

Golden Chaffcutter

Thames Sailing Barge Trust

Issue 154

www.bargetrust.org

October 2024



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From the Helm



***Pudge leaving the Hythe at Maldon Saturday 28th September
Picture courtesy of Chris Bourne kebspictures***

I'm aching a bit today. We've just de-rigged Pudge and Centaur and laid them up for the winter. We were very fortunate to have a weekend with two consecutive dry days between the strong winds and rain we've been having recently.

It's been a good year for the Trust. The new skippers have been finding their feet exploring our coast as Masters. This year, we've taken more than 500 people sailing over 116 days. Passenger feedback

remains positive, with everyone who took the time to complete a form saying they would like to sail with us again.

Our attention now turns to the Winter Maintenance Plan, which will ensure the barges are in fine fettle again in 2025.

Come and join in if you wish. There are still regular working parties on Thursdays and every other weekend. The dates are in this newsletter and on the website if you're interested. You will be made very wel-

come.

Saturday night barge school is open to all volunteers at the working weekends. We cover a multitude of subjects with the trainees and have a meal aboard. The working parties are a nice social events. You can learn some new skills, help with maintenance, and be a part of our diverse community.

We must be doing something right. The charters are already flooding in for next year. We

(Continued on page 2)



have no more available dates on Pudge until the middle of July!

We are planning to take Pudge to Dunkirk in May. Places will be offered first to our members. If you wish to do the whole ten-day trip, contact David Gibson at Bookings@bargetrust.org to register your interest.

We give a warm welcome to our new secretary, Doreen Thomas. Doreen is replacing David Gibson as company secretary. David has done an excellent job for many years, but now feels it is time to hand over the baton.

We are still looking out for a new Bookings Secretary for 2025. David Gibson has been brilliant keeping everything in order, and modernising how we do things, but unfortunately will be stepping down at our next AGM and we need

someone in as soon as possible to deal with 2025 bookings.

Please come forward if you feel you can help.

There has been a lot of work going on in the background recently, preparing our *Expression of Interest* letter to the National Lottery Heritage Fund, for our major restoration project on Centaur.

Pudge has had the lion's share of attention over the past few years, and as she settles down in her new life, it's time to give Centaur some much-needed TLC.

I'm pleased to report that the initial letter has been sent, and would like to thank Chris Martin and Alan Coday and the team for their hard work in completing this first step.

Thank you to all our members, and of course, all our volunteers, who work so hard to

keep everything ticking over.

For those of you coming along to our Laying Up Supper in November. I look forward to seeing you and catching up.

Mick Nolan

Membership Information

With Christmas only a few months away, why not buy Trust membership for a friend. If you sign someone up before the end of the year, the member will not have to renew their subscription until the 1st January 2026.

All you need to do is complete a membership form which can be obtained online and send it to the membership secretary. We will include a greetings card as well so that you can make the membership personal.

The Trust welcomes the following new members:

Helen Jackson of Banbury

Bernard Wilson of London

Dorothy Jefferies of Chichester

Membership renewal forms will be included with the next Newsletter in December.

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

Your Volunteer Help is Needed
Contact John at membership@bargetrust.org

100 Club

We have no 100 Club results to publish in this newsletter.

Renewal of membership of the 100 Club is currently taking place. If you would like to become one of the Club members 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

Dates for your Diary



please contact John Rayment on 07587 141054. No specific skills needed.

Centaur Weekend Working Party

Dates for the early season Winter Working Parties are below and available on our website.

October 19th/20th

November 2nd/3rd & 16th/17th

November 30th/December 1st & 14th/15th

Laying Up Supper

Saturday 9th November
Maldon Little Ship Club

Bar Open 18:30 Dinner 19:30

Application forms for tickets were included with the last newsletter.

Working Parties

The Thursday Group are continuing to work throughout the year.

