

# Golden Chaffcutter

## Thames Sailing Barge Trust



Issue 162

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

February 2026

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**Volunteers carrying Pudge's new topmast onto Sailorman until Pudge is re rigged.**

## From the Helm

Here we are in February already.

I don't know about you, but for me, January always seems to fly by. The early bulbs are sprouting and poking their heads out, and there is the realisation that Spring is not far away, which means that neither is the start of the sailing season.

Are we going to be ready? Are all the jobs in hand? Have the trips been planned? Have we got crew? When are we taking the covers off? What about rigging out? And the dry dock?

Are we going to pass our inspection?

Fear not, I say. We are blessed with an army of hard-working volunteers – many of whom work quietly behind the scenes, making sure everything 'effortlessly' falls into place, like a well-oiled machine. Or as somebody put it, it's a bit like a swan gliding gracefully along on the water while, beneath the surface, its feet are paddling away, like our local Maldon legend – 'Billio'.

I'm confident that we will soon have our old ladies looking

smart and out sailing again and enjoying those long, hot summer days.

There are always plenty of jobs to do. If you want to get involved and give up a few hours occasionally, on or off the water, you are very welcome to join our friendly team of volunteers.

Maybe you have valuable expertise or would like to learn new skills. Perhaps you have a new idea you would like to try? Maybe you are recently retired and looking for a new way to

*(Continued on page 2)*



Made possible with

**Heritage Fund**



spend some of your time. If so, please get in touch with one of the committee members listed on the back cover and introduce yourself.

Your individual contributions may sometimes seem relatively minor, but combined, they make the mammoth job of keeping Pudge and Centaur sailing come to life.

These are *your* community barges, to be loved and enjoyed by all of us. In this edition, you will find details of the first batch of sailing trips and working weekend dates, and of forthcoming events, such as the AGM and Fitting Out Supper. Do come along and get involved if you can. It's an excellent opportunity to meet like-minded people, support what we do and become part of our wonderful community.

We have an exciting programme of trips lined up. Pudge will be heading to Kent again for a few weeks. She will also sail up to London for a Tower Bridge lift. Due to

popular demand, Centaur will be offering several one-day trips this year – so there should be something for everyone.

In addition, we have at least one barge entered in almost every match, which adds to the excitement. If you would rather sail with friends or family than join one of our public cruises, we also have a few weekends set aside for you to hire or charter a barge.

Please contact our booking secretary, Carey Brown, to book your trip. Carey can be reached at [bookings@bargetrust.org](mailto:bookings@bargetrust.org). Carey will be pleased to guide you through everything you need to know and answer any questions you may have about sailing with us.

I'm very pleased to report that Trinity House has once again made a very generous donation of £19,600 to support our Training Scheme. This funding will help ensure we have enough skilled crew to keep, not just Pudge and Centaur sailing, but also other sailing barges and traditional craft,

both in our local waters and further afield.

Most of the skippers in today's Thames Sailing Barge fleet started their barging life with the Thames Sailing Barge Trust or Club. Since the rebirth of our training scheme in 2016, we have added seven new Masters and 14 new Mates to the talent pool. Just as impressively, we have also supported 11 trainees into full-time employment in the maritime sector. This is an outstanding achievement and vital to ensure the barges have a safe and secure future.

Finally, I'd like to thank all of you who support the Trust and help to preserve our lovely barges and maritime traditions. I look forward to seeing you at the quayside or at one of our planned events very soon.

Fair winds to you all.

*Mick Nolan*

## Dates for your Diary



### Working Parties

The Thursday Group are continuing to work throughout the year.

Anyone interested in getting involved please contact John Rayment on 07587 141054.

No specific skills needed.

### Centaur Weekend Working Party

Dates have now been finalised for the remaining Winter Working Parties and these are detailed below

If you wish to attend contact Tim Jepson 01621 851817

February 21st/22nd  
March 7th/8th & 21st/22nd  
April 4th/5th & 18th/19th

### Events

#### Children's Activity Day

Centaur  
Thursday 9th April  
11:00–16:00  
Booking via website is essential

### AGM

Saturday 25th April 2026  
15:00  
Maldon Little Ship Club

### Fitting Out Supper

Saturday 25th April 2026  
18:30 for 19:30  
Maldon Little Ship Club

### Maldon Mud Race Open Day

Sunday 26th April 2026

### May Day Holiday Weekend Open Days

Centaur  
Sunday 3rd & Monday 4th May  
11:00–16:00

### Maldon Shanty Festival

Saturday 30th May 2026

# F T Everard & Sons - An Appreciation Book Review

Book Review:

F.T.EVERARD & SONS LTD

An Appreciation of a Great Coastal Shipowner in Words and Pictures (Part 1)

By David Eeles with Tony Farnham

ONE of the western world's most successful coastal shipping companies began life more than a century ago thanks to the modest British sailing barge.

