

STEAMSHIP

FRESHSPRING

SOCIETY

FRESHSPRING NEWS



No.19 Summer 2019

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

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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 on Sundays, and other opening days will be advertised locally and shown on the website. Please call Peter Gillett, our Local Ship Manager, on 01237 237 183 (email: peter.gillett@ssfreshspring.co.uk) if you are interested in volunteering.

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Editor's Ramblings. . . .

After a brilliant Easter weekend, the weather, of course, reminded us that Spring can be a changeable affair, and went cold again. I have just spent a chilly May Day holiday weekend entertaining visitors at the Hollycombe Working Steam Museum, where I am also a trustee, and we had the best visitor numbers so far this season on the Monday, which proves that, as long as it is dry, people want something to do and will go out to visit attractions.



Local feedback to me is that a lot of steam-related attractions and events are doing well this year, which bodes well for all of us in the steam world – of which *Freshspring* is a part. What is clear, however, is how important social media is to attracting visitors.

Keeping a constant flow of information/news/messages going out on, e.g. Facebook, is so important but not easy, as is doing the same on the website, and we're not bad at it, but at Hollycombe our relatively-new full time manager is an absolute ace at it as last year we saw an increase in visitor numbers of 17% over the previous year. So far this year – from mid-April – we are seeing excellent numbers, so it works! It helps, too, if members who are registered on Facebook could share the *Freshspring* posts as your friends will then pick them up. It's all about spreading the word, and word of mouth and personal recommendations are the best form of publicity – and it costs nothing!!

There are new leaflets too; take some if you're on the ship – or ask for some if you're further away – and put them in places that people will find them – the pub, garage, village shop – wherever you go. We must increase the awareness and membership of the Trust. With the ship now open to the public on a regular basis, we need to increase the footfall on board. Don't keep it a secret! You joined because you believe in what the Trust is doing – so please tell others and get them to believe too!

The 2019 AGM will be held on Saturday 8th June in Bideford, and the paperwork for the meeting will be with this newsletter. Please do come along if you can, if only to see how the ship is improving and to meet the management team and the volunteers on board – the guys and girls who do all the hard work!

I'll see you there.

Brian Gooding

FRONT COVER: *The ship is looking smart and is open to visitors on Sundays. Here a few people have a look around the main deck. John Puddy*

From the Chair

As I write, we are preparing for the 2019 season and a more formal and regular opening of the ship. A huge amount of work has been done by volunteers; in fact they are working four days a week at present. Our poor cake lady, Didi, is also under pressure to keep up. The ship will look much more alive this year with bunks made, officers' clothing and most importantly a crew made up of fluffy Teddies, all dressed appropriately. The experience for visitors on board will be both fun and informative, thanks to our new tour leaflet, which is very professionally produced. Visitors now have a much better experience and are free to spend as much time on the ship as they wish. The leaflet also forms an excellent souvenir of the visit. This means that the volunteers who man the ship on open days will become Stewards, a job which is more attractive for volunteers and ensuring that visitors are supported as necessary. Easter has been our first opening time this year and it was very successful with almost 200 people coming aboard.

The profile of the ship and the Trust as a whole continues to spiral upwards as, we are in our last year of current Lottery funding, we have been providing group tours and more talks than ever to interested groups. I do most of these talks and very much enjoy the experience. It's great to speak about our project, share ideas with others and people invariably find the work of the Trust very interesting and are often staggered by our progress. Indeed, I have just given a talk to the group managing the MV *Balmoral*, a historic passenger ship. It is clear that there are many benefits from collaboration and we now plan to work closely with them to mutual benefit. We always get healthy donations from talks and often ship visits. In early March, I was honoured to be guest speaker at the Steamboat Association AGM. I was very pleased to do this as the saving of SS *Freshspring* started with an article in *Funnel*, the association magazine. It led me to find the ship and the rest you know. I have also been a member of SBA for almost 20 years with my own steam launch.



The Lottery funding has been crucial to the survival of the ship and the development of the Trust. Funds have enabled us to achieve our ambitions in education and to carry out restoration projects on the ship. In addition, the Lottery system ensures that we run a tight and efficient organisation. I have to thank those of you who buy Lottery tickets as the outcomes are very supportive of projects like ours. In fact, we are planning Lottery ticket holders' events this year to recognise the importance of Lottery support.

I recently had a few days in Tarragona, where my son Tom is based. He is Electro Technical Officer on a 130 metre super yacht and visiting him at his various places of work is always very inspiring for me as it confirms that our aims to support careers in maritime are the track we should be pursuing. Life in the Merchant Navy, whether it

be yachts, cruise ships or the many other vessels needing crews, is a really great career path and to see my own son doing so well inspires me to ensure we help others to achieve similar outcomes. This year Matthew Wakeham, a cadet who has been helping us with school projects, has progressed from college and is now aboard his first ship. He joined a Tanker in Mexico during March. His first report is included in the newsletter and I hope we can include more from Matthew as he progresses.

I was very pleased to have responses to my article in the last Newsletter entitled 'Diesel at Sea'. Clearly we have Seafarers amongst our membership who can relate first hand how life was with older diesel engines. I'm pondering what to write about next, but my time volunteering for the Trust is considerable and so it might take a while to get something together. Brian Gooding and I are planning a *Freshspring* book, which I hope will be a best seller. Watch this space.

We have heard recently that shipping line Maersk are flagging out of UK and this is likely to mean the end of their UK Cadet recruitment and training. France is planning rule changes to lure ships away from the UK flag, and India reports an increase in seafarer jobs of 40% over the past four years with over 154,000 employed worldwide in 2017. Our government needs to support recruitment of UK seafarers to ensure we maintain our position in the global market. This seems obvious when you consider that 95% of our trade is by sea. This amounts to 500 million tons of cargo and 65 million passengers each year. To put this into context, in December the container ship *Louis Bleriot* made a maiden call at Southampton carrying 20,954 containers.

The cruise industry is rapidly expanding requiring very large numbers of staff. Holland America's latest ship has recently entered service. The *Nieuw Statendam* was delivered from Italy in December and carries 2,666 passengers with 1,038 crew. Virgin also is expanding demand for skilled officers with a programme to build cruise ships for the Virgin Voyages operation. The first vessel, *Scarlet Lady*, is due to be delivered early in 2020, with three other vessels due by 2023. These vessels alone will require some 1,160 crew each and will be capable of carrying 2,770 passengers. It is estimated that the global cruise industry alone will require at least 100,000 additional seagoing staff by 2022. This will create vast opportunities for British officers.