Anyone interested in getting involved

Art Exhibition and Sale

3rd October to 22nd October

Maeldune Heritage Centre,
Maldon

(Full details on page 11)

New Booking & Charter Secretary Required

Would you like to help the Trust?

The position of Booking & Charter Secretary will become vacant at the end of this sailing season. We need to find someone who would be willing to take on this important role within the Trust.

The role will include managing the charter bookings that we receive along with managing the bookings for the weekend cruises and barge matches.

The ideal person should be able to work on their own and use their initiative and be organised along with being a team player. The role has a position on the Trust's Management Committee.

Be able to use Microsoft software including Word and Excel

Be a good communicator and be the face of the Trust for those wishing to book charters or cruises.

Full training will be provided

If you require more details contact David Gibson at bookings@bargetrust.org or call 07840 862685

Pudge – Mablethorpe 24th October 1955

In the book, Pudge... A Survivor, page 36, a description is given of an incident off Saltfleet Haven, Lincolnshire. The information came from a newspaper article of the time.

Recently while working at the SSBR Archive, Archivist Don Wright showed me an article from another newspaper which gave a detailed account of the incident and this is accounted below.

PUDGE (aux.). – Mablethorpe, Oct. 24. – Motor barge Pudge has gone aground ½ mile south of Saltfleet Haven, Lincolnshire; two men on board. No immediate danger and vessel is expected to refloat at next high water. Humber lifeboat and Saltfleet Life-Saving Apparatus are standing by.

...

Spurn Head, Oct. 24. – Following from coastguard at Mablethorpe at 5:14 p.m., G.M.T.: Master of Thames auxiliary barge Pudge, aground ½ mile south of Southfleet Haven, has requested lifeboat to stand by during an attempt to refloat on next high water. Humber lifeboat has been launched to stand by Pudge.

...

Spurn Head, Oct. 24. – Following received from Humber lifeboat: Have towed motor barge Pudge off beach and now taking her to Grimsby.

...

Spurn Head, Oct. 25. – Humber lifeboat, with auxiliary motor barge Pudge in tow, passed here, bound inwards, at 3:30 a.m. today and anchored off Spurn Head coastguard lookout.

...

Spurn Head, Oct. 25. – Humber lifeboat has returned. (Later) Humber lifeboat was launched at 9:50 a.m. to tow Pudge to Grimsby.

...

Spurn Head, Oct. 25. – Humber lifeboat has returned after towing barge Pudge to Grimsby.

...



Pudge in 1957 closest date for which we have an image.

Hull, Oct. 25. – Motor vessel Pudge arrived this afternoon and is now discharging at C.W.S. Wharf, Hull.

Pudge was carrying 140 tons of wheat. She left Hull on the 11th November for Goole, light, where on the 12th November she loaded 134 tons of coal for Maidstone.

Skipper was Ron Mortley and his mate was William Herley.

Charter Fees 2025

Length of Charter	Centaur		Pudge	
	** £ Per person per day	** £ Per person per day	** £ Per person per day	** £ Per person per day
Weekend				
Weekend plus 1 day	2080	87	2460	102
Weekend plus 2 days	2920	81	3435	95
Weekend plus 3 days	3650	76	4305	90
Weekend plus 4 days	4350	73	5120	85
Weekend plus 5 days	5000	69	5880	82
Midweek 1 day ***	5600	67	6585	78
Midweek 2 days	900	75	1040	87
Midweek 3 days	1680	70	1985	83
Midweek 4 days	2420	67	2850	79
Midweek 5 days	3030	63	3570	74
	3575	60	4200	70

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

After a successful year of charters on Pudge we are already receiving bookings for 2025. If you would like to arrange a charter our 2025 rates are now available.

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 For enquiries email: bookings@bargetrust.org

Pudge Update

It's been a busy year again for Pudge. A few years ago, we were getting concerned as the number of charters was dropping off, especially some of our long-standing charterers who had been coming regularly for over 30 years in some instances.

Since Pudge's refit, this has improved significantly, with two-thirds of Pudge's work now coming from charters, and we are thankfully back in growth mode.

