

STEAMSHIP

FRESHSPRING

SOCIETY

FRESHSPRING NEWS



No.16 Autumn 2018

*Preserving the past to inspire knowledge for the future*

The Steamship Freshspring Society is a registered charity, No.1151907.

**Objects of the Charity:**

To advance the education of the public through the preservation and operation of a historic steamship, and the promotion of maritime studies particularly amongst young people for the public benefit.

**Registered Office:** Little Cleave, Lower Cleave, Northam, Devon, EX39 2RH

**Patrons:** Earl Attlee; Rear Admiral Nigel Guild; Captain Kevin Slade

**Vice President:** John Richards

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Keep up to date with progress/news via the Society's website or Facebook page.

**Website:** www.ssfreshspring.co.uk  
**Facebook:** www.facebook.com/SSFreshspringSociety?fref=ts

**Membership Enquiries:** Please send an s.a.e. for a form to: Steamship Freshspring Society, c/o Richard Ker, 4 New Street, Appledore, Devon, EX39 1QJ, or you can join online.

**Ship Visits & Volunteering on the ship:** The ship is open by appointment for groups. Members are welcome to visit on working days, which are on Sundays and Wednesdays. Please call Peter Gillett, our Local Ship Manager on 01237 472 456 or John Puddy on 01237 479 730 so we know to expect you. Limited public openings will be held and advertised locally.

*Freshspring News is edited by Brian Gooding, and published by the Steamship Freshspring Society, a registered charity. Design & Production by Steam Heritage Publishing Ltd. Tel: 01403 588 360.*

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## Editor's Ramblings. . . .

Although I live 200 miles from Bideford, I met the Chairman on two occasions in July, and both away from our respective homes. The first was at the Thames Traditional Boat Festival at Henley-on-Thames, the second at the Boconnoc Steam Rally in Cornwall. It was good to see John in his natural environment at the first – out on the river enjoying himself. At Boconnoc, he had hoped to be able to steam on the lake but despite a valiant effort by John, Wendy, Duncan Withall and Stephen, to clear enough weed, this was not to be and the boat was relegated to sitting beside the Society stand.



Both events were enjoyable, though Henley was very hot while a few days later, Cornwall was subjected to cloud and showers, quite a contrast! However, the steam rally went well and, for me, was an enjoyable event with lots of friends to catch up with, many of whom I hadn't seen in some time, as well as making new acquaintances, some of whom will hopefully be useful to *Freshspring* in the future.

I will see John and Wendy at the beginning of September when they travel to the Hollycombe Working Steam Museum, on the Hampshire/West Sussex/Surrey border, for the museum's ever-growing model show. John is taking his miniature traction engine and trailer to give rides to raise funds for the Society. At the end of September, there will be a stand at the Lynton & Barnstaple Railway's gala weekend.

As you can see, there is a lot going on, and the message is being taken far and wide to create more interest in the project. Your help with promoting the ship at these events is always welcome.

While in Cornwall, I spent a few hours at the lovely port of Charlestown and found that the *Kajsamoor* is now berthed here, and open to the public, and Poldark fans in particular.

**Brian Gooding**



**FRONT COVER:**

*A look back to 1987 when the ship was based in Bristol's Floating Harbour. Richard Clammer's article written at that time appears in this issue. Richard Clammer*

## From the Chair

Once again, it has been a busy period for our dedicated team..

The ship was opened to the public for the first time on 30th June and so many people came aboard that we had to close for a while. This was a great start but hard work for our trusty volunteers. We open twice a week now and so far, interest continues with over 170 on Regatta day.

Hayley's school work is going well with almost 200 children visiting since we opened. Her work in schools has greatly increased uptake of our mainstream Primary School project, which is now booked for the rest of the year.

The restored Bridge has caused considerable interest and contributes, I'm sure, to an increase in ship volunteers. It is a great asset and an excellent classroom. Trinity House has donated funds to help us equip the bridge with education materials, etc. The volunteer team has been working to lay the new boatdeck and, quite frankly, their skills amaze me.

We are working towards achieving reciprocal arrangements with other heritage ships to create experiences and share skills. As a part of this, I recently spent a few days on the *Daniel Adamson* as part of her crew. I spent time in the engine room and time stoking her coal furnaces. To me, it was an extremely valuable experience and I learnt a great deal about operating a steam ship. I came away feeling good about our aims to return *SS Freshspring* to steam and gained new energy to achieve that outcome. Dan Cross, Chair of the Trust and the crew of 'Danny' were truly friendly and openly shared skills and experience with me throughout the visit. Two more of our ship team have just spent a weekend on 'Danny' too and we will continue to keep this arrangement going as it is very helpful to all of us. As a result of speaking to Doug Brodie, Chair of *Shieldhall*, we are setting up a similar arrangement with them too. The skills involved in running a steamer are dying and so the more we can share experience, the better chance we have of finding future crews with the skills to keep our ships running safely. It is also very heartening that we are starting to work together, thanks to people like Doug Brodie and Dan Cross.

We have been attending various events as is usual during the summer. The latest was Boconnoc Steam Fair. Typically, the weather was perfect until the weekend of the fair and then it just poured. None the less, our gallant volunteers turned up to man the stand and seemed to enjoy themselves. I particularly did, as our Editor Brian Gooding arranged for me to steer a full size roller. This was the first time since I was eight, when my Dad put me on a Devon County Council roller, which was on the road with a very friendly driver. Events are quite fun, particularly if there is a sizeable group. This means it is possible to enjoy the experience with short spells on the stand. We will be at the Lynton & Barnstaple Gala event at the end of September.

We are also doing a steam trip with my small engine from Bideford Station to Torrington Station, some 6½ miles of cycleway. This is to promote the railway, and along the way, promote our beloved ship. This is a return trip with the Mayor & Mayoress of

Bideford coming as passengers. The date for this, if you are interested is 25th August, depart Bideford at 10.30am.

We are gaining ship volunteers all the time and so progress is very good. However, we do need volunteers for a range of other roles. Simon has set these out later in the Newsletter so please consider supporting the Trust.

Our team is currently working on a HLF application to strengthen the Management of the Trust. We have many exciting opportunities with our ship but we need to be clear where we are going. The main issue we face is that of sustainability in operation so we need to be innovative about how we approach this. In our favour, we have a small ship but even so, an expensive one to operate.

There is a need for more sea time training facilities in the UK and this is a role which *SS Freshspring* could undertake. There is a big problem in finding sufficient training berths. A vessel such as ours would not only help to overcome the problem but also deliver quality sea time for cadets. There are enough people with a vested interest in securing berths to make this work financially. There is currently no training vessel in the UK and it is time the concept was brought back so that we can provide not only berths for cadets but also vital sea time for newly qualified officers. The idea of giving such vessels a variety of different roles adds to their value and provides the UK with a platform for all sorts of maritime activities.

Fuelling of the ship is a major topic for discussion and research. It is essential that we future proof *SS Freshspring*, so we are looking at dual fuelling using natural gas and diesel fuel. This could make the ship the cleanest steamer afloat. We have a great deal to go for and a unique small ship as our platform. If you are able to support our projects, are in a relevant industry or have links with industry, I would be very pleased to discuss possibilities with you.

Once again, I need to thank all of you for being Members of the Trust and supporting the work we are doing and come along when you can to see the ship and to meet our swarthy crew, led by their unflappable leader, 'Scuttlebutt' (alias Pete Gillett). You might even get a piece of Didi Mann's excellent cake, the fuel of all ship works!

