

Cambria Trust

The famous Sailing Barge CAMBRIA

Restoration and use of a unique vessel in support of education and regional community projects



- Launched 1906
- Survived into 2006
- Forward to 2106



Cambria Trust
Registered charity



Friends of CAMBRIA Membership Application

Restoration and use of a unique vessel in support of education and regional community projects

Subscriptions:
£15 per annum £7.50 per annum unwaged/senior citizens

Mr/Mrs/Miss/Ms/Other:
Name:
Address:

Telephone Number:
Email:

Please treat my subscription and all future payments as Gift Aid donations until I notify you otherwise.
To qualify for Gift Aid, what you pay in income tax or capital gains tax must at least equal the amount we will claim in the tax year.

Signed: _____ Date: _____
If you are NOT a taxpayer please tick here:

Bankers' Order Form

Name of Bank:
Address of Bank:

Post Code:
Account in the name of:
Account Number: _____ Sort Code: _____

Please pay to the CAMBRIA Trust Account No. 03178439 Barclays Bank Plc (20 54 11) the sum of £ _____ now and annually thereafter until further notice. Please cancel any previous orders made by me in favour of the Trust.

Signed: _____ Date: _____
Please return with completed Bankers' Order or a cheque payable to CAMBRIA Trust to: Catherine Chapman, Membership Secretary, Cambria Trust, 13 Beaverot Drive, Sittingbourne, Kent ME19 2TG.
PLEASE DO NOT SEND FORM TO YOUR BANK.

This A5 leaflet was designed to open out into an A3 poster, giving information on trading routes and how the barge was built, as well as a providing a potted history of the barge.

The leaflet was originally designed to encourage people interested in the restoration of Cambria to donate money to the trust. It was also used to help the trustees in their campaign to secure lottery funding, which was successful.

The famous Sailing Barge CAMBRIA

What is CAMBRIA?

CAMBRIA is a wooden Thames sailing barge, built at Greenhithe, Kent in 1906. She is famed as the last British registered vessel to carry a commercial cargo under sail alone (until 1970) and as such forms a unique part of our industrial and maritime heritage. CAMBRIA is owned by a registered charity, the Cambria Trust, established with the specific objective of restoring, preserving and using the famous barge. She is now undergoing a comprehensive rebuild which will cost in the region of £1.45million.

What will she be used for?

Once fully restored, CAMBRIA will be used for sail training and educational purposes, thus preserving the vessel and introducing her to a new audience who will be taught how she traded under sail alone – a supreme example of environmental transport which will also promote an understanding of new alternatives.

What public benefits will be created?

Operating as a floating classroom, CAMBRIA will moor at a variety of locations throughout the Thames, Medway and Swale estuaries, offering environmental training and education in social and economic history for junior school children. Young people and apprentices will take part in sail training and associated activities. CAMBRIA will also operate as a floating visitor centre depicting the history of London River, extending the opportunity to encourage interest and support from the general public.

What has been done to save CAMBRIA?

The CAMBRIA was transferred from the Maritime Trust to the care of the Cambria Trust towards the end of 1996 and the barge was in need of urgent care and attention. The hull of the CAMBRIA is now safely housed in the Trust's floating dry dock and the Friends of CAMBRIA have done their best to look after the barge with regular working parties - and limited funds. A detailed request for funding for the restoration of CAMBRIA was submitted to the Heritage Lottery Fund in 2006 and on 1 March 2007 the Fund agreed to an award of £990,000 towards this work.

A £1.45 million project gets 'under weigh'

CAMBRIA is now berthed at Standard Quay, Faversham in Kent and a master shipwright and his team started work on the restoration of the barge in November 2007 - work which is expected to last for up to 3 years. In order to ensure that the barge is fitted out to the standards necessary to carry out her full range of training and educational activities, the Trust is seeking additional financial support.

CAMBRIA Website

To find out more about the aims and objectives of the CAMBRIA Trust, read all the latest news about the project - and view pictures of work in progress - visit the CAMBRIA website: www.cambriatrust.org.uk

How you can help?