However, the founding family of F.T. Everard & Sons, based on the Thames at Greenhithe in Kent, had its roots overseas. In Germany, in fact,

The Eberhardt family came to Britain from Germany in 1775. A century later young shipwright Frederick Thomas Eberhardt acquired his own barge building yard at Greenhithe. Later, when the First World War broke out, he prudently Anglicised his name to Everard.

Greenhithe had been an attractive riverside village, a popular rural destination for country loving Londoners. But by the beginning of the 20th century, to Frederick's great good fortune, it had become part of a heavily industrialised hub for, among other things, the chalk and paper making industries, all of which required barges to shift their goods.

Having acquired his first barge in 1892 Everard's fleet began to burgeon until, by its 20th century heyday, it boasted upwards of the 100 steam and motor



And who better to tell the Everard history than two men who knew and loved its story more than most?

Tony Farnham, a Greenhithe boy who made his career in barging, created a plaything of a damaged Everard barge when a young child playing on the banks of the Thames with his pals and worked for the company for a number of years as a barge mate and has had an interest in the company and its sailing barges ever since.

"I always knew what I wanted to do when I left school and that was to work on the barges."

ships, barges, tugs, yachts and lighters featured in these pages.

The company's red and white flag, we are told, flew over every creek and harbour in Britain and eventually much further afield - from Morocco to Murmansk and from Suez to the South Atlantic.

Frederick Everard died in 1929 and was succeeded by three sons. Two of them, Mr. Fred and Mr. Will, were trained shipwrights and the third, Mr. Alf, was an engineer who took responsibility for the fleet's engines.

Apart from F.T. Everard & Sons' remarkable success story, the glory of this book is in its paintings and photographs. Scores of Everard vessels, their skippers, crews and voyages are lovingly depicted in both black and white and colour including many examples of the skillful brushwork of artist Frand Mason, who joined the company in the 1940s.

Meanwhile, David Eeles tells us that his fascination with the company began with its "almost perpetual presence in Margate harbour, where I grew up," combined with a lifelong love of "the beautiful Thames spritsail barges."

It is a sad fact, and hard to believe, that barely a trace now remains of this once great British company.

This 132 page landscape hardback album which combines a pictorial history of the company from its earliest days can be purchased on line from Mainline & Maritime by visiting their website [www.coastalshipping.co.uk](http://www.coastalshipping.co.uk)

Price is £25 plus postage.

## 100 Club

I am pleased to advise that the winners in the Pudge 100 Club draw for January/February, courtesy of volunteers from the weekend working party are:

- 1st. David Orchard
- 2nd. Janet Nicholls
- 3rd. John Howard

### CENTAUR 100 CLUB

Yes, that's right! I am pleased to announce that after Chris Martin's article about Centaur's new Restoration Pro-

ject the Trust has decided to launch a second 100 Club to support CENTAUR and the work that needs to be done on her. This will be run on the same lines as the PUDGE 100 Club and you will be able to buy a share to support Centaur for as little as £12 a year. But of course, the more shares you have, the more chance you will have of winning £50, £20, or £10 every two months. The Centaur 100 Club will be open to all, including those of you who are al-

ready members of the Pudge 100 Club. We will launch on the weekend of the AGM and Fitting Out Supper, but full details will be included in the next Golden Chaffcutter, for those of you who are not able to be with us for those events. I do hope many of you will be able to sign up and support this initiative.

Pat Boss  
[p.p.boss@btinternet.com](mailto:p.p.boss@btinternet.com)

## Match Dates 2026

The dates of the 2026 Barge Matches have now been announced and are listed below.

The Trust is currently planning next year's sailing programme and we would hope to be able to sail at least Pudge In these Matches and maybe Centaur in some.