John

### New Members – welcome

Mrs Ann Hill	<i>Tiverton, Devon</i>
Mr A Le Bas	<i>Kingswood, Bristol</i>
Mrs A Le Bas	<i>Kingswood, Bristol</i>
Mr Jeremy Oakey	<i>Portchester, Hants</i>
Mr Jon Pain	<i>Bideford, Devon</i>
Mr Michael Powell	<i>Berkeley, Glos</i>
Mr Barry Quest	<i>Horrabridge, Devon</i>
Mr R K Stephen	<i>Chesham, Bucks</i>
Mr Nigel Thompson	<i>Barnstaple, Devon</i>
Mr Jed Whitcher	<i>Wigton, Cumbria</i>
Mr Donald Wood	<i>Blue Anchor, Somerset</i>

## Our new Trustees

### John M Cooper

**After serving** an engineering apprenticeship at Crewe Locomotive Works (not a trade apprenticeship) followed by National Service, finishing as a Lieutenant in the Royal Engineers, I then joined the BR Chief Electrical Engineers Design Team for railway electrification. After studying Thermodynamics and Mechanics of Fluids at night class, I was then elected to the Institution of Mechanical Engineers.

I worked at both the BR London Midland Region Electric Traction Development Office analysing train faults and designing cures, and also at their Manchester Division ending up as Depot Manager of the largest traction Depot in the North West. My 250 strong team and I managed to increase the miles/casualty figure by a significant amount.

I then worked as a Consulting Engineer in Saudi Arabia and Egypt. On my return to the UK, in my spare time, I rebuilt a 5-ton Burrell traction engine which I had bought as a wreck. After very extensive boiler and mechanical repairs, it proved to be a wonderful engine to drive.

When I moved back to Devon, I ran a business offering heavy machine repairs and molten metal spraying.

I've been enjoying working on *Freshspring* and look forward to the time when she can get underway.

### Karen Evans

**I moved** to North Devon over 17 years ago after living and working in the South of England for many years. Having worked for a variety of local authorities for a long time, I decided to change direction and work directly with local communities. I managed a number of Central Government and European projects in and around Ilfracombe, Barnstaple and Westward Ho! areas for eight years. All these projects were overseen by North Devon +, and I remained with this company for 15 years acting as a Project/Programme Manager, Strategic Lead and Personal Manager.

In addition, I have also had a number of Non Executive Director roles with local Housing Associations and provided business development support for TTVS (a local Bideford charity).

An exert from my CV states:

"I have over 30 years experience of working with communities within the South and South West. I have extensive experience of project management and delivery, research, monitoring and evaluation, writing funding applications, organisational reviews and business planning. Much of my recent work has involved working with strategic partners, voluntary sector organisations and local communities to improve communication, understanding and partnership working,"

I currently work with a couple of local social enterprises as an associate providing a range of services for small businesses and charities looking to expand and develop their work.

*SS Freshspring* invited me to become a trustee in May this year. I am keen to help this exciting project and work with other trustees to explore opportunities and strengthen the charity.

## Our new Patrons

### Kevin Slade

**I am** honoured to be asked to be a Patron of the SS Freshspring Society – an initiative which is a unique combination of preserving our maritime heritage and at the same time promoting the education of seafarers of the future.

95% of all goods coming into the UK come in by sea, yet the average person knows nothing about the modern Merchant Navy, and in particular the excellent career opportunities that are available. Yet this is nothing new. When I joined my first ship at the age of 16 years, I knew next to nothing of what I was getting into, all I wanted to do was travel – which I certainly did. In the 21 years after joining P&O as 'Indentured Navigating Cadet', I have visited ports in most countries that have a coastline.

My early career included a spell on the *MV Echo* and *MV Apollo* of the Avonmouth-based Bristol Steam Navigation Company (during which time I watched the *SS Great Britain* arrive from the Falklands), and over eight years on the Geest Line 'banana boats' trading from Barry in South Wales to the Caribbean, joining as a Third Officer and leaving as a Chief Officer. We operated four ships on a weekly schedule, with one ship in Barry, one in the Windward Islands, and the other two on passage. Such was the regularity of the service that at 11am on every Saturday morning on the ship that left Dominica the previous evening, *Concorde* would be sighted flying overhead en route to Paris – with a sonic boom.

At the age of 28 years, I decided to work for overseas companies, being promoted to Captain a year later and then commanding ships from 1,000 to 20,000 tons, from refrigerated ships to large container ships (my last ship was the sister ship to *RFA Argus*), all trading worldwide. I really enjoyed my time at sea and have many memories – which I will no doubt write about some day!

After nine years as Captain, I 'swallowed the anchor' in 1987, starting my second career as a Marine Manager and retiring in 2014 as a Personnel Director of



Northern Marine Management, a Stena Group Company and one of the largest ship management companies in the UK, employing over 7,000 seafarers on over 100 ships, from ferries to oil tankers.

I have always been passionate about sharing my good fortune with young seafarers and was honoured to be appointed Chair of the Merchant Navy Training Board shortly after retiring.

As I said at the beginning – ignorance of sea-going careers is unchanged. However, we are in a far better position now to promote the great opportunities in Maritime, especially to women. It should come as no surprise that the British are highly valued, and sought after, as high quality seafarers. Our native tongue is the language of the seas, we have the best skills training in the world, and our culture, integrity and maritime heritage give us a superb advantage over other nationals. A successful junior officer can nowadays earn over £40,000pa (Income tax & NI free) in their early twenties – with no training loan to repay! (A newly qualified airline pilot starts at a lesser salary – and has to repay up to £100,000 training fees)

#### **What is the MNTB and what can it do for the SS Freshspring Society?**

The Merchant Navy Training Board (MNTB) is the shipping industry's central body for promoting and developing sector specific education, training and skills. A significant part of our job is to encourage and facilitate careers in maritime for young people, and our dedicated website [www.careersatsea.org](http://www.careersatsea.org) provides the latest information on how to do so. Our award winning ambassadors, many of whom are active seafarers, reach out to schools and local organisations to describe at first hand their experiences – and inspire others to embark on a career at sea.

Two primary aims of the Freshspring Society – to attract and inspire young people to consider a maritime career, and to provide facilities to teach basic skills in the management of a historic vessel and steam machinery, make a relationship with the MNTB a natural fit.

We will provide a career pathway to young persons interested in a maritime career, and hope to be able to place maritime trainees on board to help in the restoration – at the same time gaining invaluable maritime knowledge. This will be especially useful for Engineering trainees – there are very few triple expansion steam engines remaining, and steam experience is highly sought after. We also hope to support *Freshspring's* open days by providing careers information – and Ambassadors to explain what modern life at sea is all about.

#### **My own interest?**

When I retired in 2014, I was determined to put something back into an industry that has given me an excellent, rewarding and varied career. One of my first tasks was to repay to the Marine Society the £100 funding to purchase the uniform and working gear needed to join my first ship – and without which I could not have gone to sea. That was a lot of money in 1967, the equivalent of £1,300 today, which I have now repaid in full!

When I first heard about the *SS Freshspring*, I was impressed by the leadership of

John Puddy and two major achievements – the project was on time and within budget. This could not be achieved without a tremendous amount of hard work, all done by volunteers. This is a project determined and destined to succeed and by its very nature inspire the next generation of seafarers. I am happy, and honoured, to become part of the team.

