



Golden Chaffcutter

Thames Sailing Barge Trust

Issue 118

www.bargetrust.org

October 2018

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Sailing in Company—Pudge and Centaur together during recent sailing weekend
Picture by Lee Shepherd

From the Helm

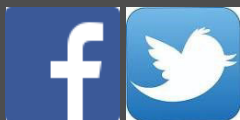
Yet another sailing season is now behind us. I hope you managed to get afloat and thank you for supporting the Trust in this way. Whilst giving out thanks we should remember those players who make our sailing possible - the skippers, mates, third hands, the admin and support teams, the Thursday and winter weekend groups. All of these good folk work so very hard to ensure that the sailing takes place - So thank you again!

Elsewhere in this edition you

will read Secretary Gareth Jones's notes on the activities concerning fund raising and the Pudge project and by way of an addition may I mention and thank you for the generous support given by members to the appeal. We are very close to reaching the target we set ourselves but overall we still need to raise about £50k. As you might expect we are making approaches to lots of people and organisations but if you have not donated and are perhaps waiting to hear how we are doing John

Rayment would be pleased indeed to hear from you and can provide you with the necessary form to get things moving.

With the colder weather on the way plans for sailing next season are perhaps being considered so do keep an eye open for the sailing programme and get your applications in as soon as you can to avoid disappointment. This is particularly important when thinking about Match or passage weekends but if you can spare some



(Continued from page 1)

time to come down to Maldon and help with the winter

maintenance in the meantime this would much appreciated, failing that keep warm and keep well.

Brian Dawson

70th Anniversary Pudge Appeal and Funding Update

Due to good fortune and generosity plus a helping of gift aid and the support of the 100 Club, the Trust are moving very close to receiving permission to start from the Heritage Lottery Fund. However we do still need to raise funds for the project and are currently around £50,000 short of target. When you consider that we have had to raise £410,000 we are not far off.

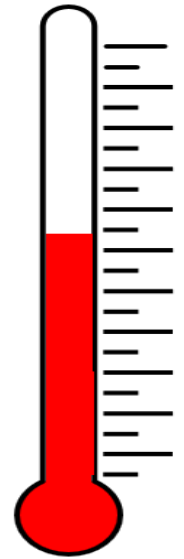
This means that the project to replace Pudge's decks and coamings, generally upgrade the interior and skippers cabin together with providing training and other social and community benefits is now very close. The deadline for completing the Lottery paperwork is November 21st if we can raise more funds towards the shortfall. Work on Pudge

should then start in the Spring/ Summer of the 2019 season.

Fund raising therefore continues and as our Chairman has mentioned, if you have been holding back in making a donation, then please do not leave it any later. We are so close it would be a shame to fall short. We do not want to use all our reserves as we have winter work on Centaur to complete and need funds for all those other rainy day items which wooden barges tend to need. We would like to find at least another £50,000 and applications are flying into many charities large and small.

Success and I think it is a success always has many fathers. We have after all managed to raise finance for a £738,800 project quite the largest in the Trust's history. I would like to thank the generosity of mem-

bers and the colleagues who have helped hugely with recent fund raising notably Pat Boss and John Rayment. I would also like to thank the volunteers who are about to contribute £150,000 in volunteer hours to the project.



So please help with this final push.

Gareth Jones
Trustee

Pudge Update

As the Summer has now come to an end, the Thursday Volunteers have been trying to complete the work we have been doing on Sailorman along with any repairs and maintenance on Pudge.

Sailorman has had her decks painted and with the rest of the painting which has been undertaken over the last 2

summers is looking smart. A project for 2019 is to paint her hull as and when the tides allow so that she looks better when the tide is high and her hull is in full view of the public. We are also about to replace some of her lighting as the current fittings are in a poor state and do not all work.

As for Pudge, we have now dismantled her old broken lee

board so that we can use the iron work on a new leeboard once it is manufactured. The iron work needs to be cleaned and painted ready for fitting and will be completed over the coming months. The timber has been cut up into suitable sized pieces and stored as much of it can be used for other projects in the future.

