a Form of Proxy and a Proposal Form for any member who may like

to join the Trust Committee.

During the meeting a talk will be given regarding changes in the way the Trust is managed and this will be a good opportunity for members to ask questions.

Minutes of the last AGM and Accounts for the financial year will be circulated via

email to those members for whom we have an email address. Other members can obtain copies by telephoning John Rayment on 07587 141054

2024 Private Charter Rates

Charter Prices 2024

Length of Charter	Centaur £		Pudge £	
		** £ Per person per day		** £ Per person per day
Weekend	2020	84	2340	98
Weekend plus 1 day	2830	79	3270	91
Weekend plus 2 days	3540	74	4100	85
Weekend plus 3 days	4220	70	4875	81
Weekend plus 4 days	4850	67	5600	78
Weekend plus 5 days	5430	65	6270	75
Midweek 1 day ***	860	72	990	83
Midweek 2 days	1630	68	1890	79
Midweek 3 days	2349	65	2710	75
Midweek 4 days	2940	61	3400	71
Midweek 5 days	3470	58	4000	67

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

Notes

Centaur's rates have been held at 2023 prices. Pudge's rates have been increased to cover inflation

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 3rd hand (if applicable). Where necessary due to tide times accommodation will be provided on the night before sailing.

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

To Book your Charter please contact David on bookings@bargetrust.org or call 07840 862685.

2024 Sailing Programme

Date	Barge	Nights on Board	Boarding	Return	Description of Cruise	Price per person
May						
3rd to 6th	Pudge	3 nights	Maldon Friday Evening	Maldon Monday Midday	Bank Holiday Weekend Members Sail	£100 per person
17th to 19th	Pudge	2 nights	Maldon Friday Evening	Maldon Sunday Late Evening	Weekend Cruise in Company with Centaur	£225 per person
17th to 19th	Centaur	2 nights	Maldon Friday Evening	Maldon Sunday Late Evening	Weekend Cruise in Company with Pudge	£180 per person
24th to 27th	Pudge	3 nights	Maldon Friday Evening	Maldon Monday Evening	Bank Holiday Weekend Cruise	£320 per person
30th May to 2nd June	Pudge	3 nights	Queenborough Thursday Evening	Queenborough Sunday Late Evening	Medway Barge Match	£320 per person
June						
6th to 9th	Pudge	3 nights	Queenborough Thursday Evening	Queenborough Sunday Evening	Southend Barge Match	£320 per person
7th to 9th	Centaur	2 nights	Maldon Friday Evening	Maldon Sunday Afternoon	Weekend Cruise	£180 per person
10th to 13th	Pudge	3 nights	Queenborough Monday Midday	Queenborough Thursday Afternoon	Tower Bridge Experience	£340 per person
13th to 16th	Pudge	3 nights	Queenborough Thursday Evening	Queenborough Sunday Evening	Thames Barge Match	£320 per person
14th to 16th	Centaur	2 nights	Maldon Friday Evening	Maldon Sunday Evening	Weekend Cruise	£180 per person
26th to 30th	Centaur	4 nights	Maldon Wednesday Evening	Maldon Sunday Evening	Pin Mill Barge Match	£350 per person
26th to 30th	Pudge	4 nights	Maldon Wednesday Evening	Maldon Sunday Evening	Pin Mill Barge Match	£400 per person
July						
5th to 7th	Centaur	2 nights	Maldon Friday Evening	Maldon Sunday Afternoon	Weekend Cruise	£180 per person
12th to 14th	Pudge	2 nights	Maldon Friday Evening	Maldon Sunday Evening	Blackwater Barge Match and Sunday Rematch	£225 per person
26th to 28th	Centaur	2 nights	Maldon Friday Evening	Malden Sunday Evening	Weekend Cruise	£180 per person

Full details and booking of each cruise is available on the Trust's website at www.bargetrust.org

Annual General Meeting Notice

Thames Sailing Barge Trust & TSBT Sailing & Charters Ltd

20th Annual General Meeting

Agenda

To be held on Saturday 27th April 2024

Maldon Little Ship Club, Hythe, Maldon, Essex

Commencing at 3:00 pm

1. Welcome from Penny Baines, Trustee and Chairman for the Meeting
2. Apologies for absence
3. Minutes of the 19th Annual General Meeting held on the 29th April 2023 (these will be emailed to members for who we have emails Those without can obtain a copy by contacting John Rayment on 07587 141054)
4. Matters Arising from the of the 19th Annual General Meeting
5. Presentation and adoption of Annual Report by Penny Baines (Chairman & Trustee)
6. Appointment of new Chairman
7. Presentation and adoption of annual accounts for Thames Sailing Barge Trust and TSBT Sailing & Charters Ltd to 31st October 2023 by Keith Foster, Treasurer (these will be emailed to members for whom we have emails. Those without can obtain a copy by contacting John Rayment on 07587 141054)
8. The following Trustees will be retiring at the AGM in line with the Trust's rotation rules. Penny Baines, David Gibson & Lee Shepherd. David Gibson is happy to be re-elected.
9. Election of New Trustees
10. To propose and elect members of the management committee (see voting form below)
11. Appointment of Independent Examiner of Accounts
12. Presentation on new Governance Structure of the Trust
13. Any Other Business

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

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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

26th April 2024 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)

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

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

Visit our web sites
www.bargetrust.org &
www.thepudgeproject.com

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

Deadline date for articles for the next issue should be sent to John Rayment by the 6th April 2024



Centaur at Whitstable 1953 Barry Jackson Collection. Courtesy of SSBR

CONTACTS

Chairman— Penny Baines
chairman@bargetrust.org

Secretary—David Gibson
secretary@bargetrust.org

Treasurers—Keith Foster
treasurer@bargetrust.org

Membership—John Rayment
membership@bargetrust.org

Sales—Kate Rodman
sales@bargetrust.org

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

Charter Secretary—David Gibson
Sailing Secretary—Louise Redfern
07840 862685
bookings@bargetrust.org

Newsletter—John Rayment
editor@bargetrust.org

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

Training Manager—Mick Nolan
training@bargetrust.org

Working Volunteers Liaison
Thursday Group—John Rayment
07587 141054

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