Charters are much easier for our volunteers to deal with, as we only have to communicate with one lead person, and of course, they provide the food. 2025 is already booking up fast. If you are considering a charter for your friends and family, contact David Gibson at Bookings@bargetrust.org to discover possibilities. May, June, and the first half of July are already fully booked. If you haven't chartered before, we can share helpful guidance with you.

Having just de-rigged Pudge, we turn our attention to the winter maintenance plan.

As always, there is lots to do. On top of the vast list of routine jobs, we have a few finishing touches to complete fol-



Pudge leaving Ramsgate for the 75th Anniversary in 2015

lowing the refit, and Pudge will be off to Fullbridge again this side of Christmas to replace some covering boards. Covering boards are the planks that run around the outside of the barge under the rails, which cover the vertical frames. If left uncared for, the fresh rainwater gets into the end grain of the vertical frames and rots these away, which makes for a much larger job down the line.

We will also need to apply for an additional exemption next year to take Pudge to Dunkirk. Our normal permitted area is generally Ramsgate to Lowestoft (with a few other technicalities). We need to comply with addition-

al legislation to go outside of this area.

We rarely have the opportunity to be underway long enough to visit the extremities of our area. I always like to think of our weekend trips as being able to sail around the world as far as possible, as long as I'm back in time for work on Monday.

Our planned extended cruise to commemorate the 85th anniversary of the Dunkirk evacuation will be a very special opportunity to go further afield, pay our respects, and give thanks.

This trip will be offered to you, our members, first. We are yet to finalise the details, but it will be something like the 19th to the 29th of May. If you wish to be kept informed, please contact David Gibson at Bookings@bargetrust.org.

Mick Nolan

Training Update—Last Sail of 2024

On the last weekend of September, Pudge had her final sail for the year with a full barge of trainees. On the Saturday morning tide, as Pudge sailed off the quay and down the river, some crew stayed behind on Centaur to turn her, head up. After a bit of barge manoeuvring, they hopped into the barge boat, set the lug-sail and quickly caught up to Pudge, who was practising weighing anchor under sail off Osea Island. The crew reunited, it was of course time for tea and sandwiches. During the gentle sail down the Blackwater, turns were taken to sail around in the barge boat. That evening the anchor was dropped by Bradwell and a quick 'local knowledge'



trip in the barge boats commenced. All trainees took note of the important landmarks at that stretch of the river, namely the Green Man. After contributing to local business, all made their

way back to Pudge for a dinner of lasagna, some games of cards and of course a quick round of squeezeboxing. The following morning we awoke to a beautiful autumnal day. The cold crisp air enhanced the beauty of the pink sky and the mist on the banks of the river. Our drift back up to Maldon gave another chance for some more barge boat sailing and Pudge was back alongside by mid-day. It was a lovely way to finish up a busy season for Pudge and I believe it left all onboard already looking forward to the spring.

Alanna Cameron

Sailorman

When the weather has allowed, the Thursday Group have continued to work on Sailorman.

Over the past 6 weeks we have completed painting all the head ledges and coamings and fittings. The day also arrived when we could replace the old blue tarpaulin with a new one to go over the hatch boards.

This really makes Sailorman look smart.

The next job has been to paint the decks with a black tar paint. This has taken time as the work can only be completed when the weather has been dry. We started by lining out around all the deck fittings and using rollers to roll on the rest of the paint. At the time of writing, we now only have the length on the starboard side to do and the walk through area on the bow

deck. These can only be done when no one else is around as it takes a while for the paint to dry. We will also be adding a non-slip surface.

The very last thing will be to replace her name on the port bow and member Sue Spiers has agreed to do this for us.

As you know Sailorman is our workshop and over the years we have been donated tools that we can use.

Recently we have had two sets of tools donated to the Trust and this has given us the opportunity to go through the tool draws and boxes and replace very old items with newer secondhand items. We would like to thank Kath Goff and John Harris for arranging these donations.