Over the weekend of the 13th

October Pudge was de-rigged and made ready for her winter maintenance by the trainee mates and led by Mick Nolan.

During the season we borrowed a lee-board from Betula, this needs to be returned although we have agreed to try and give it a coat of black tar varnish before its departure.

Although there maybe a chance that we will start her re-build in the Spring/ Summer, we still have to get contracts in place once permission to start is given by the Heritage Lottery and shipwrights have space and time to complete the work. There is a possibility that Pudge could sail part of the 2019 season so we need to make sure that she is ready if this is the case. It is also important that her engine is serviced and maintained.

The Thursday Group would welcome a few new volunteers, especially with the HLF work that will need to be completed. If you would like to become involved, pop over to the Quay one Thursday and ask for John Rayment. He will be happy to show you around and explain what we do. No special skills needed. Making tea and coffee helps. The group we have at the moment enjoy a bit of banter and the day is as much social as working on Pudge. On the job training can be given where necessary.

The coming months

are going to be an important period in Pudge's history so if you want to help and be involved then come and see us.

John Rayment



**Two of the Thursday Group apparently pulling together, looks as if only one is trying.
Picture by Dave Gibson**

GDPR—Have you actioned?

Thank you to all those members who have returned to us, either by email or the tear off strip.

Unfortunately we still have some members who have not yet replied. It has been decided not to proceed further with this for those who have not yet consented.

We will be including a Privacy Notice

clause on the renewal membership form that will be included with the December issue of the Newsletter.

If after the January renewals we are still outstanding consent to contact you about the activities of the Trust, then we will only be forwarding the newsletter to you and corresponding regarding membership matters.

If you have not actioned the consent notice in previous issues then you will have one further chance in January to do so.

Thank you again to everyone who has taken the trouble to reply.

John Rayment
Membership Secretary

Situation Vacant

Bookkeeper

Due to work pressures, our treasurer has advised us that he will at the end of the financial year be resigning his post. The Trust therefore needs to recruit a volunteer who would be willing to take on this role.

After a review of the position, it has been decided that the role can be completed by someone who has bookkeeping skills and is able to use Excel and Word, have good communication skills and be able to communicate by email. Responsibilities will include the paying of invoices by cheque and obtaining appropriate signatures, logging details of income and expenditure on the Trust's bookkeeping system, balancing the Trust's bank statements to the accounts each month, filing invoices and producing monthly management accounts. The volunteer will have to be able to communicate with the Trust's committee members and deal with questions. It is considered that the role would take around 5 hours a week with an extra 3 hours a month for balancing the records plus a further 3 hours for committee meetings.

The position is flexible in terms of when time is given to the role. Out of pocket expenses will be paid. References will be required.

**If you are interested in taking on this important position, please send a CV to
Gareth Jones (Trustee) at secretary@bargetrust.org**

Membership Matters—Important

As from the 1st January 2019 the subscription for existing concessionary members will rise to £25 as agreed at the last AGM.

A letter has been sent to all those members affected who pay by Standing Order. I would ask that if you received a letter, please arrange to have your standing order amended before Christmas so that your revised membership subscription is paid on the 1st January.

In the meantime if you know of anyone who would like to become a member, please get them to join as soon as possible.

If someone joins between 1st October and 31st December they will receive 15 months membership for the price of 12.

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 are now:

Full Member: £35 pa

Joint Membership £50 pa
Existing Concession £25 from 2019
Joint Concession £40 pa
Corporate Membership £360 pa
Life Membership £600 (Concession [65+] £400)
Joint Life Membership £90 (Concession [65+] £600)

New Member
P Schultenburg or Richmond

John Rayment

Halstead Swimming Club Visit on Pudge

Following on from the rather wet children's open days onboard S.b. Pudge, Don Baines, Andrew Coulson, Julia Porter and Richard Walker and I volunteered to host 18 children, their parents and instructors from Halstead Swimming Club to undertake a variety of activities for an hour. Thankfully, the afternoon was dry (although there was some mopping up to be done below deck from the rain in the morning!)