Join the Friends of CAMBRIA (see form) or contact the Secretary of the Trust if you want to discuss ways in which we might work together to ensure the continued existence and use of CAMBRIA. Basil Brambleby, Secretary, CAMBRIA Trust, 32 Pignons Way, Cuxton, Kent, ME2 1TG. Telephone Number: 01634 710721. Email: nancyandbas@talktalk.net.



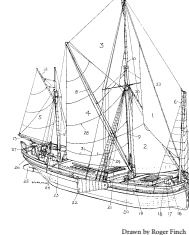
Work in progress

The famous Sailing Barge CAMBRIA

Restoration and use of a unique vessel in support of education and regional community projects

CAMBRIA was built by William Everard on the River Thames at Greenhithe, Kent in 1906. She is 91 feet (27.7m) long and has a draft of 3 feet (9m) light and could carry 170 tons to sea, loaded to a depth of 7ft 6ins (2.2m).

SAH, RIGGING AND GENERAL DETAILS OF THE CAMBRIA



- | KEY | |
|-----|------------|
| 1 | Stem |
| 2 | Foremast |
| 3 | Mainmast |
| 4 | Mizzenmast |
| 5 | 3rd Mast |
| 6 | Boomsprit |
| 7 | Boomsprit |
| 8 | Spit |
| 9 | Spit |
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What is special about the Thames barge

The Thames barge inherited the sprit rig from Holland. The sprit is a spar which locks rather like the jib of a crane and is attached to the foot of the mainmast and stretches diagonally across the mainmast to an eye fitted in the upper / outer end of the sail. Another Dutch inheritance is the leeboard - fan shaped boards, one on each side of the hull. As described by the name, the board which is on the 'leeboard' side of the barge (particularly when sailing unloaded) is lowered to enter the water beneath the hull, thus providing a false keel and aiding the sailing capabilities of the barge.



Leaving Whistable 1964

At Greens Mill, Maldon 1961

Trading area

CAMBRIA's trading activities covered ports anywhere between the Humber, the Channel coast of Belgium and France and westwards down the English Channel to Cornwall (and they call them Thames barges). This map shows typical routes covered by CAMBRIA, the majority starting with a cargo loaded in the docks of the Port of London.

From the 1950s to the 70s many barges continued to trade under a reduced sail plan and an auxiliary engine, while others converted to full power. In the meantime, CAMBRIA, under her skipper/owner Bob Roberts, ploughed on using sail alone. It became an increasingly lonely coastline in which to operate and in 1970 CAMBRIA gave up the unequal struggle to obtain economic cargoes for a vessel trading under sail alone.

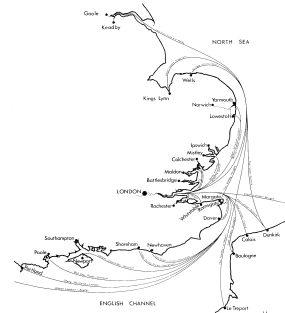
Her survival as the last representative of commercial sail on the British coast, in an age of 38 ton lorries and the container ship, is proof of the core values of adaptability, economy and basic fitness of purpose of the Thames sailing barge.



Former skipper/owner Bob Roberts & barge dog Penny

CAMBRIA traded under 5000 square feet of canvas which enabled her to reach speeds of over 9 knots. Her six sails were set on a 49 feet (15m) mainmast, 43 feet (13m) topmast, 48 feet (14.6m) mizzen and 38 feet (11.5m) boomprit.

The ability of a flat bottomed vessel to carry 170 tons to sea under the command of a crew of skipper, mate and third hand (though often without this extra support) ensured the continued economic existence of considerable fleets of barges into the late 1950s.



Cambria was re-launched on 21 March 2011 and on Saturday, 23 July, made her first appearance in the Thames Sailing Barge Match since 1955. She came first in the coasting class section, her first win since 1938.

For more information visit their website:
www.cambriatrust.org.uk

CAMBRIA will now move forward into a new era as a vessel providing an educational message, while continuing to promote these core values.

CAMBRIA
Built 1906 - Survived into 2006- Forward to 2106

Picture credits:

William Collier, Maldon & Boreham Standard; Tony Ellis, Mark Chapman, Tony Farnham Collection

Cambria Trust - a registered charity
www.cambriatrust.org.uk