The surplus tools have not been thrown away, these are being donated to 'Tools for Africa', a charity which takes

secondhand tools, cleans them up, checks them out and then sends them to Africa.

So Sailorman has seen a lot of attention this year, a repaint of the deck and fittings, new external and interior lights. All that needs to happen now is for her to go into dry dock for her survey. This is the challenging part as we try and negotiate what happens to the removal of the silt that has built up around her. However we have a plan if this cannot be done and this involves borrowing a lighter from a local yard and placing it in Sailorman's place so we can continue to moor Centaur and Pudge against the lighter.

John Rayment

Pudge Accommodation

The Trust has been considering ways in which we can show those wishing to charter or sail on Pudge what her accommodation is like below deck.

During a recent meeting of the marketing team a suggestion was put forward that we perhaps approach a local estate agent and see if they would be willing to take some pictures which would capture the essence of the accommodation and produce a plan and video.

Church & Hawes a well known estate agent in Maldon agreed to help and at no cost has produced some great im-

ages, video and plan of Pudge's below deck accommodation.

These will shortly be placed on the website but as a taster, we are showing here some of the images taken.

The Trust would like to thank Andy Weller of Church & Hawes for the work he has undertaken.

John Rayment



Shower Room



Saloon



Galley



Cabin and Saloon & Galley



Centaur Update



While in the dry dock back in March, Nod, who owns the dry dock, was wandering around near Centaur's bow and casually remarked that the anchor looked a bit tired, a fact that we had known for many years. Some 20 years ago a new palm had been welded onto one of the flukes as the original palm had almost worn away. Now the new palm was corroding. Nod mentioned about an anchor that was lying around in his yard. I went to look at it, the anchor was very chunky and heavily made and would be ideal, so after a period of negotiation it was agreed that the yard would carry out a small welding job and give it a coat of tar and then bring it over in their large dory. The shackle on the old anchor was cut through with a grinder after lashing the anchor in place and leading a strong line across to the lighter. With the shackle out of the way the anchor was pulled across to the lighter using a tackle and lashed to the side of the lighter, the new anchor was then shackled onto the chain, job done! We now needed to get the old anchor ashore, a day later a small yacht was being launched from Cook's yard using Downs Road boatyards Telehandler,

after completing the launching they very kindly stropped up our old anchor and lifted it ashore for us, easily done with the most useful JCB Telehandler

Centaur has the usual end of season deck leaks. The weather has not been too friendly recently with plenty of rain which makes it easy to find the leaks but not so easy to sort them out as the seams

have to be perfectly dry to do a permanent repair.

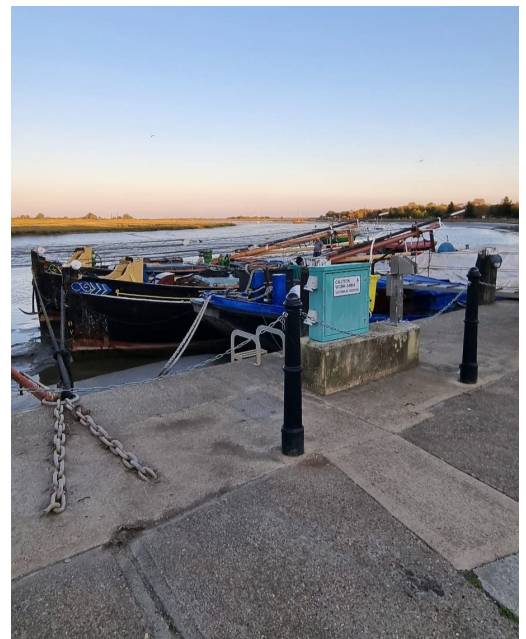
We finished sailing at the end of September and both barges were brought in alongside head up, which makes it easier to get onboard, also our next trip in the spring will be upriver to the dry dock at Fullbridge. The days of using the traditional barge blocks at the yard is a thing of the past, the maintenance of them has proved too much and they are nearly covered by mud. It is much more civilised in the dry dock anyway and a much better job can be done because the barges hull can dry out before painting