On arrival, Don gave a brief safety talk and history of Pudge to the 'Oohs' and 'Aahs' of the attentive audience to hear of her travels, types of cargo and heroic involvement in Dunkirk. Then the group divided into two for the main activities. One group went below deck to explore the cabins and galley and then complete part of the activity pack about the International Signal Flags, with the opportunity to ask questions about the flags and chartering a barge.

They were also keen to colour a memento of the wonderful bookmarks that John Rayment designed. Tying the knots for the bookmark sometimes proved tricky (depending on the age and ability of the child) and some children followed how to tie a reef knot as well.

The group that initially remained on deck spent time following the Skippers' Knowledge to complete the information in their booklet. More questions were asked and answered before the two groups swapped over. The activity packs really do give a great balance of information and things to do which children really engage in – well done, John for all your hard work in creating them.

The session was finished with everyone back up on deck, joining in with the premiere of Don's own sea shanty (to the tune of *Knick-Knack Paddy Wack*),

with 16 verses, about Pudge's Cargo – a good laugh was had by all!

The parents were keen and involved too, which was great to see. They left thanking us for our time, saying they'd really enjoyed the event and wishing it was for longer! They'll just have to come again!

Jenny Baines

Editor: The Trust has this year run similar events for cubs, scouts, brownies and guides. We are keen to develop these further so if you know of any group who may like to experience being on board Pudge or Centaur next year then please make sure they get in touch with us. Give them my phone number 07587 141054

Letter to the Editor—Trust Barges

Following the Article in the August edition of the newsletter on *Asphodel*, the following letter was received from Barry Jackson.

Thanks for the latest edition of *Golden Chaffcutter* – excellent as usual. Re-

garding the article on the Trust's former barges, there appears to be some confusion in the piece focusing on the *Asphodel*.

There were two *Asphodels*. The article rightly addresses the *Asphodel* of Ports-

mouth, built at Rochester in 1900, but the *Asphodel* which sank off Whitstable in 1949 was in fact Goldsmith's ironpot, 70 registered tons, built at Deptford in 1898 and registered in London. The mention of the iron barges which were

sold off when Goldsmiths closed down is therefore only incidental. Sorry to be critical, but I thought we should put the record straight!

Actually, although a number of ironpots were sold to the LRTC in 1949, they did not last for long as they, including the *Asphodel*, were sent to Rainham Ironworks for breaking up within a year or two. The Ironworks retained the *Virocca* as a motor barge for their own use and from time to time put her in general trade under the ownership of Shaws of Kent. I saw her on many occasions in Whitstable Harbour with grain in the 1950s.

I sailed aboard the old *Asphodel* many times in the mid 1960s. She was an old friend as I knew her well from when she was a powder barge in the ICI fleet at Denton. Our skipper in those TBSC days was Chris Dickin-son, an elderly bargeman who had been in trade as a barge skipper before WW2 – a very nice gentleman. Of course, the *Asphodel* had no engine and so we used to marvel at Chris's skill in bringing the barge gently alongside the lighters at Hoo at the end of a weekend sail.

Finally, returning to the article for a moment, my recollection is that the club's interest in buying *Asphodel* in

1963 was not as a second barge, but as a replacement for *Arrow*, which was badly hogged and wearing out. I sailed from Maldon aboard the *Arrow* on occasions in 1960. Also in the article, it was R & W Paul Ltd which owned the *Anglia* and the *Marjorie*, and I was interested to learn that the club had the *Anglia* surveyed. I do know that they approached Cranfields with a view to purchasing the *May*, but Silvertown Services got there first!

Hope this is of interest. With all good wishes

Barry Jackson (Born Whitstable 1942, TBSC/TSBT from 1958)

Barge Match Results

The following are the results of the most recent barge matches. Thank you to David Renouf for providing this information through his website.