As is normal we will publish the first

part of the season's sailing programme in the December newsletter.

### Medway Barge Match

23rd May

### Southend Barge Match

30th May

### Blackwater Barge Match

6th June

### Pin Mill Barge Match

11th July

### Thames Barge Match

18th July

### Swale Smack and Barge Match

25th July (NEW DATE)

### Colne Barge Match

5th September

## Bound Ipswich with Grain

***With the recent completion of the restoration of Raybel, I found this article in the Spring 1956 TBSC Journal telling of a trip between London and Ipswich around 1955. Written by the then Commodore O. McDonald Mein. Editor***

Once again I am bound for the sea, be it fair weather or foul. The opportunity to become a temporary third hand on the barge "Raybel", now berthed in Victoria Dock, cannot be lost merely through bad weather.

The vessel is powered by an 88 h.p. diesel engine and carries a main and foresail. These sails set, steady her rolling, especially with running light with a fresh wind.

My greeting by the Master, Captain George Blake, an old friend of mine and incidentally a fellow member of the Thames Barge Sailing Club, is equaled in cheeriness by that of his Mate, Bill Williams. The Master known on the tideway and henceforth in this narrative as "George", berths aft in a cabin which would do credit to many yacht-owners. I bunk with Bill in the fore peak, very spacious and comfortable, both quarters reflecting the energy, interest and spit and polish of the Mate. Under the able tuition of George, Bill is the best cook I have fed from in the coasting barge trade.

The excellent breakfast of bacon and eggs and pints of tea is interrupted by a raucous voice which informs is "Git alongside the 'American Ranger' – we're waiting for yer". George orders "Lets " and the engine comes to life. "Raybel" motors across the Dock; we make fast to the Grain Elevator "John

Anderson" (which can load 2½ tons a minute) and commence loading the main hold. This operation completed, we drop astern to load the forward hold with 35 tons. George, watching the weigher for signal of completion; 155 tons for R. & W. Paul. Ltd., Ipswich. The "Thalatta" and "Lady Jean" are awaiting their turns to load, as we clear the "American Ranger" at 9.00 hrs. and make fast to a moored lighter. George goes ashore to complete H.M. Customs' formalities, while Bill and I put hatch boards and coverings on, batten down and drive in the wedges.

The Skipper comes aboard and having pushed our way through numerous lighters in the Albert Dock Basin, we are fortunate in catching a look-out. There is a fresh wind north-east so we motor away downstream. There are several barges coming up Erith Rands, the "Portlight" of M.F. Horlock's of Mistley, also "Hydrogen" and "Phoenician" motoring up. Both are owned, like "Raybel" by G.F. Sully of London.

One of George's many attributes is his ability to put practical experience of the sea on paper, so let him take up the pen whilst I assist Bill with many and arduous duties, washing down the deck, securing any loose gear, setting the sails, cleaning, cooking and a hundred and one odd jobs.

"Memory" sailing up in Long Reach, has a good setting suit of sails, squared off running before the fresh breeze; she was rattling along in fine style. I gave her Skipper a wave and he shouted back that he was going to Surrey Dock for bag meal for Mistley. The wind seemed to be thinning and the sky looked quieter. In the Hope I decided to

anchor for the night and muster again early in the morning if the wind suited. The berth I favour is Mucking, there is but very little run of tide, the holding ground is good, and usually on can find three fathoms of water just in line with the powder hulks at low tide. I consider Mucking better than Hope Point, the ebb bores down at the latter, not to mention shipping.

I had decided to muster early morning at 5 o'clock giving myself about four hours ebb, and have the flood tide at the Spitway. Times vary according to wind force and direction, barges can usually find water through the Spitway loaded at about two hours flood, but, with any amount of sea it is not advisable to go through until three hours flood. I have known the time when Spring ebbs a light barge wanting only four feet has not found water enough.

During the night the wind dies and early morning was light north-west. We muster a little after 5 o'clock and motor away down. It was a very warm morning and hardly anything moving, as we ran down through the main shipping channel to carry the best of the tide. Lloyd's Signal Station at Southend Pier signals us, but decided it was only a barge and gave up after a few minutes. Daylight began to show at Nore Towers and mist patches. I was now running down a compass course N.E. by E. to pick up the Blacktail Spit buoy out, and by this time the fog had begun to lift a little.