Sadly our local shipbuilders at Appledore has closed its doors with the loss of 200 jobs in the area... Babcock has operated the yard for a number of years, with the final orders being for three Type 38 Irish Navy Frigates. This is such a sad state of affairs to see – what was Europe's largest covered yard, now closed, especially when foreign yards are bursting with orders. There has been shipbuilding on the Bidna site in the River Torridge for 160 years. More than 350 vessels, including gas tankers, super yachts and ferries have been built at the yard. I can't help but feel that our Government should do more to support shipbuilding in this country as the demand is huge.

We have now engaged with the Industrial Heritage Networks (IHN). This is a UK body which aims to bring industrial heritage charities together to provide strength and support on a mutual basis. I was very pleased to attend the first conference of the IHN Cornwall and Devon at King Edward Mine, near Camborne and to be able to speak

about our work. There were some 30 people at the event from industrial heritage attractions across the South West. I was also very pleased to invite the newly formed IHN group to hold the autumn event in Bideford. This will very much help in getting our area on the heritage map and increasing awareness of our project to restore SS *Freshspring*. In fact, Bideford Bay Chamber of Commerce has agreed to predominantly fund the event in recognition of its importance. The North Devon area has a very rich maritime and industrial past and it should be highlighted and recognised on a national basis. Indeed, Cornwall and West Devon's historic metal mining landscapes are on a par with international treasures such as Stonehenge and the Great Wall of China. Much has yet to be explored regarding North Devon's mining past. Shipping is integral with land based industrial heritage as the sea was the motorway of the past. As an example, tin mining was a major industry in Cornwall until the end of the 19th century and these mines relied on coal. The small port of Hayle at this time was importing over 60,000 tons of coal each year from South Wales, often in vessels carrying around 40 tons. It is quite sad that ships do not benefit from statutory support in the way that listed buildings are supported by Historic England. Other European countries take a very different view, valuing historic vessels at the highest levels.

The Catalyst Science Discovery Centre at Widnes has introduced very popular sleepovers which children absolutely love. It has proved an innovative method of income generation with charges of £30 per night. Is this food for thought for our ship? We have the perfect dormitory with up to eight beds. We know children love climbing around on the ship and especially enjoy climbing on the bunks. I'm in discussions with Scuttlebutt about this initiative.

Regarding the main mast, I'm delighted to report that Haydn Samuels of The Britannia Trust, who is a shipwright, has selected a tree kindly donated by Lord Clinton and the tree is to be felled and squared shortly. In fact, by the time you read this, it is likely that it will be on board SS *Freshspring* being worked on by Haydn and our team of enthusiastic woodpeckers. Our plan is to have the mast up by the end of the summer. Additional funds have been gratefully provided by Earl Attlee and Captain Gannicliff to ensure this is a successful project.

Clearly we have seafarers amongst our membership who can relate how life was with older diesel engines. I was particularly pleased with the piece by Rod Thompson regarding *Dumurra*. Her time at Lundy must have been leading to her final voyage as she was broken up shortly after her visit. Please keep your readers' letters coming in as they are a valuable part of the Newsletter and most interesting.

We also do need articles for your Newsletter to keep it interesting for all Members so, please consider adding a piece for next time. We are able to consider any subject so please get in touch. Also, we need you to think about the Trust and let us have any thoughts or ideas you might have to improve or add to what we do. We attend quite a few events across the region and volunteers are always very welcome to join us.

We couldn't do it without you all.

John

Treasurer's Report

Looking back at previous reports, I always seem to be pressing the case for donations, but I make no apology for this. One of the greatest causes of failure of charities is inadequate financing and poor control – something I have no intention of seeing happen to *Freshspring*!

In this report, I thought I might highlight some different ways in which members can help us improve our finances other than by direct donation.

Membership – our membership number has been relatively static for some time, but an increase in numbers would make a significant difference to our financial health. Our current subscription (ignoring concessions) is £25 and of this roughly £8 goes towards paying for the Newsletter, leaving £17 to help cover our running costs. If every member could introduce just one new person – they can join online by visiting our website and pay by credit card or PayPal – the extra net income would be approximately £3,500 a year. Could you encourage others to join?

Legacy – no one wants to contemplate the end of their life, but it comes to us all and a gift left to a charity is 'free' in the sense that it is treated as a non-taxable gift for inheritance tax purposes. You can either alter your Will specifically to include *Freshspring* as a beneficiary or do this by using the Legacy form that we have so thoughtfully included in the magazine! Would you consider this?

Local fundraising – in the *Bideford Journal*, there are always photos of people handing over cheques to charities, raised by people who have organised their own event in support. Bridge afternoons, 'big breakfasts', fetes and cake sales are just some of the ways people help to raise funds. We could have a photo page in our Newsletter! Could you organise something in your area?

Selling unwanted items – we all, periodically, get rid of 'stuff' that we no longer want. Often the sums raised are insignificant but if the money is passed on to a charity then, with Gift Aid added, that small sum can suddenly become a valuable way of keeping a charity going. Could you help in this way?

I hope these ideas set a few thoughts going as to how you might assist *Freshspring* this year! Perhaps you have your own ways in mind. If you would simply prefer to make a donation then our bank details are:

Account name - Steamship Freshspring Society

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

However you choose to help, it will be greatly appreciated.

Simon Tattersall

Educational and Project Update

My main focus thus far this year has been building up to this season's first ship opening, on the 7th April. Preparing the ship has been a real team effort: the ship maintenance volunteers have worked really hard to get her ready for the public; Yuko Miyazaki has done an amazing job of making costumes for our teddy crew, Didi Mann has helped to source bedding and make the bunks; and Mike Teare and Lou Butcher have designed a lovely ship guide for visitors. After much research and discussion over the last year, we have finally purchased an impressive donation box which is now on board when we are open to the public.

We have recruited an excellent team of stewards, which to date now totals nine. We would welcome others to join the team to enable us to rotate people on and off more. We are currently open on a Sunday from 11.30am-4.00pm but we would like to open at least one day during the week as well, particularly over the summer. Full training will be provided. If you or anyone you know would like to become a steward please contact me: hayley.buscombe@ssfreshspring.co.uk.

Five of the Steward team attended Safeguarding Awareness training which Colin Walke very kindly delivered at no cost in a voluntary capacity on 15th April. For those of you who were unable to attend, we are hoping to arrange another session in the near future. To tie in with this, I have recently reviewed, re-written and updated the Safeguarding Policies.

On 20th March, I returned to the University of the West of England to meet with the team working on the children's website. It was really exciting to see the website beginning to take shape and the characters of Captain Steam and Salty the Seal finally being named!