#### **Nigel Guild**

**My interest** in *Freshspring*, aroused by memories of my very early days in a Devonport ship, is consolidated through ownership of a 42ft steam launch myself, whose engine bears some resemblance to that of *Freshspring* (albeit a lot smaller).

The aims of the Freshspring Society also coincide with many of the interests and aims for young people that I helped foster as Chairman of the Engineering Council.

I hope to bring to *Freshspring* some of my own personal experience as well as contact with some of the key people I have worked with in my career.

I joined the Royal Navy at Dartmouth in 1966. Following sea training, I read engineering at Trinity College Cambridge. A Weapon Engineer Officer, I served at sea in HM Ships *Hermes*, *Euryalus* and, following promotion to Commander in 1984, HMS *Beaver* and on the staff of Flag Officer Sea Training.

Shore appointments in the Procurement Executive included Weapons Trials and the Future Projects directorate.

On promotion to Captain in 1990, I was Military Assistant to the Chief of Defence Procurement before returning to Fleet Command as Chief Staff Officer (Engineering) to Flag Officer Surface Flotilla.

After a Project Director appointment in the restructured Ministry of Defence Procurement Executive at Abbey Wood, and a key role in the team implementing Smart Acquisition, I was promoted Rear Admiral in January 2000. As an Executive Director of the Defence Procurement Agency, I was also a member of the Admiralty Board as Controller of the Navy.

My final appointment was as Senior Responsible Owner for Carrier Strike, in the Ministry of Defence from 2003 to retirement in 2009. I was Chief Naval Engineer Officer from 2003 to 2008 and the first Chairman of the Defence Nuclear Safety Board.

A Fellow of the Royal Academy of Engineering, IET, IMarEST and IMA, I am Chairman of the Engineering Council and a Past President-elect of the Institute of Marine Engineering, Science & Technology. I am also Chairman of Atlas Elektronik UK.



## Treasurer's Report

After my last report at the end of May, we submitted the interim claim to the Lottery for our OH project, which resulted in us receiving a further 40% (£24,040) towards the rest of the project. We have therefore received 90% of the OH grant and can only claim the remaining 10% once the entire project is complete at the end of February 2020.

Today – 30th July – we have £71,833 in the bank, of which approximately £50,800 is 'Restricted' and useable only to meet our obligations under the 'Our Heritage' Lottery grant. The remaining £21,033 is to cover our overheads and any costs incurred as part of the OH project not covered by the grants received.

I am aware that I keep 'banging on' about funding, but there is a good reason for this. However well intentioned the charity, however passionate the Trustees and however much effort everyone puts in, the simple fact is that the greatest failure rate with charities comes down to one thing — running out of money!

We have £21,000 of apparently 'free' cash in the bank, but the reality is different. Every year we need about £15,000 to cover berthing costs, insurance, surveys, essential ship repairs and maintenance – and the on-costs of running an entirely volunteer operated organisation. Our application to the Lottery totalled projected costs of £118,000, against which we have grants of £105,000, leaving us to find the difference of £13,000. We can therefore say that between now and February 2020 we will need to find about £37,000 – and suddenly our £21,000 looks far too small an amount!

What can we do about it? We will be ramping up our fundraising efforts but, let's be honest about this, we face a number of difficulties. First, North Devon is not a wealthy area and finding people sympathetic to our aims with fat wallets is difficult. Second, those running the organisation are already at full stretch and we need more help – as you will see in another article in the magazine. Third, donating to cover overhead costs is not seen as 'sexy' – but it is those costs that we need to cover. In an ideal world we should have a cushion of at least a year's overheads!

Many of our local members are not just the main cash contributors but they also put in huge amounts of time either on the ship or helping with all the other aspects of the organisation, as described elsewhere. I therefore want to appeal directly to our more geographically distant supporters.

You may not be near enough to physically help, but could you please contribute financially? If you are a UK taxpayer, every £100 given is worth £125 to *Freshspring*, as we can claim Gift Aid on your donation. You can see the scale of our financial requirement, so will you help please – either by regular donation or one-off amounts? Our bank details are:

Account name - SS Freshspring Society

Account number – 00023232. Sort code 40-52-40 – and please use your initials and surname as the reference.

Thanks to all our members and supporters who so generously donate, both when renewing membership and on a regular basis. It is much appreciated!

Simon Tattersall

## Educational & Project Update

I am pleased to report that the Heritage Lottery-funded Our Heritage Ship Ahoy sessions are now under way!

As part of the Way of the Wharves project, 120 pupils from East-the-Water School visited the ship on 11th July. The day before this I piloted a Ship Ahoy outreach session at the school, based on the history of *Freshspring*. Both days were a resounding success with children thoroughly engaging with the artefacts, archival evidence and the ship itself.

On 16th July, 18 pupils and four adults from Forches Cross School spent three hours on the ship. In this time they all had a tour, had a go at rope making, knot tying, and looked at some archives. Despite the fact that it rained for most of this time, they were all engaged and enjoyed themselves. Thank you to all those who helped!

"Well done and thank you for a lovely day, it was well organised and resourced and both you and the volunteers were lovely with the children. The children and the staff really enjoyed it.... It is definitely a resource that we would use again in the future."

The Engineering boxes produced in partnership with the University of the West of England continue to be proving popular; they have been at Fremington Primary School this half term and are now booked to go to Langtree School for the first half of the autumn term.

Feedback from teachers who have used the boxes has been very positive but has also included suggestions for slight improvements and tweaks which will help to inform further development of the project.

"It has made the children inspired and satiated their science and mechanical passion."



The launch day was a great success with a steady stream of visitors both at the stand in the park and on the ship itself. The rope making activity which I ran proved very popular with whole families and children of all ages keen to make their own rope to take home. John Puddy had a constant queue of people for his miniature steam engine rides and did a sterling job, dressed the part in a boiler suit and cap, despite the heat. At one point the ship was at full capacity and had to be temporarily closed to any further visitors. By the end of the day over 130 people had been on board. A fantastic team effort – well done, all!

Since then we have had many more visitors now that the ship is open on Wednesday and Sunday afternoons. If you would like to steward on one of these days, do contact myself or Pete Gillett as we would welcome more guides. Full training will be provided.

**Hayley Buscombe**  
Educational & Project Officer

## News from the Nuts & Bolts Team

1. Number one on our interesting occasions list has been the visit of the Taunton Model Engineers (TME), (one of the societies I belong to) very recently where some of the members had been to sea and were able to ask some very interesting questions.

Two of the members nearly got left behind because they were very engrossed in our conversation about the many engineering aspects of the ship when their driver shut the door and began to move off, whereupon uproar broke out inside the coach by those members who were already seated, watching the proceedings. I hope the TME members enjoyed their afternoon visit to the Lynton & Barnstaple Railway as much as Roger Palmer and I enjoyed showing them around *Freshspring*.

2. The ship was opened to the public on 4th July, with the engine room being a key focus. This means our work here has to be sympathetically done not to affect the visitor experience.

3. The steering engine has received some TLC from the engineering crew and an inspection just in time for it to be looking its best for the opening to the public. Mechanically it seems to be in good order but the steam supply pipe and exhaust pipe



have been stolen. (Judging by the curvature these pipes would need to have, I'm sure they were made of copper with brass flanges, an ideal target for thieves).