On Saturday October 5th a group of us met up at the Hythe and unrigged both craft, the weather was perfect and, apart from a bit of cleaning up to do the next day, the job was done in a day with the rig stowed down below in the lighter and the sails on the lighter hatch top covered up. I think we were all suitably worn out at the end of the

day

An old friend turned up the other day in the form of the sailing barge Kitty. Built in the same yard and year as Centaur, she was launched a few months after Centaur and built for Horlocks of Mistley. Centaur was also built for Mistley owners, Charles Stone. They both ended up under the ownership of Francis and Guilders of Colchester who had their offices at the Hythe. The two barges were both sold to Browns of Heybridge Basin in 1955 to be used as towed lighters for carrying timber and then sold to be rigged in 1964, John Fairbrother having the Kitty and Richard Duke having the Centaur. It is good to see them back together again at Maldon.

Tim Jepson



**Job Done
Pudge and Centaur's gear lowered
Picture by Jim Snelson**

Pudge Charter—Aylesbury Sailing Club

The Trust has received this report on a charter on Pudge arranged by the Aylesbury Sailing Club. Editor

Forget the journey across motorways to Maldon on the Blackwater estuary in Essex and the endless roadworks and think about excellent fish and chips in the Queens Head with a decent pint. Gary, however, was still looking for the elusive car park which simply had disappeared before he eventually found a free parking spot.

19.30hrs saw us joining the reconstructed Pudge with a hearty welcome by our jovial skipper Mick and his mate Steve. A miracle! You could actually stretch out in the bunks and even the giants among us could sleep without contorting themselves into banana shapes.

You step back in time when you board. To get to Pudge we had to cross two sister barges avoiding a whole lot of ropes, pulleys and huge winches which could make a dent in your shins. The barge, however, was in great shape. Recently fully refurbished with headroom that left your brain intact and, three heads, one with a shower. Luxury for me after years of hiring yachts and as last on board with the crew, mine was always the banana berth next to the bilge.

Midnight Sail

A falling tide would have meant a late start on Tuesday and our skipper decided that we would leave our berth just after high tide at 2200hrs, follow the river in its serpentine twists and anchor off Osea Island. It was exciting to leave under a midnight sky with our mate Steve acting as a spotter with his sweeping beam. Starboard hand buoys could be seen flashing but keen eyes had to spot the unlit port handers. There was a super moon but we saw only glimpses of it.

Fortunately, our skipper had cat's eyes and safely negotiated the bends under a cloudy sky to our anchorage. Down went the huge anchor with 20 meters of chain tearing after it. Keep fingers, hands and all body parts away from that forward winch...an Elastoplast wouldn't do.... It was about 0200hrs so time to stretch out and learn to live with a wide variety of animal noises that echoed

through the barge as sleep set in

Tuesday and our breakfast watch went into action producing a traditional sailors breakfast from stores that we could have crossed the Atlantic with. Skipper Mick had planned for Harwich then back to see the airshow at Clacton on Thursday but a threatening forecast scuppered his plans. Brightlingsea, however, was achievable so off we set with a main and a foresail driving us on.

Now, with every sail flying, I am told that the barge could reach 8 knots+. We sailed at about 3+. Sailing a barge is an art form. Often to achieve a mark you have to go sideways and winching the one ton dagger boards located on the sides of the hull to balance the boat needs an expert hand.

Watch out for the main sheet traveller travelling like a rocket on the horse and the same for the foresail. There was so much fun to be had avoiding losing a body part but our skipper and mate looked out for us and many had been on Pudge before so we kept safe.

Try helming. Now seven turns will get the rudder right over but do not expect that she will respond in your time. Patience, anticipation and a skipper who is not inclined to boot your rear end when you make a mistake is helpful.