The Engineering/STEM boxes are now at West Buckland Prep School for this half-term and I will be delivering an outreach session to thirty Year 4 pupils at the school on Tuesday 21st May. With warmer weather hopefully not too far away, I can start booking onboard sessions again throughout the summer term.

Hayley Buscombe
Educational & Project Officer



Captain & Mate.



The Teddy Crew.

Project Update

I had the pleasure of starting work with The Steamship Freshspring Society on 9th January this year. In my role as Project Manager for the "Our Heritage" (OH) project, I work with our Volunteers, Trustees and, of course, Hayley, our Education Officer, to ensure that the OH project delivers its aims and objectives. The biggest part of the role will be evaluation, providing evidence for what has been achieved and demonstrating the lessons learned along the way.

My previous project management experience was with Devon County Council, and I have also managed a voluntary project to raise funds and built a new pre-school in my local village. After university, I spent a few years in the Royal Navy, which explains my interest in ships and some years ago I managed a registered charity based on the Somerset/Devon border.

My favourite part of the role is on board ship when I discuss progress with Pete Gillett and his team of amazing volunteers. *Freshspring* has a wonderful positivity about her and that's down to the team who graft away on their particular parts of ship, nurturing her back to her former glory. I have great admiration for their achievements.

In some ways less visible are the team of volunteers who drive the Trust forward – membership, financial recording, data collection, IT to name but a few of the roles that need to be managed for the Trust to both survive and thrive. A lot of time and effort is freely given to make this organisation work.

Not to be forgotten are the Volunteer Stewards who support the ship when she's open to the public on Sundays. Without their support, visitors couldn't come on board and *Freshspring* couldn't be admired by locals and tourists alike. *Freshspring* has been officially open since 7th April, but is already averaging between 50 and 70 visitors a day, quite an achievement!

With such a strong team driving the Trust forward, I feel very privileged to be part of such a vibrant organisation. I hope that my skills and experience can be put to good use as the OH project grows and develops over the coming months.

Charlotte Squire
Project Manager

New members

We welcome the following new members of the Trust:

Mrs Charlotte Squire	<i>Morchard Bishop, Devon</i>
Mr Philip Price	<i>Torrington, Devon</i>
Mr Peter Rowett	<i>Bugle, Cornwall</i>
Mr Bernard Ager	<i>Exeter, Devon</i>
Mr John Challis	<i>Ipswich, Suffolk</i>

Ship Report

So, what was so good about 1946 anyway.....

Well, if you were born in this year you would be seventy-three now, as many of our volunteers on board are, and congratulations: you would also be the same age as Donald Trump!

You might remember the good old Tupperware which started selling that year or gazed your eyes on someone wearing a bikini which also started selling then. UNICEF, UNESCO, Mensa, Cannes Film Festival, the Vespa scooter and Pontins holiday park; all these things were created in 1946. The war was finally over, rations were still in place, the baby boom had started and the SS *Freshspring's* hull was laid and being fitted out and finished off.

Over the seventy plus years that she has been built, I'm sure like us all, she's had good times and bad, as can be easily seen below:



Bringing us forward to 2019 and just like the Easter message, this Spring has bought new life to the vessel. We hope that if you found time to come down, you will have seen a vast improvement that the volunteers have made on board which continues day by day, and week on week. There's been preparation, painting, painting and more painting to the main decks, Master's cabin, ship's office, crews' mess, and engine room hatches. The flag is now flying, the renovated turning gear on the engine is back in place and the railings on the boat deck have been fitted. Alongside this, a few alterations to make it ever easier to move around the vessel – a cut out on the forward accommodation stairwell and viewing steps for the boiler porthole in the engine room, to mention a few.

Please do come on board whether for a look around or to be part of the ship's family; as rightly stated in *Wind in the Willows* by Kenneth Grahame, "..... believe me, my young friend, there is nothing – absolutely nothing – half so much worth doing as simply messing around in boats!".

Best regards
Jon Short

Spring News from the Engine Room

Since the last issue of the *Freshspring* magazine, there has been very little to see for our efforts but one of the lengthy jobs that has been undertaken has been to check the main bearing clearances for all six bearings on the main engine crankshaft. This has been done in the time honoured way of taking the bearing apart, lifting the top cap off and inserting a piece of thin lead wire on the top of the journal and then refitting the top bearing



Work in the engine room in March 2019. **Brian Gooding**

half and then tightening down. The lead wire is squashed and finishes up a thin strip with the bearing clearance which can be measured with calipers. This is all hard and difficult work reaching into the engine and over gaping holes down into the bilges under the engine. We have found that the bearing clearances are all roughly as we had hoped they would be in the order of 0.001 of an inch so all is well.

Another job that we have been tackling has been the removal of the forward condenser end door to expose the tube ends. However, all the bolts securing this door are almost all corroded into the door making it impossible to lever the door off and at the moment we do not have the correct heating equipment to break down some of the salt induced corrosion so that is another job that is on hold.

Finally we have managed to release the general service pump suction manifold which we found cracked last year on inspection but which has been a very difficult casting to remove due to the number of pipes attached to it. Luckily this is the only item in the engine room that we have found to have suffered damage due to frost.

This report is the last one that I shall write as I am passing the leadership role of the engine room volunteers over to Mike Greener, an excellent engineer, who I'm hoping will write the next report. I am doing this because I am finding that the cost of travelling 70 miles each way to Bideford every Wednesday is becoming too much so I am reducing the frequency of my visits to the ship.

I shall continue to be a Trustee as long as I am elected. I will also be available on email and phone if required.

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

An engineer's diary

Matthew Wakeham

Engineering has always interested me as I enjoy doing practical, hands on work. Initially I had never heard of marine engineering or the Merchant Navy and was considering chemical engineering. However, after visiting universities, I decided that sitting in a factory wasn't for me! So what was I going to do? After a little research, I discovered the marine engineering path. I was attracted to the idea of working at sea. It was a great opportunity to take on new challenges, giving me the chance to do the work I enjoyed and perhaps see the world as well.



City of Glasgow College.

I started my cadetship for Northern Marine in September 2015 by enrolling on the marine engineering professional diploma college course in the City of Glasgow College. During my three years at college, I studied in-depth technical information about the mathematics and science behind marine engineering, including hands on engineering skills in the workshop. The course also included eight months of sea time as a cadet.

My first four months cadet sea time was on board a Liquefied Natural Gas tanker called *Stena Crystal Sky*. It was with some trepidation that I set off alone to travel to Qatar in the United Arab Emirates to join the vessel. Whilst on this ship, I began to learn about the engine room and all the duties and responsibilities I would have to undertake as an engineer.



Stena Crystal Sky.