4. Condenser – We eventually removed the stern end cover of the condenser to find, as expected, considerable salt water corrosion of the cover and salt water still in the pipe from the circulating pump to the condenser. The condenser tube ends look in reasonable condition, no doubt due to the anodes attached to the tube plates. (See Photo 1). The

circulating pump has now been added to our list of machines to open when possible to slow down further corrosion.

5. As a result of improving the fixing of oil pipes to oil boxes for the big ends and valve gear, it has just been found that one of the oil pipes that is supposed to feed the crosshead astern guide was completely blocked up. This point of delivery is completely out of sight and if not discovered, would lead to uneven wear of the astern guiding surface on the high pressure cylinder. All pipes will be blown out with compressed air soon. All this is making me more convinced that the main engine was lubricated with cooking oil while the ship was in Bristol. Cooking oil oxidises over time. (See Photo 2). Rapeseed oil is a very good lubricant (remember Castrol R and the exciting smell from a high performance motor cycle?). Enough nostalgia, there's work to be done!

SALINOMETER – I wish to put on record and to thank Mr Christopher JB Stirling of Ottery St Mary, for gifting to *SS Freshspring* a salinometer which, as some of you will know, is used to frequently test the boiler water to make sure no sea water is getting into the system, particularly from condenser tube leaks.

**John M.Cooper**  
C Eng. M I Mech E.

### Latest progress on board



A couple of fairly recent pictures showing (left) progress with the boat deck timbers (which were being oiled several times), and the new gangway, fitted in late July.

## Essential Components

Two Nautilus members tell STEVEN KENNEDY why a UK government campaign to inspire a new generation of engineers is so important...

“Science can amuse and fascinate us all, but it is engineering that changes the world” – so said the writer and scientist Isaac Asimov.

To acknowledge this, 2018 was chosen for the UK government’s Year of Engineering campaign to celebrate the world and wonder of those who build and fix almost everything that we see around us.

Ministers hoped that the year-long campaign would help tackle the nation’s engineering skills gap and widen the pool of young people who become engineers by showing the diversity of careers available.

But where are its efforts focused? The campaign website features young people pursuing careers as aeronautical engineers, sound engineers, biomedical engineers, geo engineers, structural engineers, electrical engineers and nuclear engineers – working in sectors such as construction, medicine, railways, sport and even space.

It’s hard, though, to find the maritime sector – and ships’ engineers in particular – within the material, other than in relation to the Royal Navy. With the government’s own figures forecasting that the number of UK maritime engineer officers will decline by 36% over the next decade, Nautilus is pushing ministers to agree further measures to safeguard the future of the seafarer skills base.

Two Nautilus members are particularly keen to see their work as engineer officers given better recognition. ‘There is so little understanding by the public of how crucial the Merchant Navy is to everyday life here in the UK,’ says P&O Ferries second engineer Michael Doyle. ‘The impact isn’t considered, and due to the loss of British seafarers on British-flagged vessels, there are fewer people in society to inform their social groups about their career at sea.

‘Whether it be a pair of jeans, a TV, bananas or even the gas to make electricity, it’s most likely to have been delivered by a ship,’ adds Maersk chief engineer Neil Nisbett.

‘In each instance, and on each type of ship, there are engineers who work away every day to provide, propulsion, power generation, hydraulics, pneumatics, electronics and energy to make the ship move across the oceans from point A to B – or Aberdeen to Zanzibar. The engineer has become a much multi-skilled, multi-talented person.’



P&O Ferries second engineer Michael Doyle.



Maersk chief engineer Neil Nisbett.

Both Michael and Neil are carving out successful careers as engineer officers, and came to the career through different routes.

‘I hated school,’ admits Michael. ‘You do your GCSEs, then your AS Levels, then your A Levels, then you go to university and from there you find a job, buy a house and get married. Tick off the boxes.

‘I didn’t want that route for my life,’ he continues. ‘My father is a chief engineer, and a Nautilus Council member. He never pushed me towards it, but I knew about the career as an option. Once I decided to do it, he supported me 100%. It offered me a way to earn a career with opportunities outside of the regular nine to five.’

Neil’s interest in engineering also has family ties. ‘My interest in engineering stemmed from steam and diesel railway locomotives in my formative years, and my grandfather was a crane builder,’ he says. ‘These days we see junior engineers being interested in all sorts of electronics and computers to boats and bicycles and just the idea of hands-on fixing things.

‘The construction industry is very much there for everyone to see but marine engineers work tirelessly around the globe, and sometimes around the clock, to make ships move,’ he points out. They also have to have the ability to put a round peg in a square hole. Just sometimes there isn’t the correct spare part to fix an engine, and just as the crew of Apollo 13 managed to rework part of the spacecraft to keep the other

half going, their wit and ingenuity to use some item from a steering gear hydraulic system to run a crane.'

Michael says that whilst more work needs to be done by those looking to attract engineers into shipping, there is also a need for a culture change within the industry. 'Too many young cadets are chastised because their senior officers don't understand the modern attitudes of younger generations, and too many older senior officers don't understand how to mentor or coach the future officers.'

'Also, putting cadets on ships with an entirely foreign crew makes it difficult to retain cadets,' he adds. 'I've spoken to many cadets who wanted to quit after their experiences on their first trip. This must be counteracted by the sponsoring companies, to ensure there are proper safeguards in place for cadets. It is even more important to protect women who want a career in this industry. Otherwise we will never succeed at encouraging them to invest in this as a career.'

'Furthermore, real genuine action from government to protect the British Merchant Navy is needed before we lose it entirely,' he warns. 'We will become a country that can't provide for itself, instead relying on the work of CEC (Certificate of Equivalent Competency) seafarers to support the nation. It will be a tragedy to lose the seafaring tradition when once our Merchant Navy was the largest in the world.'

'In Star Trek, Scotty had an engineering team in the background that no one ever saw, and it's just the same today on every single ship plying the seas,' Neil points out. 'The captain might be the one in charge with the shiny uniform, but he wouldn't be going anywhere if it wasn't for the "fix it and move forward" attitude of the engineers down below.'



Engineering teams on ships are like those in Star Trek, says Neil Nisbett.

'In fact, it is this can-do attitude that makes marine engineers so attractive to employers later in life,' he continues. 'You will have been given the ability and responsibility at an early age to achieve success, and it is that open-minded thinking outwith the boundaries that makes marine engineers able to turn their hands to many different disciplines.'

'The other part that is very satisfying is the team camaraderie and to work as part of a high performance team – almost like a Formula One pit crew,' Neil adds.

'When you get a good group of engineers together and form a team, where you know what the others are doing without the need to ask, it is often the most satisfying working time on a vessel. In fact, as one of my team members recently said, it was sad when we last went home as it was like breaking up a family.'

'If I was to be asked what would attract people or what would make someone want to go to sea, I'd have to say that the attraction is probably the eagerness to do something very tangible and hands-on. To gain a skill that when it's backed up with some knowledge and experience is so very useful in today's world. That being said, if you have a weak stomach, a need to be in your own bed every night and are unwilling to shoulder a great deal of responsibility, the life of a seafarer and engineer isn't for you.'

More information: [www.yearofengineering.gov.uk](http://www.yearofengineering.gov.uk)

*Gratefully reproduced with permission from the Nautilus Telegraph magazine. Nautilus is the Union and voice for more than 22,000 maritime professionals and we are grateful for the support it provides to the Trust.*



View of a modern ship's engine room.