I loved the feel of the helm and the link to history But Pudge must have been a nightmare to manoeuvre with a full hold and a fierce wind.... Not for an amateur I think but the skipper encouraged us all to take the helm and with unfailing good humour almost got the best out of us.

After a decent sail we anchored off Brightlingsea having had a splendid lunch with endless cups of tea provided by the next watch. Dinner was our watch, Adrian, Gary and me, and with excellent home made gin and spiced

rum for pre dinner drinks provided by Mike we attacked a spagbol washed down with various wines. This loosened



vocal chords for the evening entertainment.

I knocked out a few tunes on my 60 year old Framus guitar and had great support on the choruses but, the skipper was the real star. With a great voice just made for shanties, accompanied by the melodeon, a reed instrument beloved by barge skippers, he entertained us. My favourite was the Pirate song which I must learn. Even Maria, known for an early turn in, stayed up for music, stories and poems. Not one phone was even looked at for hours. In great humour we departed for our bunks with the skipper promising an early start.

Wednesday saw us with an early start beginning with getting the anchor with its 20 meters of chain in. With two men on the winch handles and one flaking the chain, the job was hard going as essentially you are pulling 120 tons of barge towards the anchor before you can lift it. Covered in seaweed and mud it was interesting work, almost as interesting as winching up the dagger boards.

We were off and tacking against a westerly wind. You don't actually make much progress and a low spring tide saw us almost grounding once or twice as we approached the massive dead nuclear plant, Bradwell, commissioned in 1962 and guarding the mouth of the river Blackwater, rather aptly named given the radiation.... It is still being considered as a site for a new model,

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Bradwell B.

With not too much help from the tide against a strengthening wind the skipper had enough of going both sideways and backwards often helped by the helm at the time, and started the diesel engine to push us through the racing dinghies that buzzed us, careless of our size and inability to manoeuvre.

We passed close by the Radio Caroline ship, Ross Revenge, which these days is a bit of a tourist attraction but looks rusty and uncared for now. The first ship, the MV Frederick, a former Danish passenger ferry was owned by Ronan O'Rahilly an Irish businessman who started to broadcast in February 1964. I still remember my small black transistor radio playing pop music as it hung on the wall by my bed.

With the wind promising gusts of 40mph on Thursday and Friday we headed back to port at 1530hrs and tied up after the skipper had made some tricky manoeuvres showing just how much expertise it takes to sail and berth the barge in difficult conditions. It takes about 10 years to get your ticket and your last exam is in front of barge captains who grill you for about 5 hours. On the website it encourages you to become a skipper...I don't think that I will live that long.

After a splendid dinner prepared by the Maria watch, the evening entertainment began. I love the poet called Robert Service, a Scottish Canadian who wrote poems about the Yukon, set in the North West Canada, and the madness of the goldrush. My favourite is Dangerous Dan McGrew. Of course I needed the company to play a part.

The villain had to be the skipper, Mick while the anti hero was John and his light of love, Janet. I needed a noise for the guns and initially Gary was chosen but a less than impressive noise saw him relegated to understudy for Adrian, a natural. The roles of piano



player fell to Iestyn while the screaming woman was Maria who has probably screamed at more doctors in her time as incompetent than anyone I know. The scene was set and the drama unfolded, of course ending tragically. We had great fun and then our skipper, in fine voice gave us a great performance of shanties before we round-

ed off with an Irish song or two and many others followed. Whisky found its way to the table which helped the parched throats.