We sailed from Qatar to Japan and Papua New Guinea and back across the Indian Ocean trying to avoid pirates! We navigated the Suez Canal up to the Mediterranean then out past Gibraltar to reach our destination in the south of England. It was then back to college for more studying.



Navigating the Suez Canal.

My second ship as a cadet was an oil tanker called *Stena Conqueror*. I joined this ship in Amsterdam and sailed from there down the west coast of Africa to Guinea and Togo. Then back up to Sarroch, Italy. From there we sailed across the Atlantic to New York. It was quite a shock to the system leaving 35° plus temperatures in Africa/ Europe only to arrive to -30° and snow in the USA. From New York we sailed up to Newfoundland then back down to Corpus Christi Texas in the Gulf of Mexico.



Stena Conqueror.



A change in the weather!



The *Conqueror* was a little older than my first ship so there were far more breakdowns during this contract, giving me the opportunity to learn more. It was then back to college for the final push before graduation in September 2018.

I joined my first ship as a fully qualified junior engineer in March 2019. I flew to São Paulo in Brazil joining an oil tanker, the *Stena Polaris*, at the port of Santos. The ship was undergoing an inspection so we were in port for a few days before setting sail for Texas. I would be learning the ropes under the watchful eye of the 4th engineer. We sailed up the east coast off



Stena Polaris.

Brazil, through the Caribbean Sea, past Jamaica and across the Gulf of Mexico to Corpus Christi, Texas. On arriving at Corpus Christi, some of the crew were due to leave including the Chief, 2nd and possibly the 4th engineer. I got on well with the 4th so who was going to replace him? Little did I know that it would be me! So after three weeks, I was promoted to 4th engineer. We are currently sailing to Beaumont in Texas and then probably back to Brazil.

Since making the decision to pursue a career in the Merchant Navy, I have never looked back. The working environment on a ship is like no other. I have made many friends from different nationalities who all work together as a team to ensure the smooth running of the ships in our care. It is fast paced and every day is different, bringing new challenges all the time.



Christmas celebrations.



Even dogs enjoy the experience of Freshspring tours.

Scuttlebutt from the Quay

Now Spring is here, it's again time for young men's thoughts to turn to romance and love while older men's thoughts turn to the likes of B&Q. We're in the process of replacing our old and much abused power tools for new, shiny, machines which, running on 110 volts, will be much less of a hazard to our volunteers. We see this as an act of considerable kindness on our part but it has led to numerous, often lively, debates on which unpronounceable make of tool to buy and even what colour it should be. The Chairman always has to make the final decision for the sake of peace and harmony, but heaven help him if he gets it wrong.

It's curious how such a small band of volunteers can share so many first names and several times recently we have been well "over-Johned". It's quite possible to have half a dozen of them on board on one day, more than enough for a quorum! We also have at least a trio of Petes as well as a brace of Daves. I'm coming round to thinking that calling your child Zak, Dweezle or Moon Unit is probably quite a sensible move.

One of our Daves is an excellent welder and has been doing sterling work on reinstating the boat deck railings. In his younger days, he tells me, he was a motorbike stuntman specialising in the Tunnel of Fire. One of his acts involved propping a straw bale between two oil drums, cutting one of the strings to open it up, dousing it with petrol and once it was well ablaze, crashing into it headfirst at speed. It was okay, he said, except sometimes the burning straw would go down the back of his neck. His hair has largely regrown now and he's a valued member of the team, although we do keep him well away from the matches.

Some of the recent changes on the ship, as we prepare for summer visitors, have been initiated by Hayley, our Education Officer. We've moved all our bits and pieces out of the Master's cabin which has been decorated to make it look as if he has just nipped ashore for a "Jolly". There are art materials for the kids and for the younger ones there are teddy bears, dressed as deckhands, engineers and officers placed strategically around the ship. This reminds me of a weekend last year spent on a steam tug up north who had a teddy bear hunt for the little ones. We thought this was a lovely idea only somewhat let down by the situation of the poor bear in the boiler room. With no other safe place to put teddy where the children could see him from outside, he was dangling on a cord from the deckhead in a somewhat macabre pose. When I told Hayley about this, she became understandably protective of her teddies and told them not to listen to me; they would be safe on the SS *Freshspring*. And so they will.

Pete Gillett

Britannia 1915

Vicki Samuels

The adventurous life of the historic wooden sailing vessel *Britannia* continued at the beginning of December 2017 when she was craned onto a low-loader and transported from Gweek in Cornwall to Winkleigh, mid Devon! This was more than likely the furthest she has ever been away from the sea in her long lifetime! Her restoration will be continued 500 feet above sea level, 20 miles from the sea, with the bulk of the work carried out by my husband, Haydn (Sam) Samuels, a 75 year old retired boatbuilder. It was an ambitious plan, but Sam felt that the only way to restore our beautiful boat to her former glory, is for him to do the bulk of the work himself, voluntarily. Because our home is now near Winkleigh, Sam and I decided that *Britannia* would have to be closer to us to make the task a bit easier!



King's Lynn – Lynn Whelker *Britannia* in 1915.

The restoration is vital, not only for *Britannia's* sake, but for her future working role – campaigning to raise awareness about climate change, and the dreadful pollution of our oceans, caused by human behaviour. *Britannia* is now owned by the Britannia Sailing Trust, a registered charity who are fundraising to restore her, and will be managing the project once she is launched again.

A bit of background to *Britannia* and our involvement with her over the years.

The Class 1 Smack *Britannia* was built in 1915 by the Norfolk brothers, well-known and respected King's Lynn-based boatbuilders and was the last boat of her type to be built. She was built with oak



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from the Sandringham Estate, as the Norfolk brothers were boatbuilders to the Royal Family and were therefore allowed to source their wood there.

She was named *Britannia* because her owner – Alfred Rake (brother-in-law to Walter Norfolk) – had crewed on the "King's *Britannia*" (the one that was scuttled by orders from George V after his death), a very famous 'J Class' racing yacht. Fishermen from the East Coast traditionally crewed on these J Class yachts, and if successful in winning races, they were given prize money plus the privilege of naming their fishing boats after the famous yachts that they had helped to crew. *Britannia* cost £290 in 1915 exclusive of sails and rigging!