## Messing about on the river...

July saw many boats gather at Fawley Meadows at Henley on Thames for the 40th Thames Traditional Boat Festival, a great event for those who own and like these beautiful craft, many with interesting histories, including a flotilla of Dunkirk Little Ships.

Activities on the water are complemented by classic cars, vintage bicycles, military vehicles, food and trade/charity stands, as well as a number of amphibious vehicles which attracted quite a bit of attention. In the afternoon, a parade of boats is held on the river, while we were also treated to a flying display by the Great War Display Team, who made several passes along the river with three aircraft.

Our esteemed chairman was there with a steamboat and I was offered a trip out on it, which was very nice – and a lot cooler than on the river bank where the weather was very hot, because of which, it seemed that numbers were down, at least on the Saturday.

### Brian Gooding



*Bearing in mind this was around mid-morning, I was a bit worried when I saw John on his knees. I wondered if it was something to do with the empty beer bottle in the overalls pocket, but he was just chatting with a fellow steamboater. (John assures me now that the beer was non-alcoholic.)*



*The Association of Dunkirk Little Ships always supports the event with a good display of vessels.*



*The 1883-built steam launch Alaska is always a popular attraction for visitors.*



*The amphibious vehicles were popular attractions. This Amphicar had just launched for a trip on the river.*



*Three aircraft of the Great War Display Team.*



*Messing about on the river with John Puddy in charge.*



*Bluebird K3 made a spirited run on the river to end proceedings on the Saturday afternoon.*

## And then it was off to Cornwall ...

The weekend after the Thames Traditional Boat Festival saw the Society's stand at the three day Boconnoc steam rally in south-east Cornwall.

Despite the very hot weather in much of the east of the country, it was a lot cooler in Cornwall with showers on the Friday and Saturday before heavy rain and wind set in for the Sunday, the day I was travelling home.

Boconnoc is one of those events where there is plenty of road steam action, with trailer rides around a circuit of estate roads, as well as other engines just running around. It creates a great atmosphere.

The original plan for having the Society stand at Boconnoc was that John would have his steamboat on the



*The Freshspring Society stand in front of Boconnoc House on the Saturday of the steam rally.*



*A rarity at the rally was this Robey Tri-tandem steam roller, part of the Robet Trust collection, based in Tavistock.*



*John Puddy lives a dream as he steers Kevin Bragg's Aveling & Porter steam roller, 'Obby' Oss.*

lake and take visitors for trips around the lake. However, there was too much weed to make this possible, so that idea had to be abandoned.

John had told me that one of his ambitions was to be able to

have a ride on a steam roller, as his father had sat him on one when he was eight. With plenty of friends at the rally, I was pleased to be able to arrange this for John, and I introduced him to Kevin Bragg who had his steam roller at the show. Kevin kindly took John around the showfield, with John steering the roller. Ambition fulfilled!

**Brian Gooding**



*The idea of running John's steamboat on the lake at Boconnoc didn't go well due to too much weed in the lake...*

## Painting Days

Pete Newell held another painting day on the ship and raised £110 for the society. He has also advised that his paintings of the local ships will be on show at his house, 62 High Street, Bideford as part of this year's North Devon Art Trek, on 15th-16th, 22nd-23rd, 29th-30th September, between 1100 & 1600.



## ‘Freshspring’ at Bristol – Looking back to 1987

Richard Clammer traces the history of the freshwater carriers built for the Royal Fleet Auxiliary during World War II, one of which still survives at Bristol.

During the 1980s – can it really be over thirty years ago? – I contributed a series of articles to *Ships Monthly* magazine under the title ‘Still in Steam’. These articles examined the history and operation of a selection of the small number of steam ships which were, at that time, still in some sort of commercial operation in the UK and my research provided me with the huge privilege of visiting and sailing on board a fascinating variety of vessels, most of which are sadly no longer with us. These included the Humber paddle ferry *Lincoln Castle*, the RMAS tug *Sea Giant* and cable ship *St Margarets*, the Caernarfon-based dredger *Seiont II*, Southern Water’s sludge vessel *Shieldhall* (now in operational preservation at Southampton and part of the National Historic fleet), and last but not least a certain ex-Admiralty water carrier named *Freshspring*.

I spent an absorbing day on board *Freshspring* at Princes Wharf in Bristol, met her owner Oswald Burgess, together with many of his volunteer crew, and was able to photograph the ship’s interior in some detail. I am told that those pictures are now some of the very few showing the ship intact and copies have been lodged with the society to inform the restoration and be used in any future publications.

The resulting article appeared the November 1987 edition of *Ships Monthly* and, as it reflects the ship’s situation at that time, is reproduced below in its original form. Society members will be aware of the subsequent death of Oswald Burgess, the ship’s changes of ownership, her departure from Bristol and her subsequent long sojourn at Newnham, while others will be able to add substantially to the facts that I was able to assemble at the time. I hope the article will prove to be of some small interest:

Visitors to Bristol in recent years will have been struck by the way in which the docks, once busy with commercial traffic, have been transformed into a haven for small boats and a fascinating variety of visiting and resident historic vessels. To the steam ship enthusiast, one in particular catches the eye. Moored outside the Industrial Museum on Princes Wharf, close to the city centre and adjacent to Princes Street swing bridge, is the *Freshspring*, last survivor of a class of fourteen identical freshwater carriers built for the Royal Fleet Auxiliary during the last war. A neat and attractive little vessel with a raised turtleback forecastle head and a single tall funnel placed a little aft of midships, she measures 121.2ft x 25.5ft x 10.9ft with a gross tonnage of 282.91 (92.32net). Her profile is somewhat reminiscent of an elderly distant-water trawler.

The ‘Fresh’ Class ships were officially described as “coastal and estuarial bulk freshwater carriers” or “self-propelled water lighters” and were based at major Royal Navy dockyards in Britain and the Mediterranean, where they were employed principally in replenishing warships’ freshwater supplies and also, from time to time, in fire-fighting and salvage work. A total of 236 tons (52,870 galls) of water

could be carried in three tanks, two of which were situated beneath the main deck forward of the bridge and the third aft between the engine room and the officers’ accommodation. The water from these tanks could be pumped into the receiving warship by a single large steam pump at a rate of 120 tons per hour.

All fourteen vessels, although designed by HM Dockyard at Devonport, were built and engined by the Lytham Shipbuilding & Engineering Company of Lytham St Annes, Lancashire. This small but fascinating yard was founded in 1892 at the Allsup Works on the site of the present Penwortham Bridge, but later moved downstream to Lytham Creek where it survived until 1955.

Following the outbreak of war in 1939, the yard, which had been well known in peacetime for the construction of small, specialised craft such as tugs, coasters and sternwheel paddle steamers for use on African and South American rivers, turned its attention to building tank landing craft, parts for the Mulberry Harbours and the ships of the ‘Fresh’ Class.

We are fortunate that a record of those years has come down to us through the memory of Mr Freddie Johnson, now resident at Freckleton, near Preston, who began his apprenticeship at the yard in 1937. Mr Johnson worked as one of a team of five fitters and three apprentices on the main engines of all fourteen vessels.

The winter of 1941-2 brought some exceptionally cold weather. At the beginning of March 1942, temperatures were so low that Lytham Creek was blocked by ice floes some 18ins thick and the launch of *Freshener* had to be postponed until conditions improved. This was the only occasion in the company’s history that a launch was delayed by floating ice.