Thursday saw our departure home as clearly there would be no more sailing. We were disappointed but realistic. Some of us had been sailing on Pudge previously and some, like me were newbies. But we all enjoyed the trip, the company, the organisation by John and the victualling by Janet, Diane and Maria and all you who helped make the trip a special one. Our thanks to skipper Mick and mate Steve for their unfailing good humour, expertise and advice

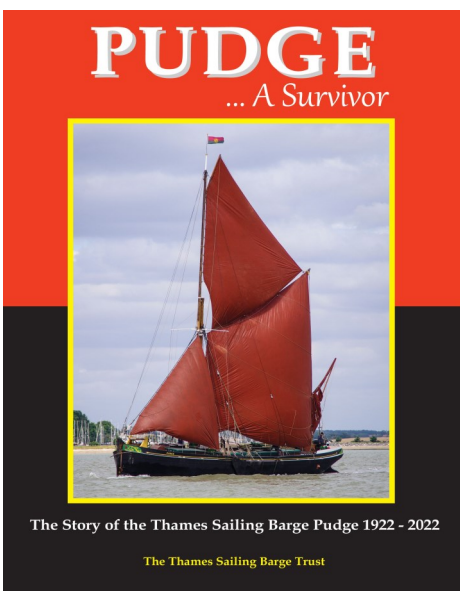
while keeping us safe from harm. Our admiration for all the volunteers who keep the Thames barges alive is boundless and I invested in a wide range of barge memorabilia to help a little with costs.

But what happened to the lunch crew: Adrian, Roger and Gary? Why was there no afternoon tea and cake served? Exhausted by our almost perfect lunch, which included imaginative food presentation, a meeting was called in the Queens Head to

review our contribution. This meeting, however, took longer than expected as Adrian had several pints...oops.. points to make. Please accept our apologies.

Roger Thyer-Jones
Aylesbury Sailing Club

Pudge...A Survivor - Still Available



Recently, the Trust received a request for a copy of the book, Pudge...A Survivor from Alan Thompson whose late father Alan Robert Thompson, commonly known as Tommo, skippered Pudge in the 40's and 50's.

Apparently, Alan has many happy memories of joining his father on Pudge and he went on to start years at sea from the age of 15 and served on Pudge as mate, when Les Foreman was the skipper.

Alan recalls joining Pudge at Strood early one morning and they went to number 9 jetty at the Isle of Grain to load barrels of oil which they took to the Millwall Docks.

As Christmas is approaching, why not look to purchase a copy if you have not already done so, or maybe a copy for a friend.

You can purchase a copy from our website by visiting the 'SHOP' section. The book costs £22.95 plus £5 postage and packing.

All proceeds from the sale of copies goes to the Trust.

John Rayment

Events

The Trust has over many years supported the Maldon Regatta in September by opening one of the barges and putting up our sales stand.

This year new organisers of the regatta decided that stands on the Quay were not to be part of the event, so the Trust decided to have its own stand on the Quay and open Centaur for passers by to pop in for tea, coffee and cake.

The day was a great success, plenty of people around who looked at the stand and many went on board Centaur to buy cakes.

We were also supported by the local shanty group, Mains'l Haul who sang on the Quay and raised over £100 towards Trust funds. With their support the event took £683.

Thank you to all those who helped on the day. A great effort.

Early in October we have also sponsored a course run by the WEA on the subject of Smuggling in Essex, the Romance or Reality. This was well attended and enjoyed by all. The speaker Claire Parker took us through the art of smuggling and the risks involved and why Essex was a good place for those

who decided that defrauding the revenue was a good way to make some money.

It was surprising to learn that one of the most important items smuggled into the UK was tea. This was due to the heavy taxes that were imposed on it in the 17th & 18th centuries.