Swale Match - 4th August

Class 3 Bowsprit Barges

1st Edme
2nd Dawn
3rd Marjorie

Class 4 Staysail Barges

1st Niagara

2nd Repertor

Class 5 Restricted Staysail

1st Lady of the Lea
2nd Orinoco
3rd Pudge

Colne Match—7th September

All one class

1st Edme
2nd Niagara
3rd Repertor
4th Dawn

5th Marjorie

6th Lady of the Lea

Overall Championship Results

Equal 1st Edme and Niagara
3rd Lady of the Lea
4th Repertor
5th Marjorie
6th Cambria
Equal 7th Centaur and Dawn

Pudge was equal 9th

Centaur Update

The sailing season is finished for another year. The final sail at the end of September saw both Centaur and Pudge sailing in company and both had a near full capacity of passengers which was good to see.

It was intended to unrig Centaur during the first weekend of October (it only seems a few weeks ago when we rigged her up!!!). The weather forecast for Saturday had been good until I checked it again on the Thursday and suddenly the met office decided it was going to rain by midday Saturday. Sunday would be sunny and dry, so a few quick phone calls to rearrange things for lowering down on the Sunday were made. The

rain held off until Saturday midday as they had forecast and allowed four of us to unrig the foresail and mizzen and get the sails and gear stowed away before the rain started. It then rained incessantly for the rest of the afternoon.

Sunday dawned bright and sunny with a moderate breeze so we set the mainsail and topsail to dry them out in the sun. Centaur came afloat mid-morning by which time there were nine of us getting the rig ready to lower down. First the sails were stowed then the topmast housed and then we lowered the gear down, this left us with a great tangled mess of

wires, ropes and sails to sort out tidy up and stow in the lighter. We had most of the job finished by 17:00 and called it a day. The sails are stowed on top of the lighter hatch under a loose sheet roped down so the wind cannot get underneath and prevent mildew forming.

The winter working parties are every two weeks as shown in the newsletter, if you would like to get involved please turn up around 09:00 and bring some working clothes.

Tim Jepson

National Historic Ships UK Photographic Competition

Each year, the National Historic Ships UK (NHS UK) organise a photographic competition which is open to the general public to enter.

Last year the Trust had a couple of members entries appear on the Calendar that NHS UK produced for 2019.

The competition has been repeated this year and we are pleased to see that one of our members Veronica Stevens has had two of her pictures short-listed for the final judging. These are shown below.

Centaur– A piece of cake features Sue Spiers, Janice Rayment and Barbara Byam-Shaw, three of our catering ladies on Open days.

Safe arrival of Pudge shows Terry O'Sullivan the skipper and Shiner Wright the mate arriving at Maldon

Veronica sails with the Trust throughout the season when she can and some of her photographs were those featured on



Centaur—A piece of Cake

the 2019 calendar although not actual winners. We wish Veronica good luck



Safe arrival of Pudge

Trainee Update

Following the end of our sailing season, the trainees have been hard at work de-rigging the barges and labelling everything to help identify the parts when it comes to fitting out. In addition to Pudge and Centaur, the trainees have also helped to de-rig Cambria, Adieu & Thalatta, so far this year.

We also enjoyed an exciting exercise aboard SB Victor recently, in conjunction with The Orwell Lady and the Harwich Offshore Lifeboat.

Victor's skipper, Wes, began by briefing the gang on all her safety equipment. Victor has a 40 person passenger licence, which means she has to carry much more equipment than we do on Pudge and Centaur. She is also required by the MCA to have a lifeboat



Stretcher being carried from Victor's Saloon on to the deck—Picture by Lee Shepherd

We took the Orwell Lady in tow, and used Victor's pumps to empty her bilge, then the Orwell Lady took Victor in tow, to see how she would handle.

When we arrived at the Clamp House, we picked up the mooring buoy with the Orwell Lady still alongside.

Part two of the exercise was to call the Harwich lifeboat to inform them that we had a coming together with The Orwell Lady and that we had multiple casualties on both vessels.

After about 15 minutes, the big bright orange lifeboat was on the scene ready to deal with the situation.

We had prepared seven casualties for the RNLi to deal with, all with

various injuries, include breathing difficulties, fractures and broken bones, and head and neck injuries.

The 10 strong RNLi crew came alongside, boarded both vessels and quickly assessed the situation. They arranged for four casualties to be airlifted off by an invisible helicopter!