We were now abreast of the S.E. Maplin buoy and the sun getting up gave prospects of a warm day. Two of Prior's sand barges were running up on the edge of the Maplin to cheat the ebb tide

as much as possible. "May" owned by Cranfield Bros. lay anchored at Maplin buoy waiting for the flood to favour her, as there were now only light airs, although there seemed to be a moderate breeze ahead which we were making by motoring into it.

With Maplin Spit in sight, away inside on the sand is the wreck of the "Vera" sunk during a N.W. gale a few years back. Skipper and Mate spent a few hours in the rigging before the Margate Lifeboat reached the crew to carry them away to safety.

We had made good time and the tide was beginning to make. There were several waders scratching the bottom to pieces for the white weed. Maplin Edge buoy was now astern and we came up on the N.E. Maplin. Coming in to pass the S. W. Middle buoy on our starboard, the flood sets up and on to the sand into a "hollow-way" just here; sailing barges usually work the barge up along the sand when coming up "close-hauled" on the starboard tack., this set of tide holds them to windward and they make a fetch up S.W. Reach.

Green Bros. little auxiliary barge "Ethel Maud" came up motoring and her canvas set. This barge usually trades from London to Maldon with grain for Green's Mill, and when the grain falls slack she lighters timber from Ose Island to Sadder's at Maldon. As the South Whitaker Spit at N.N.E. to pick up the Swim Spitway buoy and where soon passing this on our port and running through the

Spitway where now we found ten feet of water. The Wallet Spitway buoy we left well up on the port side and set "Raybel" down at about N.E. by E. A small coaster, one of the Everard's vessels, was running up towards the Knoll, probably bound for Colchester with coal.

Clacton Pier lay away to our port and the buildings ashore reflected the sun back to us as it lit the windows. We find this pier a great help on a dark night, as one can usually pick up the red lights up on the pier end and draw abreast, then go on the compass at S.S.W.

This should bring you off to pick up the Swim Spitway which gives a white flash every second. I get this light bearing on my beam at S.S.E. and then go through on this course. This is coming up; on the down journey things are not as difficult. The absence of a light on the Wallet Spitway presents the problem, one can, with practice, make perfect. The lead-line is a good standby, also a very wise one.

We had now worked in so that we were about a quarter of a mile from the shore to cheat the flood and passing Walton Pier on our port. The building which was on the end before the War has been taken down, and apart from the few anglers the pier is not used very much these days. The Medusa buoy is away ahead and on our starboard. I let the "Raybel" come down about half mile inside this buoy, the tide has made up well, and come round

on compass N. by E. There is a cross set of tide here into Hamford Waters. We can see the Stone Banks buoy ahead, Red and White Chequered with topmark, passing this on our starboard close, and Harwich showing away to our port and Felixstowe

ahead. There is a large lifting crane situated at Felixstowe, and red fixed lights on top for aircraft give a good lead in on a dark night and can be seen at a considerable distance.

The Orwell is a fine river to navigate, day or night, with port and starboard hand buoys. We have now left Pin Mill and Woolverstone on our port, the Cliff Power Station showing ahead. Running by Cliff Quay towards the Dock there seems to be a mass of shipping, ranging from 500-ton coasters to 10,000-ton seagoing vessels. Ipswich is a busy Port most times and well kept up for its size.

At the Dock, both gates were open the water being at a level, the blue flag was at the mast signifying permission for us to enter. The Dockmaster gave us our instructions and we rounded to berth alongside Paul's Eagle Mill just inside the Dock.

The voyage from London to Ipswich had taken fourteen hours and we should be discharged and away back "light" to London tomorrow.

R. & W. Paul's sailing barge "Marjorie" with a cargo of 125 tons could do a similar trip in the same time, assuming the wind was south-west, fresh, Force 5.

Now I take over from the skipper to conclude this simple account of a voyage of an auxiliary barge. The sea has been friendly, even over the rolling grounds off Harwich and Neptune has exacted no tribute in spite of my consuming excellent pork chops, chips and peas washed down with copious cups of tea.

Our next voyage may be cargo to Yarmouth or Norwich and the sea may not be so kind but I can sail with an easy mind trusting to the Skipper's experience and skill and to the sturdy "Raybel".