John Rayment

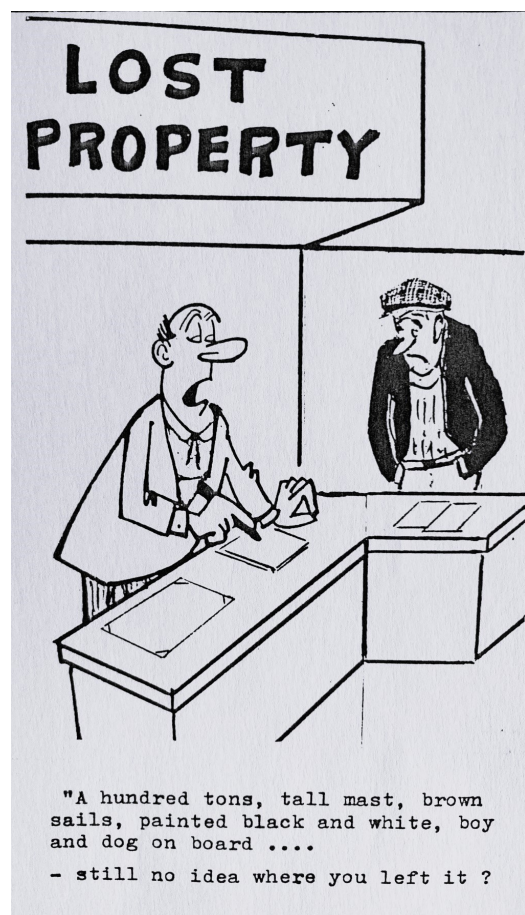
Something from the SSBR Archive

I have recently started to volunteer with the Society for Sailing Barge Research, working with Don Wright at their archive at North Fambridge. Its amazing the amount of items that come through their doors and which then has to be collated.

Recently a folder turned up with lots of other papers, and inside were a couple of cartoons which I thought you might like to see. There were many others, but political correctness would not allow these to be published these days.

I hope you enjoy the two I feel can be published. Thank you to the SSBR for allowing me to use them.

John Rayment



Barge Galley Cookbook

Jenny Baines has asked that we publish this letter and seek your help with this project. Editor

As we start the season for the Barges, and dust off the cookery books and maybe slightly tatty pieces of paper that have an old, faithful recipe scribbled down, I'd like to collect any recipes that you have used and found to be successful when on board for a Charter (or, indeed, the Open Days, when we all have a favourite bake that we hope someone has been kind enough to create for us!).

I'll then collate them into a cookbook to



help raise funds for the Trust and give people ideas for what to cook when feeding up to 15 hungry sailors!

I'm looking for Soups, Starters, Mains (Veggie and Vegan too!), Desserts, Bakes, Gluten Free and any other dietary requirement - please state which it is suitable for whom.

Watch this space for when it's published so you can purchase your very own copy!

Please send any recipes in Word format, and pictures (which we may be able to include) to jen.e.baines75@gmail.co.uk

Red Sails (Art Exhibition & Sale) On Now

The Trust's Art Exhibition & Sale is now taking place in Maldon to raise funds for the Trust.

Over the past few years past members families have been kind enough to donate to the Trust pictures that were held in their collections.

The Trust has been considering ways in which we could sell these and has arranged the exhibition to do this.

The preview evening took place on the 3rd October and a number of local dignitaries attended.

The Trust has also invited some local artists to show and sell some of their work and we are grateful to Sue Spiers, John Green and Anne Plummer for providing paintings.

The theme is that all pictures should have the image of a Thames sailing barge.

Pictures can be purchased on the day of your visit, but collection will need to be arranged once the exhibition is over.

There are some very good pictures in the collection so please take the time to attend and support the Trust.

John Rayment
Event Organiser



Thames Sailing Barge Trust
In association with The Maeldune Heritage Centre
present
RED SAILS (Art Exhibition & Sale)

An Exhibition and Sale of Artwork
Featuring the
Thames Sailing Barge



Exhibition includes artwork from local artists

3rd to 22nd October
2024
Opening Times
Tuesday to Saturday
11:00—16:00

The Maeldune Heritage Centre
Ground Floor
Plume Building
St Peter's Tower
Market Hill
Maldon
CM9 4PZ

Proceeds from the sale of pictures will go to the Thames Sailing Barge Trust a registered charity and help to keep Centaur and Pudge sailing

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 Eng-

Made possible with









Maeldune Heritage Centre

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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 2nd December 2024



Sunrise on over Bradwell 7th September—Picture by Mick Nolan

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