The construction of every ship had its own memorable incidents, but one procedure which Mr Johnson remembers as particularly hard work was common to the whole class. Every ship was equipped with a three-coil, anti-magnetic mine degaussing cable which was fitted around the upper deck on the inside of the bulwarks. These cables were extremely heavy and cumbersome and every available man in the yard was required to drop whatever he was doing and turn to haul them into place.

The ‘Fresh’ Class was built to the order of the Royal Fleet Auxiliary but was originally operated by the Director of Victualling. A few were manned by RFA crews working under Board of Trade (Horne Trade) agreements but, by the end of the war, all had passed into the control of the Captains of the Dockyards on Yard Craft Agreements. In 1959, together with all other yard craft, they were brought under the authority of the newly-formed Port Auxiliary Service which, in turn, became the Royal Maritime Auxiliary Service (RMAS) in 1976.

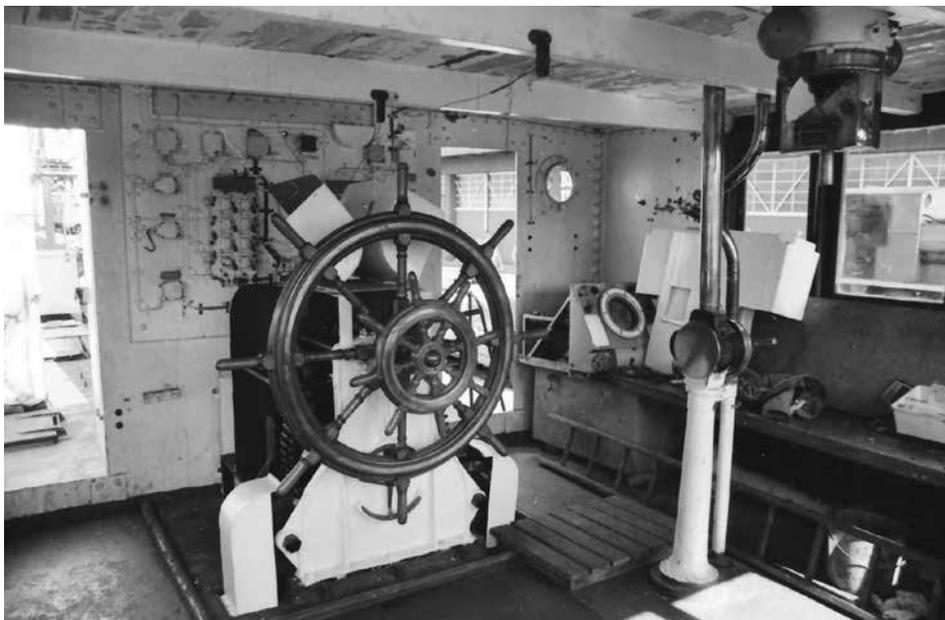
Piecing together the service histories of the individual ships of the class has proved surprisingly difficult, since access to the RMAS central records at Bath has not been permitted. What has been discovered, however, is summarised in the table and it is hoped that readers who knew or served in the ships will correct and add to this through *Ships Monthly’s* correspondence columns.

As completed, all the ships were armed with machine guns and were coal-fired. During the 1950s and 60s, several of the class were converted to oil firing.

The *Freshspring* was the last of the class to be completed, entering the water on 15.8.1946, and thus avoiding active war service. She was surveyed by Lloyds on 10.2.47 and was commissioned shortly afterwards, the issue of her Lloyds certificate being dated 2.5.47. It is probable that the ship went straight to the Mediterranean as she was certainly based at Malta during the 1950s and it was in the dockyard there that she was converted from coal to oil firing in 1956. She was replaced at Malta by *Freshspray* and then returned to the UK where she operated on the Clyde and the west coast for the Port Auxiliary Service.

In August 1969, she was at Ardrossan Dockyard for a special survey and refit, during which a considerable amount of re-plating and general welding was carried out. It is believed that it was at this time that she was 'mothballed' in preparation for a long period in reserve and was towed across the Clyde to the Gareloch where she spent the next fourteen years swinging round a buoy.

Lay up did not, however, imply a lack of maintenance as about every three years thereafter, *Freshspring* was towed away from her mooring for planned periodic slippings during which her bottom was cleaned and painted and any necessary repairs carried out. From 4.5.71 to 17.5.71, she was on the slip at James Lamont's Port Glasgow Yard; from 7.5.74 to 20.5.74 she was at Charles Hill's yard in Bristol, and March 1975 found her at Portsmouth undergoing a 'survey of structure, watertight doors and hatches' plus more re-plating and welding. Her final periodic slipping under RMAS ownership took place at Lamont's Port Glasgow yard from 19.8.77 to 1.9.77



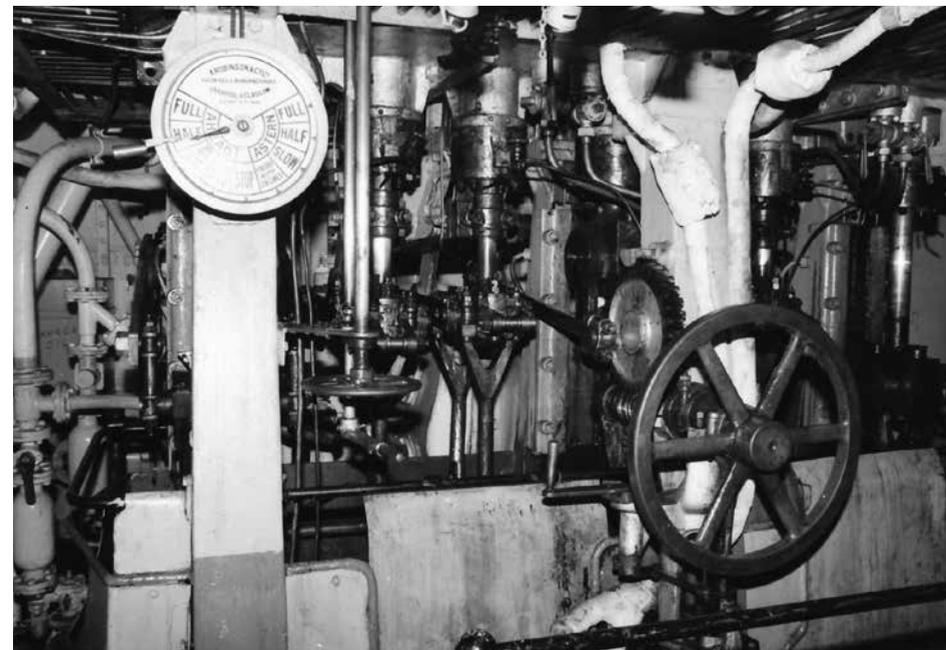
*Freshspring's* roomy wheelhouse, showing the helmsman's usual steering position. The ship's wheel actually consists of two wheels, both mounted on the forward side of the bridge-mounted Donkin steam steering engine.

after which she was returned to the Gareloch and advertised for sale.

It was there in 1979 that she was viewed by Messrs Graham Fox and Oswald Burgess, the latter being a Bristol engineer, whose company, Burgess Marine, was looking for a suitable vessel for general commercial pollution control, salvage and research work. Following a full survey at the RMAS base at Greenock Harbour, the purchase was completed on 4.7.79 and during January 1980, *Freshspring* was towed around to Bristol by Frank Pearce's Poole-based tug *Pullwell Bravo*.