Ipswich Docks, May, 1958 - Jack Jeffs Collection, SSBR

**HAVE YOU RENEWED YOUR MEMBERSHIP**

**Could all members please check that they have renewed their membership for 2026.**

**Thank you**

# Centaur Update

The fo'c'sle has not had a clear out for a few years so we have moved everything out into one of the cabins, there were several lengths of mooring rope under the berths some of which was past its best and has been binned. I think one length was liberated from the bin and ended up on Cook's barge yard boat as a fender, at least it wasn't wasted! The paintwork in the fo'c'sle has been washed down and sanded before priming the various bolt heads and giving it all a first coat of top coat.

In the lighter we have finished oiling and tarring the rigging wires. The blocks have been checked over and the steel ones painted and the timber blocks either sadolined or varnished then all the blocks will get a good oiling. The varnished vang blocks which we have been using for at least 15 years, replaced heavy steel blocks that came with Centaur when we bought her in 1974. The varnish was getting to the point where it needed removing with a heat gun and then revarnishing, they look a lot better as a result.

The portable motor pump was checked over only to find that it was seized. On inspection it was found that the pump chamber was full of sea water. After using this pump (and the one on Pudge) they MUST be drained out and then flushed out with fresh water and drained again to prevent the pump impeller seizing. The pump chamber was removed, luckily the bolts had been greased the pump body was then removed to access the impeller and then pump could then be freed off.

New LED lights running off the 12 volt system have been installed in the en-

gine room to replace the 20-year-old fluorescent ones, they give substantially more light and take less power from the batteries.

Rubbings have been made of the various official tonnage and crew accommodation details carved into deck beams in the fo'c'sle, aft cabin and main hatch forward header. Some of this wood work will be replaced during the rebuild and we will be able to recarve the beams with the original details from 1895, when Centaur was built. The tonnages shown are nothing to do with weight, in fact when talking about gross or net tonnage then one ton is actually 100 cubic feet of enclosed space, gross tonnage being the total enclosed space in the hull and net tonnage is the gross tonnage with deductions made for accommodation, stores and navigation spaces. The net tonnage is what port

is 59.76 tons, just below the 60 ton limit since Centaur was owned at Colchester for most of her working life this would have saved quite a bit of money.

The muzzle winch on the mast case was removed for inspection and refurbishment. This winch was removed from the sailing barge Five Sisters some 40 years ago. She had been a house boat on the River Hamble since the mid 1960's and had sunk at her berth in Badnam Creek 20 years later. She was a little 90 ton barge the same size as our Westmoreland, that we owned 50 years ago. We were able to rescue some useful bits off her including the muzzle winch and a few blocks, and the steering wheel, which is leaning up against the dining room wall 3 feet from where I am writing these notes. Amazingly the winch fitted our mast case perfectly. It has been

checked over and apart from a very rusty locating washer on one of the barrels is in excellent condition.

There is a lovely book called "Five Sisters" written by Peggy Larken who with her husband, Captain Tom Larken and their family lived onboard for some 20 years. Tom was a naval man and the barge was moved around depending where he was working, at one time she was moored in Paris.

The sailing barge Kitty that has been berthed at Cooks Yard for a while has been sold and is going over to the Medway to join the expanding fleet at Shoregate, she will be put back into sailing trim and

it will be nice to see her out sailing, it is sad that she is leaving Maldon where she worked with our Centaur in the 1960s.

*Tim Jepson*



**Located in Centaur's saloon is a name badge that was donated by Pat Boss and which arrived as a carved piece of timber. The badge has recently been carefully painted by Sue Spiers**

dues were levied on, for example at Colchester if the vessel was below 60 net register tons she would pay 2 pence a ton and if over 60 tons she would pay 3 pence a ton, this tonnage is carved into the main hatch forward header and

**Annual General Meeting & Fitting Out Supper  
Saturday 25th April 2026**

# Pudge Update

Last season, we were experiencing some problems with Pudge's engine not always starting. Following investigative work by our Thursday gang members, it was found that the starter ring, which is basically a big cog that the starter motor engages with, had lost some teeth.

To gain access, you need to remove the gearbox, amongst other things. Our Engine Room Team identified the problem and sourced a new part before successfully reassembling the engine to working order, ready for the regular annual service.

The leaky deck seams have been raked out and recaulked. Some rot was found in the new deck, which also needed a bit of removal and a new piece glued in place. Some of our young trainees have undertaken this work.