We set about preparing the vessels for the helicopters arrival, securing all loose items and clearing the decks.

The walking wounded were transferred to the lifeboat, and we practiced passing a stretcher up through the companion way and onto the lifeboat.

After a debrief and a good helping of bacon butties, the lifeboat took Victor in tow astern, with the tow line passed once around the anchor windlass and then back to the bottom of the mast-case with two turns, which could be let slip in an emergency if necessary.

It was a really good experience for all the crews and a great eye opener into how to deal with a multiple casualty situation.

Of course, this is something that we all hope will never have to be done in reality, but to train for such an event is essential.

A huge thanks to Wes and the Victor team for allowing us the opportunity to join them on this exercise. Hopefully we will be invited back again in the future.

Mick Nolan



**Mick Nolan and some of the Trainees
Picture by Lee Shepherd**

drill once a year, and Wes kindly invited the TSBT crews along for the experience.

After the initial briefing, we made our way out of Ipswich dock and down the Orwell to the Clamp House buoy. On route, we fired up the fire and salvage pumps, before being joined by the Orwell Lady, another Ipswich based passenger vessel, also required to undertake an annual lifeboat drill.



**CPR Training being undertaken
Picture by Lee Shepherd**

Trust Barges— Westmoreland

The last in this series on the Trust's previous barges before Pudge and Centaur is concluded with a brief history on Westmoreland.



Built 1900, registered in London and built by A. White.

Westmoreland was built in 1900 by A. M. White, in Conyer, Kent and is believed to be the only remaining Kent brick barge. From 1900 to 1955, she carried bricks for Eastwoods Brickmakers from Lower Halstow to expanding Victorian London. Between 1955 and 1963, she was maintained by the company purely for racing in the Thames and Medway commercial matches.

The centenary of the Thames Matches was celebrated in 1963 and the few remaining commercial barge owning companies decided it was time to call an end to barge racing after the Match. Eastwoods Ltd, Brickmakers had owned a vast fleet before the 1939-45 war and many of their barges were requisitioned for mine spotting. After the war Westmoreland was one of four craft returned

relatively unharmed and she continued her successful racing career.

In 1963 Westmoreland was offered to the T.B.S.C. in the hope that we could keep her sailing for just a couple more years.

At a ceremony at their wharf at Halstow surrounded by a number of Eastwoods former skippers, Sit Thomas Moore and other directors of the brick company presented Westmoreland to the Club who were represented by Frank Richardson and founder member Hugh Vaudrey.

The Bill of Sale by way of gift is dated the 23rd July 1963. The Thames Barge Sailing Club Trust Ltd became the legal owner of all 64 shares. This meant that for a brief period the Club became a three barge concern with Arrow and Asphodel until Arrow was sold in

March 1964.

Soon after purchase Westmoreland was entered for the Blackwater Match and Jimmy Lawrence delivered her from Halstow to Maldon.

In 1973 she broke her back at Hoo. The wreck was then sold and towed to

Faversham for rebuilding. Substantial work was undertaken but never completed. At the time of registration, she was seeking funds for a full rebuild to restore her to full sailing condition as a



Westmoreland's Demise 1973

reminder of our significant industrial past, and particularly her relevance to the local heritage at Lower Halstow and surrounding ports.

Westmoreland / London / Reg: 112733 / Tonnage 43 / Built Conyer / Builder A. White/ 1900. P.L.A No. 9068 / Dimensions in feet 79 x 17.1 x 5.0

Owners: Eastwoods 1900; T.B.S.C 1963; C Frake 1973/4

Requisitioned WW II; Wrecked Hoo 1973, raised. Reconstruction commenced at Standard Quay, Faversham. Work halted c.1977



Handover of Westmoreland to the Thames Barge Sailing Club in 1963. Photograph from TSBT Archive

This series has only been able to provide brief details of the Trust's old barges. More information is available from the book *The Golden Chaffcutter, The Thames Barge Sailing Club 1948—1998* available from the Trust's website (Shop tab)

Editor

Remaining Barges

When the Trust was a sailing club, it quite often listed within its Journal details of barges that were still in operation. Over the last month or so, with the help of many people a list has now been produced of all barges that are thought to still exist. The list was compiled by Daphne Berry and is shown below.