Mr Burgess was delighted with his purchase. Due to care put into her initial mothballing and subsequent maintenance by the RMAS, *Freshspring* was in almost perfect order, a far cry from most elderly steam ships which had been out of use for fourteen years.

Upon the ship's arrival in Bristol Docks, the research work began. For some time Mr Burgess had been experimenting with the use of alternative fuels – specifically domestic and industrial waste – to power ships' engines, and was now able to install an experimental plant on board *Freshspring*. Known as a pyrolysis plant, this works on the principle of breaking down the waste by 'cooking' it under controlled conditions. Subsequent cooling cracks off and removes dangerous chemicals and the gas which is produced can be used to fire a boiler. The plant was installed in the deckhouse at the end of *Freshspring's* main deck and the gas was fed to one of her three furnaces. Mr Burgess was well pleased with the results, and further developments are still taking place.



*Freshspring's* pride is her 450ihp triple expansion main engine. With a stroke of 27ins and cylinder diameters of 30ins, 18ins and 11ins, it is capable of driving the ship at 9 knots.

## A Unique Ship

Very soon after the ship's arrival in Bristol, however, Mr Burgess began to be approached by enthusiasts who pointed out what a unique and historically important ship he had obtained and persuaded him that she should be preserved unaltered. *Freshspring* was in near-perfect mechanical order and her gear, which had been carefully stored ashore during her long lay-up, had all been replaced on board. The master's cabin beneath the bridge, for example, with its neat built-in desk, drawers and bunk, contains a safe within which still remains a beautifully-made wooden cash box with divisions for each denomination of pre-decimal currency, from which the crew were advanced wages for a 'run ashore'! A tour of the ship confirms her as a perfectly preserved example of a 1940s coastal steamship.

Right forward is a three-level, turtle-backed fo'c's'le containing the crew accommodation. On main deck level is a large open area containing a manual fire pump and opening to port into a bathroom, toilet and a lamp store, and to starboard into a further bath/shower room, WC and a paint locker containing a large work bench. A hatch and ladder give access below to the crew's roomy sleeping and mess areas, which are heated by a coal stove and well lit by four large portholes and two skylights. Below this again are a large store and the cable locker.

Ascending to main deck level once again and emerging onto the open deck (which, when the ship was built, had provision for rigging canvas awnings), one is met by



*Down in the boiler room in 1987.*



*Part of the crew accommodation; it is still very similar today.*

the sight of four steel hatches which provide access to No.1 and No.2 fresh water tanks. These tanks have a capacity of 87.2 tons (19,530 galls) and 102.60 tons (22,990 galls) respectively, and are internally subdivided to prevent the cargo slopping to and fro in a seaway.

Aft again, the main deckhouse contains access doors to the engine and boiler rooms together

with the master's cabin, above which is the ship's splendid and exceptionally roomy wheelhouse, containing the usual array of navigational and electrical equipment. The ship's wheel is worthy of note since it actually consists of two wheels, both mounted on the forward side of the bridge-mounted Donkin steam steering engine. The helmsman stands beside the wheels, steering with the smaller of the two which activates the steering engine. The larger wheel is designed for manual steering in the case of a failure in the steam steering gear. Above the wheelhouse is an open monkey



island which was originally fitted with a duplicate wheel, binnacle, telegraph and voice pipe, together with a loud hailer and canvas awnings.

Right aft on the main deck is an isolated deckhouse containing the galley and officers' bathroom, and surmounted by a 100 gallon domestic fresh water tank. To port and starboard of the deckhouse are the access hatches to No.3 freshwater tank (capacity 46 tons or 10,350 gallons), whilst aft of it again, and protected by a canvas awning, is the companionway leading to the officers' accommodation below. The continuous deck which spans the space between the galley deckhouse and the boiler room casing originally housed two lifeboats under patent davits; but these have since been removed.

The pride of the ship are her engine and boiler rooms. The 20 ton boiler is of a cylindrical, three furnace, return-tube Scotch design, and operated at a working pressure of 180psi. Although originally coal-fired, it was converted in 1956 by the fitting of a Wallsend Howden oil fuel system and operates under forced draft. In 1983, Mr Burgess reconverted the port furnace to solid fuel firing in order to allow more flexible working by his volunteer workforce. It was found that a solid fuel furnace could be banked up to enable steam to be raised steadily and slowly over 24 hours or so from cold without quite as much requirement for the continuous attention of skilled engine room staff.

The main engine is a splendid 450ihp triple expansion installation with a stroke of 27ins and cylinder diameters of 30ins, 18ins and 11ins, which is capable of driving the ship at 9 knots. Piston valves are fitted to the HP cylinder and slide valves to the intermediate and low pressure cylinders. Reversing is by the usual Stephenson's link gear.

The bilge, boiler feed and air pumps are all driven directly off the main engine HP crosshead. The air pump is needed to create a vacuum in the condenser in order to run the main engine at maximum efficiency, and for a harbour service craft, whose main engine is frequently at rest, the decision to adopt this direct-drive arrangement seems a curious one. The relative inefficiency of the design has provoked considerable comment, and has given rise to the suspicion that the original admiralty engine design may have been based upon that of a distant water trawler.

Another weakness in the original design concerns the lack of expansion joints in the auxiliary steam pipe which has, as a consequence, shown a tendency to split in the same place on more than one occasion. The



*The builder's plate on the front of the wheelhouse.*

problem could easily be rectified but, such is Mr Burgess's commitment to preserving the ship in her original state, that he has decided to leave it unaltered.

Also situated in the engine room is a range of steam auxiliaries. On the port side forward is a Robey 110 volt DC generator and a centrifugal salvage pump aft. To starboard are a Dewson single cylinder reciprocating cargo pump capable of emptying the freshwater tanks at a rate of 120 tons per hour, a general service pump and a small centrifugal condenser circulating pump.

The whole of the engine room department has been kept in immaculate condition by Mr Burgess and his hard-working 'honorary' chief engineer, the late Danny Hayman, together with their small band of voluntary helpers. The ship is steamed periodically and is opened to visitors from time to time. Most steamings are static, with just enough pressure raised to turn and demonstrate the engines, but, on occasions, the ship has made short trips around the docks.

The future of the *Freshspring*, however, is far from certain.

The brave decision to preserve the ship rather than to modify her for commercial use has robbed her of her sources of anticipated income and thrown a tremendous burden upon Mr Burgess and his supporters. The pyrolysis experiments could just as easily be continued on board a smaller and more modern ship, and plans mooted some time ago to put *Freshspring* to work running enthusiasts' steam cruising holidays in the Bristol Channel and further afield would have involved expensive structural modifications which would compromise the ideal of preserving the ship intact.

Whilst Mr Burgess continues to do everything in his power to keep the ship in good



condition, her continued maintenance on a non-commercial basis is a tremendous burden for one man to carry. He is realistic enough to realise that her best chances for long term survival probably lie in her adoption or purchase by a large organisation such as a museum or a local authority. Consequently he has placed her on the market.