Most of the rigging has now been examined and maintained, ready for rigging out, and we have made a start on dressing the sails.

A new top has been made for the steering box, which was starting to look a bit sorry for itself.

Work is continuing in the skipper's cabin, which will benefit from better storage and accommodation. This work was put on hold during the Pudge project due to insufficient funds. The Thursday gang has picked up the baton to complete this work ahead of the new sailing season. There is also a project to improve cabin storage for our passengers, which wasn't completed last year.

Elsewhere on deck, the paint has been scraped back, ready for new coats of primer and paint to be applied. It's a slow, laborious task, on your knees, undertaken by the Thursday gang under the tent's protection.

You may recall that Pudge lost her topmast at the Swale Match last year. A laminated replacement arrived early in February, ready to start the new season. An impressive team of 20 volun-

teers answered the call to help carry the new mast from the Queens Head to Sailorman. A great effort.

When the old mast came down, it tore some tiny holes in the topsail, which were temporarily repaired. Now, with more time and comfort than working aloft, we have taken the opportunity to teach the trainees how to sew patches on.

It won't be long before it's time to take the tent off and start the fun of trying to remember where all the bits go for rigging out...

*Mick Nolan*



**Ray, Jim & Chris working on replacing the new fly wheel on Pudge's engine. The first image shows the two broken teeth and the other two, the fitting of the new flywheel.**

# Society for Sailing Barge Research

As readers of Golden Chaffcutter will know only too well, by the 1960s the number of Thames sailing barges was sharply reduced. Lost in the war, de-rigged as motor barges, and then even those losing out to a different way of life. The docks were changing, and the age of the container ships was beginning. Some of the barges became house boats or barge yachts but hundreds were left as hulks to rot away, many in rivers and creeks.

At the same time those who had sailed those vessels in trade were getting older and retiring. Fortunately, there were people who loved the traditional vessels, and who realized that a whole way of life was disappearing. That spurred them to take steps to collect the stories of the barges and the memories of the bargemen and women, together with photographs and documents.

Their concern that the rapid decline and possible extinction of these historically significant craft would be largely unnoticed and unrecorded led them in 1963 to found the Society for Sprintsail Barge Research, later changed to The Society for Sailing Barge Research. The 60<sup>th</sup> anniversary was in 2023.

From the start the Society provided newsletters for its members keeping them up to date with what was happening in the sailing barge world and relating the history of the vessels and the tales told by the skippers and mates who had served in them in their final years. It also published books from time to time, the latest being *The Directory of Sailing Barges*, which gives details of 4,860 Thames sailing barges and weighs in at an impressive 5kgs!

In 2005 the Society achieved its ambition of having an Archive to provide a home for the collections of photographs and papers kindly donated by former bargemen and others who have an interest in sailing barges. As many of those who worked the rivers commercially reach the end of their days it is important that their collections and their memories are recorded and made accessible to members, barge historians and maritime researchers. Located at North Fambridge, Essex, the Archive now contains about 50,000 items and outgrew its home. A larger unit opened

in 2023, where our Archivist, Don Wright, ably assisted by John Rayment, catalogues and stores items, and deals with members, authors, film and TV programme makers who are seeking photographs and historical information. Membership of the Society increased to over 400, although has taken what we hope is a temporary knock following the covid years. Like most voluntary organizations, increased costs have hit us very hard, so we need to maintain our income so that we can fulfil our commitment to ensuring the history of the barges and bargemen and women is preserved.

That is why membership is so important, and we welcome new members who would like to share that aim. The subscription is £30 per annum. Full details and membership forms, and lots of information about barges, can be found on our website at

[www.sailingbargereseearch.org.uk](http://www.sailingbargereseearch.org.uk)

*Tricia Gurnett*  
*Chairman*  
*Society for Sailing Barge Research*

**Editor**  
**Although the Society for Sailing Barge Research does not have a barge to sail or restore, they do maintain this very valuable asset which from time to time the Trust has used. Often pictures appear in the Newsletter courtesy of the Society. If you can afford to support them, then please do so £30 a year is just 53p a week. Thank you.**

## SSBR Membership Form

Your Name.....

Your Email Address.....

Your Postal Address.....

.....Postcode.....

Your Telephone Number.....