A Active

NB New Build

RB Rebuilding

RF Refit

S Static Role or Dormant or Unrigged in season

YB Yacht Barge

ACTIVE as in seen sailing recently

Adieu St Kitts

Alice NB (conversion) Portsmouth Gunwharf

Ardwina St Kitts

Cambria Gillingham pier

Centaur Maldon Hythe

Cygnets Snape

Dawn St Osyth

Decima Dartford Creek

Defiance NB Allington Lock, Medway

Edith May Halstow

Edme St Osyth

George Smeed Maldon Hythe

Greta Whitstable

Hydrogen Maldon Hythe

Ironsides Faversham

Kitty Maldon Hythe

Lady Daphne St Kitts

Lady of the Lea Faversham

Marjorie Hoo

Melissa Pin Mill

Mirosa Faversham

Niagara Hoo

Orinoco Faversham

Pudge Maldon Hythe

Reminder Maldon Hythe

Repertor Faversham

Thalatta Ipswich

Thistle Maldon Hythe

Victor Ipswich

Whippet Upnor

Will Canary Wharf, Millwall Cutting

Xylonite New Owner Eventual base TBA

NEEDING URGENT TLC

Beric Oare

Henry Faversham

REBUILDING

Ethel Maud ?

Gladys Rebuilding Gloucester Sept '18

Seagull II No Sails Medway Sailing Club Upnor

Tollesbury Faversham

Vigilant Topsham, Exeter

REFITTING / STILL IN BUILD

Blue Mermaid NB Maldon

Wyvenhoe New Owner Maldon

Lady Jean Smallgains Canvey

IN A STATIC ROLE or DORMANT or UNRIGGED

Celtic Sittingbourne, lengthened

Angela & Peter NB Tollesbury

Arctic Houseboat Bembridge, IoW

Atrato Battersea

Betula FOR SALE Colchester Hythe

Cabby Maylandsea

Ethel Ada St Kitts

Fertile Not A TB Colchester Hythe

Glenway Maylandsea

May last sailed '13 Canary Wharf, Millwall Cutting

Nellie Houseboat Heybridge Colliers Reach - moored House boat

Phoenician St Kitts

Portlight Maldon Heybridge Creek

Raybel Heybridge

Resourceful Tea Room Maldon Hythe - café

Wilfred Restaurant Embankment - restaurant

YACHT BARGES

Armadillo

Blackthorn For Sale Sept 17 Melton

Dinah Maldon, Downs Rd

Dione

Elizabeth Anne Tollesbury, For sale

Growler Ashore in a Suffolk barn

Halfway

Hope Maldon

Nancy Grey Faversham

Rosie Probert Melton ?

Tiny Mite Leigh

Snark Dartmouth

Situation Vacant

Website Designer and Manager

The Trust needs to redesign its website over the coming winter months ready for the 2019 sailing season. We are looking for someone who has skills in website design and ongoing management who would be willing to volunteer and design a new website that meets the Trust's objectives. The role would also require this individual to manage and update the website for the foreseeable future. Our website is becoming a key part of the Trust's communication with the general public and membership and needs a complete review.

The Manager would be expected to work with the Trust's Marketing Team and make amendments as and when requested.

**If you are interested in taking on this important position, please send a CV to
Gareth Jones (Trustee) at secretary@bargetrust.org**

100 Club

The winners of the bi-monthly draws are published in the Golden Chaffcutter.

All income raised through the 100 Club is put aside towards large scale projects such as the new decks on Pudge.

A new draw will take place shortly and the winners will be published in the next edition.

If you would like to take part

in the 100 Club, and help raise funds for the Trust, then please contact me on 01621 788276

Latest results

May/June

1st Peter Boss
2nd Peter Duckworth
3rd Ian Jefferies

July/Aug

1st Glen Fenemore-Jones
2nd Doug Nicholls
3rd Peter Boss

Sept/Oct

1st Dave Perkins
2nd Bryan Shedel
3rd Mary Gilder

Thank you for your support.