Britannia has had an adventurous life, working as a fishing boat in the North Sea, out of Kings Lynn, encountering a friendly German U-boat in World War I, rescuing the crew of a Russian ship in distress in 1917 who were unable to return to Russia because of the Russian Revolution. After a long career as a Whelker, we bought her in 1973 and Sam brought her back from near oblivion to be our family home for about 12 years. We sailed her mostly around the south and west coasts of England, and then, in 1986, when we finally moved ashore on the Isle of Skye, she provided us with a living – a skippered charter vessel, sailing with six passengers for over ten years around



Anchored off Skye in the 1990s.

the beautiful west coast of Scotland. We took our guests on cruises of between six and twelve days, and also trained young people to become mates and then skippers, supporting them financially to get the necessary RYA qualifications. Our guests loved the idea of learning to sail a vintage craft, enjoying the awesome scenery and abundant wildlife in the Scottish Highlands.

We reluctantly sold *Britannia* in 1996, saying farewell to our beautiful boat at the Festival of the Sea in Bristol. We watched from the Clifton suspension bridge when she sailed away under someone else's stewardship. For 18 years, we went our separate ways. However, fate decreed that in 2013 our son, Gareth, who was living in

Summer 2019 Freshspring News

Cornwall, found *Britannia* in very poor condition in Brixham Harbour, and after some months of deliberation (and much soul searching) we decided that we owed her another life, and could not turn our back on her, knowing that there was a strong possibility that she may sink at her mooring. So we bought her again!

For 23 years, *Britannia* had played a significant part in our family's life and she will always be in our hearts. But she is much more than that – she is a truly historic vessel and part of Britain's maritime heritage. We want to ensure that she is restored and preserved so that many more people and generations to come can enjoy sailing her and learning more about our maritime culture, traditional skills and social history.



Painting of Britannia sailing in Scotland 1989.

We set up the Britannia Sailing Trust, and registered it as a charity, and then donated *Britannia* to the charity, whose responsibility it now is to restore her back to a seaworthy condition, and up to commercial MCA standards for passenger vessels. The charity – supported by a group of keen sailors, historians and craftsmen – is now embarking on a fundraising challenge to raise £150,000 in the next three years to restore and maintain *Britannia* so that she can sail the seas once more, providing education and training opportunities for people of all ages and abilities in sailing, as well as traditional boatbuilding skills.

But, her most important role will be to sail around ports and harbours in the West Country and beyond if necessary, raising awareness of the fragility of the seas. As Sam says, "I am the person who knows *Britannia* best and despite my age, I can rebuild her again, having done it once before, but most importantly, I need to do this for the sake of our grandchildren, who will have to live in a world very different from the one we know, because of the carelessness of my generation."



Moving spars off the deck before putting a roof on the shed.



Ready and waiting for the shipwrights.

Britannia's new home is at Seckington Cross, Winkleigh, just behind the Cafe and Airfield Garage. In the last year since she arrived in Winkleigh, we have built a shed over her that doubles as a workshop. We are very keen to include the whole community in this project and have a few fundraising ideas. We have some work parties planned during the year and hope to work with schools and colleges, providing work placements and fun activities, appropriate to age.

We recently learned that Winkleigh is on the Mariner's Way, an ancient footpath between Bideford and Dartmouth that was used in the 19th century by seafarers who were looking for work between north

and south Devon, which gives us a tenuous connection with the sea at Winkleigh.

For more details about the history of *Britannia*, the restoration project and how to get involved or donate please visit:

www.britanniasailingtrust.org

<https://www.facebook.com/pg/britanniasailingtrust>

<http://crewbritannia.blogspot.co.uk/>

email vickisamuels@yahoo.co.uk or haydnsam27@gmail.com

Tel: Vicki or Sam on 01837 682 895, or 07776 330 169.

We would love to hear from you!

Letters to the Editor

Bristol days

Dear Editor

I became involved with the *Freshspring* by chance, only a few months before she was towed from Bristol to Lydney.

I first met Oswald Burgess, the then owner of the *Freshspring*, when he became a regular customer of a shop I owned in Bristol. We often had a chat when he came into the shop and one day the conversation got around to the *Freshspring* and his hopes of getting her back into steam one day. I mentioned that while in the R.N. I had served on three ships with steam reciprocating main engines. I remembered the *Freshspring* from when I was serving on HMS *Surprise*, based at Malta in 1955-57; we often topped up our tanks from her.

Oswald invited me to the ship one weekend. He had a dedicated group of volunteers chipping and painting trying to keep the rust at bay. He told me one of his big problems was of fixtures and fittings being stolen. Among the volunteers was a retired engineer who I knew only as Dan.

He had served his time with one of the major ship builders and was "worth his weight in gold". In one issue of the *Freshspring* magazine, if I recall, you mentioned what good condition the machinery was in. You can put that down to Dan's sterling work. Dan would walk two miles from his home most days to put in a few hours on maintenance. Only he and Oswald worked on the pumps, etc.

The day came when the Harbour Master told Oswald that he would have to move the *Freshspring* to another berth on the other side of the swing bridge further up the harbour. This was for safety reasons as they were holding the first Bristol Festival of The Sea. A bit of a tall story to me, I think the Harbour Master thought it didn't fit the correct image for the festival.

Oswald asked if I would give a hand on the day of the move. I wasn't sure what my duties were. Dan was in the engine room, so no worries there. I went down to the boiler room; not so good there. The volunteers there were as keen as ever but lacked experience. The oil feed pump was banging away like mad. I had to explain and show them how to use the 'snifter valve' to put air into the air bottle to get a soft cushioned stroke.

I have related the rest of the move but I will recap again.

Oswald intended to take the wheel for the move through the swing bridge. There was one manoeuvre that had to be taken into consideration – the vessel was facing in the wrong direction. This meant turning her through 180°. I am sure the Harbour Master was watching our every move, as well as a large crowd on the quay. I was standing outside the wheelhouse (being surplus to requirements), watching the mooring lines being let go when Oswald came out of the wheelhouse and much to

my surprise said to me, "Take her through the swing bridge, Jim" and he promptly disappeared. I had little choice, I was the only one there so I took the wheel.

That was when things went wrong. At the first turn of the wheel, there was an almighty bang and the wheelhouse filled with steam. Whoever had put steam on the steering engine hadn't opened the drains. Fortunately, the steering engine continued to keep working. By looking out of the wheelhouse door and then back to the wheel to make adjustments, I was able to do a 'three point turn' and end up facing the direction we wanted to go. We must have looked a strange sight with what looked like smoke issuing forth from the doors of the wheelhouse. I am pleased to say everything went smoothly from then on and we passed through the swing bridge with no further mishaps.

To my knowledge, this was the last time *Freshspring* was in steam and under her own power. I found *Freshspring* responded well to the helm and was easy to manage. For someone more at home in an engine room, it was a new experience for me and a little frightening at times.

Shortly after the move, Dan, the mainstay of the engine room, died and within a few weeks of Dan's death, Oswald also died. I never did return to the *Freshspring* again owing to my own commitments elsewhere. As you can see, my time with the ship was very limited.