In view of the development of Bristol Docks as a 'maritime heritage' area, with the attractions of the Great Britain, the restored steam tug *Mayflower*, the Maritime and Industrial Museums and a fascinating array of dockside architecture, it seems a great shame that Bristol Council does not step in and purchase the *Freshspring* as part of the museum outside which she is moored. If funds did not permit this, then possibly a substantial annual grant and the offer of a regular workforce would enable the city to retain a unique exhibit which, if marketed with imagination, could only be good news for local tourism. If the ship is forced to leave Bristol, an alternative ideal location for her would be Lytham St Annes, where Mr Johnson has been campaigning for Fylde Council to bring her back to the wharf on Lytham Creek where she was fitted out back in 1946, as a museum to Lytham's shipbuilding and maritime past.

The ship is a unique and important part of our maritime heritage and it would be nothing short of scandalous if such an ideal candidate for preservation was allowed to deteriorate from her present excellent condition due to lack of interest from those with the power to help her. Mr Burgess would doubtless be pleased to hear from anyone who could offer genuine practical or financial help or was in a position to lobby a suitable local authority or museum to take her over. Meanwhile readers are encouraged to visit the ship at Bristol.



## Can you HELP please??

When I explain to people just how much progress this Society has made since we received our initial National Heritage Memorial Grant in April 2016, the usual reaction is one of astonishment.

How can we possibly – in the space of just over two years – have managed to retrieve the ship from the mud at a breaker's yard on the Severn estuary, obtained a grant to make the ship seaworthy, managed the dry docking of the ship while delivering the project to budget both on time and to the standard required by the Maritime & Coastguard Agency, towed the ship to Bideford via KeynvorMorlift at no cost to us, obtained a Lottery Grant and match funding to replace the wheelhouse and undertake other work on the ship, employ an Education Officer and open the ship to the public – and at the same time hugely improve the visual appearance of the ship?

The answer is 'with a great deal of dedication, effort and determination'!

As part of the reporting process for our current Lottery Grant, we have been recording our *Freshspring* time and this has averaged nearly 90 hours a week! The financial value of all the hours recorded – using Charity Commission hourly rates – is about £50,000!

These numbers are impressive but we need help to prevent some people from 'burning out' and because we simply do not have all the skills we need to continue to progress at the current pace. We recently carried out a 'Skills Audit' and identified that we are particularly vulnerable in the following areas:

**Fundraising** – we have been very fortunate to recently gain Karen Evans as a Trustee as she has a very wide skills base – including in fundraising. However, she has limited time to give us and we desperately need to devote more effort to attracting money from people / companies both for projects and to meet our general overheads. We need people who are willing to use their personal and persuasive skills, both written and verbal, to convince others that *Freshspring* is a cause that they really must support!

**Media / PR** – again we have loyal and highly skilled volunteers who help in these areas, but we need much greater 'visibility' through both print and web based media.

**Events** – we are regularly offered opportunities to attend events at which we can promote *Freshspring*, but we need an organiser and more helpers. Also we need someone with promotional ideas who will take responsibility for 'making it happen'.

The key requirements for all these posts is a determination – and time – to help the project, basic skills with a computer and a telephone – landline, mobile or both. If you can help – or know others who might like to – please contact John Puddy (01237 479730 or [john.puddy@ssfreshspring.co.uk](mailto:john.puddy@ssfreshspring.co.uk)) or Simon Tattersall (01237 423169 or [simon.tattersall@ssfreshspring.co.uk](mailto:simon.tattersall@ssfreshspring.co.uk)) for a chat. You might also have ideas that we have not thought of so we look forward to hearing from you!

Simon Tattersall

## STEAMSHIP FRESHSPRING CLOTHING

1/4 Zip Fleece Sweatshirt



£32.00  Size \_\_\_\_\_

Hoody



£28.00  Size \_\_\_\_\_

Polo Shirt



£17.00  Size \_\_\_\_\_

Soft Shell



£48.00  Size \_\_\_\_\_

Sweatshirt



£20.00  Size \_\_\_\_\_

Tee Shirt



£12.00  Size \_\_\_\_\_

Sizes: XS, S, M, L, XL, 2XL, 3XL, 4XL

All are embroidered with the Steamship Freshspring Society logo.

## STEAMSHIP FRESHSPRING CLOTHING

By arrangement with MJM Sports of Bideford, we have arranged a range of Society clothing to suit all tastes.

### ORDERING

You can order online at: <http://mjm-sports.co.uk/steamship-freshspring-society> or by phone, using a card payment: 01237 477 757.

You may also order by post by using the form below and posting to the address below. Please enter the number of items you require in the box below the illustrations, and the size on the line adjacent. If you require additional items of a different size, please note that in the space below marked 'NOTES'.

Please make cheques payable to 'MJM Sports'.

ANY NOTES to MJM Sports:

Name

Address

  
  
  
 Post Code 

Telephone

**IF ORDERING BY POST, PLEASE SEND YOUR ORDER TO:**

MJM Sports,  
 Unit 1 Daddon Rise,  
 Clovelly Road Ind Estate,  
 Bideford,  
 Devon.  
 EX39 3HN

**CARD PAYMENT**

Visa

Mastercard

Card Number

Expiry Date

 /  2 0  CSC 

Signature

Date

## Freshspring Steam Beer!

The Steamship Freshspring Society has teamed up with Bideford's Clearwater Brewery to produce 'Freshspring Steam Beer'.

The Freshspring Beer is 4.5% abv, hand crafted and is a light copper colour. Taste is defined as: citrus notes and nutty with a light bitterness... very drinkable!

500ml brown bottles are available and they are 'bottle conditioned' which means some of the active ingredients are present in the bottle. Generally this gives a more intense flavour but does mean that the bottle needs to stand before drinking to allow it to settle.

The beer is available direct from the brewery:  
6x500ml cases for £11.40 and 12x500ml cases for £21.85.

Delivery within 20 miles of Bideford are free, but for everywhere else in the country, there will be a £12 delivery charge and your order will be sent by courier.

Orders can be placed either by email to [sales@clearwaterbrewery.co.uk](mailto:sales@clearwaterbrewery.co.uk) or by phone on 01237 420 492. Payment will need to be made in advance either by BACS (call the brewery for bank details) or by sending a cheque made payable to [Clearwater Brewery Ltd](#) and sending to:

Clearwater Brewery Ltd  
Unit 1 Little Court  
Manteo Way  
Bideford  
Devon  
EX39 4FG



## Leaving a legacy to the SS Freshspring Society

The Steamship Freshspring Society has benefitted greatly from the generosity of its members and friends who have left or given money to the Society.

Legacies provide very necessary financial support in helping the Society to meet its stated objectives of preserving the past and inspiring knowledge for the future

If you would like to think of giving the SS Freshspring Society a legacy, it could not be easier: The following codicil can be completed by you, witnessed, and kept with your Will.

### CODICIL

I (full name).....

of (full address).....

.....  
declare this to be the (1st/2nd/other.....) codicil to my Will dated.....

I give, free of Inheritance Tax, the sum of

£..... (.....pounds)  
to the SS Freshspring Society of Little Cleave, Lower Cleave, Northam, Devon EX39 2RH  
(Registered Charity Number 1151907), absolutely for its general charitable purposes.  
In all other respects I confirm my said Will.

Testator's signature:.....Date.....

Signed in the presence of:

First witness  
Signature

Second Witness  
Signature

.....  
Full name

.....  
Full name

.....  
Address

.....  
Address

.....  
Occupation

.....  
Occupation

Note: The witnesses must not be your executor, your executor's spouse or a beneficiary of your Will.

# Freshspring's Sponsors

With grateful thanks to our Sponsors who enable us to achieve remarkable progress.



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Dawson Downie Lamont  
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