**Please tick for all the methods the SSBR may use to contact you:**

**Post** ..... **Email**..... **Telephone**..... **Text**.....

I/We wish to join the Society for Sailing Barge Research and will pay by electronic bank transfer the Annual Subscription of £30 to Society for Sailing Barge Research,

Sort Code: 09 01 52, Account Number: 74798700, or send a Cheque for £30 payable to "Society for Sailing Barge Research".

It is the SSBR's intention to comply with the Data Protection Act. We hold your details on our systems in order to carry out our obligations to the Society's membership. Your details will not be divulged to a third party. Payment of the Membership Fee is taken to indicate your agreement with this practice.

*Once completed, this form may be posted to: Mark Allinson, Membership Secretary SSBR, 79 Ward Avenue, Grays, Essex, RM17 5RL*

# Annual General Meeting

## Thames Sailing Barge Trust & TSBT Sailing & Charters Ltd 22nd Annual General Meeting

### Agenda

**To be held on Saturday 25th April 2026  
Maldon Little Ship Club, The Hythe, Maldon CM9 5HN  
Commencing at 2:30 pm**

1. Welcome from Mick Nolan, Trustee and Chairman for the Meeting
2. Apologies for absence
3. Minutes of the 21st Annual General Meeting held on the 26th April 2025 (these will be emailed to members for whom we have emails. Those without can obtain a copy by contacting Doreen Thomas at: secretary@bargetrust.org)
4. Matters Arising from the of the minutes of the 21st Annual General Meeting
5. Presentation and adoption of Chairman’s Report
6. Presentation and adoption of annual accounts for Thames Sailing Barge Trust and TSBT Sailing & Charters Ltd to 31st October 2025 by Keith Foster, Treasurer (these will be emailed to members for whom we have emails. Those without can obtain a copy by contacting Doreen Thomas @ secretary@bargetrust.org)
7. Under the Trust’s rotation rules, no Trustees are up for retiring this year.
8. To propose and elect members of the management committee (see voting form below)
9. Appointment of Independent Examiner of Accounts
10. Any Other Business  
    Launch of the Centaur 100 Club

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

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#### Form of Proxy

If appropriate, please complete, detach and return to Thames Sailing Barge Trust c/o 2 High Street, Burnham-on-Crouch, Essex CM0 8AA

I .....a Trust member **will not** be attending the Annual General Meetings on the 26th April 2025. I therefore appoint ..... or in their absence, the Secretary to vote on my behalf on any resolutions put to the above meetings.

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

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#### 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.

Position.....(Members can elect for any of the committee positions)

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

# Membership Matters/Renewals

Membership Renewals for 2026 were due on the 1st January 2026. At the time of publication we have over 50 members who have not yet renewed. The Trust would ask that you check and see that you have paid especially those who pay by BACS or cheque. The renewal notice was enclosed with the last newsletter.

The fees for 2026 have been retained for a further year.

If you have any questions about membership, please contact the new membership secretary, Gerald Moore at 20 Church End, Panfield, Essex CM7 5AJ Tel: 07720 402298 or at:

membership@bargetrust.org.

Membership rates as from 1st January 2026:

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

### New Members since April

Chris Bunton—West Ewell  
Raymond Lyons—London

Colin Hood—Hockley  
Dee Brewster—Welling  
Maia Truman—Maldon

Thank you for supporting the Trust.

*Gerald Moore*  
Membership Secretary

## Charter Fees 2026

### Charter Fees for 2026

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

Length of Charter	Centaur £		Pudge £	
		** £ Per person per day		** £ Per person per day
Weekend	2,175	91	2,570	107
Weekend plus 1 day	3,050	85	3,590	100
Weekend plus 2 days	3,815	79	4,500	94
Weekend plus 3 days	4,545	76	5,350	89
Weekend plus 4 days	5,225	73	6,145	85
Weekend plus 5 days	5,850	70	6,880	82
Midweek 1 day	940	78	1,085	90
Midweek 2 days	1,755	73	2,075	86
Midweek 3 days	2,530	70	2,980	83
Midweek 4 days	3,165	66	3,730	78
Midweek 5 days	3,735	62	4,390	73

Charter bookings on either Pudge or Centaur are now open.