Looking at the cover photograph of magazine number eighteen, *Freshspring* is looking in remarkable fine shape and a credit to all the volunteers.

Jim Cuckoo

Almondsbury, Bristol

Oily Rag visit

Dear Editor

You may remember that many members of the Taunton Model Engineers Society visited *Freshspring* in 2018.

As I am a member of TME, I receive their magazine and its cover for their summer issue contains a whimsical captioned photograph of the main engine. I have obtained permission from their magazine editor (John Pickering) for this front page to be reproduced in the SSF magazine for the benefit of TME members. When you see this front page you will understand why!

John Cooper



Diesel at Sea

Dear Editor

In issue No.18, there was an article by John Puddy entitled 'Diesel at Sea'. There was mention of a vessel *Fumura*, ex-*Dumura* (sic). I sailed on the *Dumurra* for nine months in 1977/78 when she was owned by Elder Dempster and I distinctly remember that she had a five cylinder Doxford, I think model LBD, built by Hawthorn Leslie not a six cylinder P type! *Dumurra* was launched in March 1961 at the time when the prototype P type was undergoing sea trials. *Dumurra* had the reputation of the happiest ship in the fleet, a view with which I agree. We were on a run up and down the West coast of Africa, across the Atlantic, along the East coast of USA then back to West Africa. The worst part, for me, was that, as part of the general cargo, we carried bulk tallow which, instead of having heating coils in the tanks, had steam-driven duplex reciprocating pumps in the engine room circulating the liquid tallow through heat exchangers. The pump glands leaked so that there was a layer of tallow in the engine room bilge causing a horrendous stench which I never got used to.

She was scrapped at Gadani beach in May 1983.

As far as I am aware, there is only one Doxford engine left in service: in a drilling ship, the *Alban Ice*, ex-*Jean Schneider*, launched in 1958 as an ore carrier. Ironically this survivor is a French-built engine! There are two Doxfords in preservation: a dismantled single cylinder engine at the Anson engine museum and a complete late three cylinder at Beamish which sadly, due to bureaucracy, is not being maintained.

Rod Thompson

Heavy lifting

Dear Editor

I am impassioned about the continued education of British seafarers, and when I was contacted by Nautilus to give them some of my thoughts and opinions, I jumped at the opportunity. It gladdens me that your members enjoyed what I wrote; it was genuine and I stand by my words to this day. I focus on being a good mentor to all of the younger engineers I work with, regardless of age, experience or nationality.

Most recently I have been working as a 2nd Engineer on the HLV *Gulliver* which is a 4,000 tonne heavy lift ship. It was tasked with the salvaging operation of the HNoMS *Helge Ingstad* in Norway, which we successfully raised and returned to Hanøytangen on Friday 1st March. I have attached a few photographs from my time on board, which you might find interesting. Also here is a link to the story about the project: <https://www.heavyliftnews.com/time-lapse-video-rambiz-on-at-knm-helge-ingstad-salvage-location/>. You can find other links on that website to the whole story and the successful project. Although I enjoyed my time with P&O Ferries, the rotation doesn't work for me as I have a wife from Chile and I like to travel there with her often, which a week on and off doesn't allow.



I have always been interested in anything machined or engineered, having the luxury of visiting Beamish often as a child, which isn't too far from me here in the North East. There is a certain romanticism about old steam ships, and the beautifully crafted engines, pipes and valve gear. I am happy in the knowledge that your work will preserve the *Freshspring* for future generations of budding seafarers to admire and become interested in. I have fond memories of my grandfather taking me to the Discovery Museum in Newcastle Upon Tyne to see the actual *Turbinia*, designed and engineered by Sir Charles Parsons. That was a real game-changer for steam propulsion!

May I wish you and your team every success and I look forward to seeing her in all of her former glory.

Michael Doyle
Chief Engineer III/2

Life as an engineer

Roger Inglis

I wasn't deep sea for very long.

I finished my fitters apprenticeship in 1958 and went to sea with the Commercial Cable Company. I was on all three of their ships. Firstly *Cable Guardian* then *Marie Louise McKay* and lastly *John W Mackay*, all twin screw, triple expansion steam reciprocating engines. *John W Mackay's* cable winches had two miniature triple expansion engines.

Unfortunately the work for the ships dried up and the ship paid off, so I had to look elsewhere for work.

I joined the Royal Mail Lines in London and served on four of their ships. First was *Pardo*, followed by *Darro*, then *Picardy* and lastly *Albany*. All had Burmeister & Wain double acting two stroke diesels. *Pardo* and *Picardy* were single screw. *Darro* and *Albany* were twin screw. I can't remember which ship the photos were taken on but all engines were of similar configuration. At each port of call, one cylinder was stripped and the pistons removed so that the exhaust parts could be de-coked with a hammer and chisel, the carbon was that hard.

I came ashore in 1964 to Rosyth. I was courting and married the next year. I went to work for the Ministry of Public Buildings & Works as a fitter until I got my Ministry of Defence



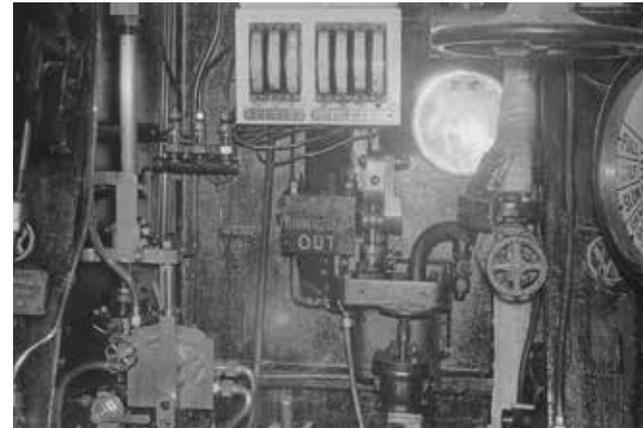
All pictures are of a B&W engine. Roger Inglis is in the cylinder, having just de-coked the top exhaust ports.



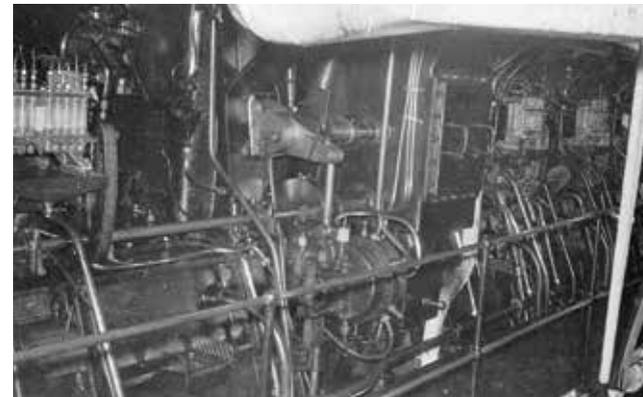
The engineer is removing the piston rod nut to take out the main piston.