Terry O'Sullivan

Dates for your Diary



am on Hythe Quay, Maldon.

Weekend Working Parties

The Weekend Working Parties for the winter of 2018/2019 will start in October the initial dates are as follows:

October 2018

6th, 7th, 20th & 21st

November 2018

3rd, 4th, 17th & 18th

December 2018

1st, 2nd, 15th & 16th

January 2019

5th & 6th

Further dates will be added shortly.

Open Days & Other Events:

Laying Up Supper

Saturday 27th October
Maldon Little Ship Club
18:30—23:00

Thursday Working Parties

The Thursday Group still meets every week from 9:30

Odds and Ends

The Trust has recently given a short presentation at the 10th UK Maritime Heritage Forum at the Royal Museums in Greenwich. The presentation was about the history of the Trust and its involvement with the heritage Lottery.

We have been trying to develop relationships with local uniformed youth groups and we were pleased to host a

group of cubs from the 2nd Braintree & Bocking Cub Group. They visited Centaur on Friday 5th October. We arranged a number of activities during their stay, including knot tying, learning about the barge and finishing off with a sea shanty. As well as raising our profile, we received a donation to the Trust's funds.

Talks have also recently been given to the following groups:
Maldon & Dengie Stroke Group

South East Essex Society of Professional Engineers.

After this talk a whip round was made of those attending and £127 was raised for the Pudge Appeal.

Events

The season for Trust Open Days is now over and we are reflecting on the success of the year.

As mentioned in the last edition, some of our Open days have been affected by poor weather. After the summer we have had you may wonder how this could have been. Unfortunately the weather has continued to impact the events. The second Children's day in August was wet and only a few brave families ventured out. On August Bank Holiday weekend we attended the Farnbridge River Festival and although the early morning was bright, by mid morning it started to rain and did not improve. Finally the same happened for the Maldon Regatta Open Day in September.

The latter event is usually very popular and we raise valuable funds for the

Trust. Due to this years conditions we had to close early, however the catering ladies did raise the sum of £224 and thanks to Lee Shepherd, Barclays Bank match funded this pound for pound and so we raised £448 plus some £64 in donations.

I would like to thank everyone who has helped with all of the Open Days this year. I apologise if I continue to contact you all for help, but without it we would not keep the Trust's name in the public domain, and also not be able to raise valuable funds to support Centaur and Pudge.

Plans for 2019 will be put in place shortly and we will see if there are few new venues we can take the barges and hold Open Days.

I am also looking at ways in which we

can make them more interactive with the public. Some of this will come from the work we do as part of the Heritage Lottery work on Pudge, but it would be nice to be able to engage better with the public when they come on board.

If you have any ideas, please get in touch.

The first event for 2019 will be the May day Open Days which will be on Sunday and Monday 5th & 6th May. Put a note in your diaries now.

Finally the Laying Up Supper takes place at the end of the month so I hope to see some of you there.

John Rayment

Do you use Amazon



The Trust are always trying to find new ways to raise funds for the work that it undertakes to keep Centaur and Pudge operating.

Following information received from our members we understand that Amazon has a scheme where people purchasing through their website using a specific web address could earn funds for the Thames Sailing Barge Trust.

To do this, log onto amazon using the following web address

<https://smile.amazon.co.uk>

and you can at the top of the page se-

lect 'supporting' and choose the Trust as the charity you would like to support.

If you then use this link to go into Amazon then each time you purchase something, 0.5% of ay purchase is donated.

Give it a go and help us raise extra funds. It only takes a few moments to set up.

Thank you

70th Anniversary Pudge Appeal

Following the letter to all members at the beginning of April, if you have not yet made a donation towards the Appeal then it is not to late. Funds raised will help us obtain the extra money needed before the Heritage Lottery Fund agree that we can start the work on Pudge. Contact John Rayment on 07587 141054 for a donation form or email him at editor@bargetrust.org

*Thank You for your support
T.S.B.T. Trustees*

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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 1st December 2018.



Centaur in the Colne Match 2019—Photograph by Lee Shepherd

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