If you would like to arrange a charter our 2026 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 3<sup>rd</sup> 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](http://www.bargetrust.org) For enquiries email: [bookings@bargetrust.org](mailto:bookings@bargetrust.org)

### Volunteer Help is Needed

**If you would like to help during our Event programme or maybe join the Thursday Working Group**

**Contact John Rayment at [events@bargetrust.org](mailto:events@bargetrust.org)**

**No prior experience needed**

# Sailing Programme 2026 (May-July)

Barge	Nights on Board	Boarding	Return	Description of Cruise	Price per person
<b>May</b>					
8th to 10th	Centaur	2	Maldon Friday 19:00	Maldon Sunday 17:30	Members Shake Down Weekend Sail £100
21st to 25th	Pudge	4	Maldon Thursday 19:00	Maldon Monday 20:00	Medway Barge Match £430
23rd	Centaur	1 Day	Maldon Saturday 5:30	Maldon Saturday 17:30	Blackwater Day Sail £110
24th	Centaur	1 Day	Maldon Saturday 6:00	Maldon Saturday 18:30	Blackwater Day Sail £110
25th	Centaur	1 Day	Maldon Saturday 7:00	Maldon Saturday 19:30	Blackwater Day Sail £110
<b>June</b>					
5th to 7th	Centaur	2	Maldon Friday 19:00	Maldon Sunday 16:00	Blackwater Barge Match Weekend (This can also be booked as two one day sails) £200
21st June	Centaur	1 Day	Maldon Sunday 5:00	Maldon Sunday 17:00	Blackwater Day Sail £110
<b>July</b>					
3rd to 5th	Centaur	2	Maldon Friday 19:00	Maldon Sunday 16:00	Weekend Sail £220
16th to 19th	Pudge	3	Queenborough Thursday 19:00	Queenborough Sunday 15:00	Thames Barge Match £350
16th to 19th	Centaur	3	Maldon Thursday 19:00	Maldon Sunday 16:00	Rowhedge Shanty Festival and Open Day £250
20th to 23rd	Pudge	3	Queenborough Monday 9:00	Queenborough Thursday 16:00	Tower Bridge Experience £350
23rd to 26th	Pudge	3	Queenborough Thursday 19:00	Queenborough Sunday 16:00	Swale Barge Match £350
25th	Centaur	1 Day	Maldon Saturday 9:00	Maldon Saturday 21:00	Blackwater Day Sail £110
26th	Centaur	1 Day	Maldon Saturday 9:30	Maldon Saturday 22:00	Blackwater Day Sail £110

Registered Address: Thames Sailing Barge Trust, c/o 2 High Street,  
Burnham-on-Crouch, Essex CM0 8AA

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

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

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 April 2026



*Centaur as a dumb barge with a load of timber sitting in Heybridge Basin  
Picture courtesy of the Society for Sailing Barge Research*

**CONTACTS**

**Chairman— Mick Nolan**  
[chairman@bargetrust.org](mailto:chairman@bargetrust.org)

**Secretary—Doreen Thomas**  
[secretary@bargetrust.org](mailto:secretary@bargetrust.org)

**Treasurer—Keith Foster**  
[treasurer@bargetrust.org](mailto:treasurer@bargetrust.org)

**Membership—Gerald Moore**  
[membership@bargetrust.org](mailto:membership@bargetrust.org)

**Sales—Kate Rodman**  
[sales@bargetrust.org](mailto:sales@bargetrust.org)

**Open Days—John Rayment**  
07587 141054  
[events@bargetrust.org](mailto:events@bargetrust.org)

**Charter Secretary & Bookings**  
**Secretary—Carey Brown**  
[bookings@bargetrust.org](mailto:bookings@bargetrust.org)

**Newsletter—John Rayment**  
[editor@bargetrust.org](mailto:editor@bargetrust.org)

**100 Club— Pat Boss**  
[p.p.boss@btinternet.com](mailto:p.p.boss@btinternet.com)

**Training Manager— Alanna  
Cameron**  
[training@bargetrust.org](mailto:training@bargetrust.org)

**Working Volunteers Liaison**  
**Thursday Group—John Rayment**  
07587 141054

**Weekend Working Group—Tim  
Jepson**  
01621 851817  
[timjepson411@gmail.com](mailto:timjepson411@gmail.com)

**Events—John Rayment**  
07587 141054  
[events@bargetrust.org](mailto:events@bargetrust.org)