The same nut later, starting to put it back.



The control station.



The fuel pump deck.



The top exhaust pistons.

2nd Class Engineering Certificate. Then I joined the Dredging Fleet, which had two dredgers and three hopper barges. Back to steam again. That lasted until 1970 when the dredging fleet was scrapped, and the work put out to tender. I then went to Greenock to the Port Auxilliary Service and worked on various vessels. I did some holiday relief work on *SS Freshspring's* big sister *Spalake*. She had 500 ton capacity water tanks.

Then I had nearly a year on *SS Freshspring* before being told to mothball her for Reserve as two new diesel water boats had arrived.

I then moved to Faslane on the tugs and in 1976, moved north to set up RMAS Kyle of Lochalsh where I stayed until I retired. Firstly I was Chief Engineer on RMAS *Torrent*, then as Engineer ashore, looking after engine room crewing and the maintenance of eight vessels.

- Roger is a member of the Trust and has an excellent memory of his time on *SS Freshspring*.

A Dragonboater's Story

Hayley Buscombe

About eighteen years ago, whilst living at Chatham Maritime, on part of the old dockyard site, I happened upon dragonboats for the first time, as there was a charity race taking place in one of the basins. I spent some time watching the racing thinking it looked a fun way of keeping fit. Having grown up living by the sea, anything that involved being on or near water is an attraction to me, but little did I know then how much of an impact this chance encounter would have on my life.

About five years later, now living in Devon and working in Exeter, I discovered through talking to a colleague who was at that time a member, that there is a Dragonboat Club in Exeter. I recalled the racing I'd seen at Chatham and told her how I'd like to have a go. However, for various reasons at this time I never did.

Then, ten years ago, I saw a Dragonboat in Exeter City Centre during a promotional event. This time I was not going to miss the opportunity so signed up there and then to attend a taster event along with my partner. Needless to say, we were both hooked straight away and have been paddling with Exe-Calibre Dragon Boat Club ever since. In fact, my partner is now in his fourth year of being Head Coach!



Dragonboats rafted up for the two minute silence on Remembrance Sunday at Henley.



Exe-Calibre ladies crew racing. Hayley is paddling, second on the left. John Gough



Exe-Calibre Racing at Henley - Hayley on drum.

Mr & Mrs Pinnock

amongst 300 plus boats of varying types, including skiffs, gigs, seine boats, Celtic Longboats, cutters, whalers and outriggers to name just a few.

We have also both represented the country at international events; me as a drummer and my partner as a paddler. I took part in the 2012 European Championships in Nottingham and the World Championships in Canada in 2015. In addition, my partner also took part in the 2013 Worlds in Hungary and the 2018 Europeans in Germany.

There are six age categories so it really is a sport for all ages – we now find ourselves in the Senior B category – nationally known as the Grand Dragons!

What is a dragon boat?

Unlike the traditional wooden boats, modern racing dragon boats are made of fibreglass. A standard dragon boat is just over 12 metres long and weighs over 250kg. It seats 20 paddlers, 10 on each side, plus there is a helm and a drummer. The drummer not only hits the drum in time with the stroke pair but also, working with the helm, acts a bit like a cox, giving motivational, technical and directional calls.

Where did it originate?

Dragon boats have been around for about 5,000 years, used in Chinese rituals to please river dragons during a festival of rain-making at the beginning of summer. However, it is the story of Qu Yuan, an emperor who lived about 2,300 years ago, which has spread the traditions and celebrations as we know them today.

From April to September, the racing season, we travel all over the country to take part in the National League events, racing distances of 200m, 500m and 2km. We also take part in the Henley Winter Series – a 7km race.

Undoubtedly one of our most memorable experiences, however, is racing in the Great River Race; a 21.6 mile race on the River Thames for traditional boats powered by oars or paddles, which we have done not once but twice! The pain felt paddling that distance is well worth it to experience the team euphoria and sense of achievement at the end, and the amazing atmosphere of being

Legend has it that Qu Yuan was drowning so fishermen and people with boats rushed out into the river to try to rescue him or at least save his body. To scare the fish away from biting him, the people in boats hit drums.

Since then, people commemorate Qu Yuan with annual boat races – The Dragon Boat Festival.

In Hong Kong, dragon boat racing is a long standing tradition, mainly within the fishermen's community. Real fishermen races are friendly competitions between different families.

The first Hong Kong International Dragon Boat Race, however, was not until 1976, marking the modern era of dragon boat racing. In 1980, the first three dragon boats to make their way to the UK were paddled on the Thames as part of the London China Festival and in 1987 the British Dragon Boat Racing Association (BDA) was formed.

Exe-Calibre Dragon Boat Club is the only BDA club south of Bristol although you can see charity races throughout the south-west. The club began life as a Royal Marines crew but Exe-Calibre Dragon Boat Club as it is today was formed in 2005 when a number of teams based at the Commando Training Centre in Lymington merged to form a club open to civilians.

If you are interested in having a go, then please do contact me or go to the Exe-Calibre website to find out more: www.execalibre.co.uk.



Exe-Calibre Racing at a home event on the Exe. John Gough



Exe-Calibre Racing - Hayley on the drum seat again! John Gough

Of Ships and Things

By 'Fireman M.N. Retired' (John Selby of the Taunton Model Engineers Society)

After a good spell ashore I was ready to be off, so I went up to the docks to see what jobs were available. There was a refrigeration greaser wanted on one of Fyffes banana boats to sail that evening. This was 9th March and it was fairly cold so I thought the West Indies would be a bit warmer.

The *Samala* was a 7,000 ton turbo electric job with a respectable speed of 17½ knots. Originally belonging to the United Fruit Company, known as the "Great White Fleet", she was about thirty years old and to me quite a handsome looking ship but in fact she was worn out. Most of the pipework was rusted through and kept springing leaks. Where possible, a patch would be welded in place but usually the answer was to build a wooden box around the affected length and fill it with quick setting concrete; also this was the time of the new wonder material 'fibreglass' which was quick and easy to use.

One week later we got to Jamaica and dropped anchor in Montego Bay. There was no shore leave but it looked pretty bleak anyway.

The bananas came out in lighters and the tired old steam winches working the derricks just about coped with the job.

We were almost out of fresh water and a tender came out to make good the shortage and started pumping, but it didn't seem to be filling the main tank; no wonder, it was leaking into the bilges as fast as it was going in. As a consequence, we were put on water ration – four pints a day, also extra salt tablets to combat dehydration and salt water soap, this was strange stuff, it got the dirt off but it didn't seem right with no lather.

After three days, we moved off to Kingston and got a berth so there would be a chance to go ashore. It was a fairly wild place and all of the bars served up some pretty weird homemade rum concoctions, but it was better than the rusty water we were used to drinking. On the second day, a motley gang came on board with a selection of steel plates and welding gear to fix the main tank but it was No Go!

There were dockside cranes so the loading was quicker. One thing I don't regret is taking a bus trip up into the Blue Mountains. These rise to about 7,500 feet. It was an old rattletrap of a bus with wooden seats but the views were well worth it.

Next we sailed round to Port Antonio and anchored off and the bananas came out in lighters. I do remember they had all been dipped in an insecticide bath to get rid of spiders and other wee beasties; also they were packed in cardboard boxes unlike the Brazilian ones wrapped in leaves.

The voyage home was fairly uneventful but the steam-driven fridge plant was pretty temperamental so you had to keep your wits about you. We docked in Southampton on 3rd April and I paid off with £35 5s 8d and a train ticket to London.

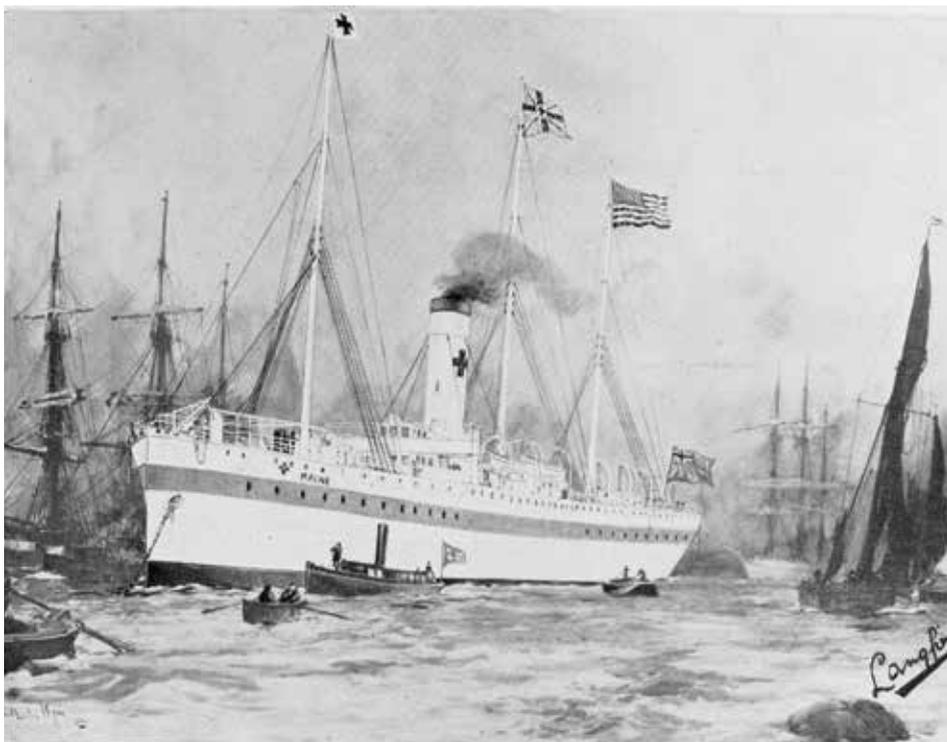
The first hospital ship

The hospital ship *Maine* is generally accepted to have been the first Royal Fleet Auxiliary vessel – taking the name RFA *Maine* soon after the Admiralty announced in August 1905 that the title HMS would no longer be applied to ships ‘manned by mercantile crews’.

Built in Hartlepool and launched in June 1887, the 2,854grt ship was originally named *Swansea* and was built for the Baltimore Storage & Lighterage Company of London, to carry passengers and cattle.

Renamed *Maine* in 1888, the vessel was acquired by the Atlantic Transport Company in 1892 and was offered to the Admiralty for use as a hospital ship when the Boer War broke out in 1899.

An extensive fund raising campaign was mounted to raise money for the costs of converting *Maine* for hospital ship service. The ship was fitted out at Limehouse Reach on the Thames, at a cost of more than £41,000 and spent two tours of duty in Durban before transferring to Chinese waters, to support forces involved in the Boxer Rebellion.



The Hospital Ship *Maine* from a painting by Charles Dixon.

After further service as hospital ship to the Mediterranean Squadron, *Maine* was donated to the British government in 1901 and renamed HMHS *Maine*. In 1905, the government decided to bring *Maine* and a number of other ‘auxiliary’ ships under the provisions of the Merchant Shipping Act.

RFA *Maine* operated extensively in the Mediterranean and around the UK coast, and too part in the Coronation Fleet Review for King George V in July 1910.

Maine ran aground on the Isle of Mull, on the west coast of Scotland, on 17th June 1914. The accident was blamed on a navigational error in thick fog, and although the ship suffered serious damage, there were no injuries.

Salvage attempts were called off after three days and the Admiralty announced that it was not economically viable to continue work to recover the 27 year old vessel. Naval ratings were sent in to remove all personal effects, medical stores and portable equipment and on 6th July, the wreck was sold for scrap.

The RFA sought to introduce a second hospital ship named *Maine* – the former Alliance Steamship vessel *Heliopolis* – but the conversion work was deemed unsuitable and the vessel was sold back to its owners in 1916.

A third *Maine* – the former Pacific Steam Navigation vessel *Panama* – operated for the RFA between 1920 and 1947, while the fourth ship to bear the name was registered as an RFA in 1948 but withdrawn from operational service in 1952. Work began early in the same year at the Barclay Curie & Co. shipyard on the fifth RFA *Maine*, with completion due by the end of 1954. But the project was cancelled by the Admiralty in July – partly on the grounds of steel shortages. Much of the budget was diverted into the construction of the Royal Yacht *Britannia*, which was designed to be converted into a hospital ship in time of war.

Andrew Linington

Courtesy of Nautilus International

Brilliant Brunel

Member Maryann Soper has written this 32 page book about Brunel for children. It is interestingly illustrated by Ryan Isaac, and covers the great man’s main achievements.

Copies may be purchase from Maryann Soper, 2 Exmouth Cottages, Lower Ashton, Exeter, Devon, EX6 7QJ. Price £10 with free P&P.

Payment by cheque made to ‘Maryann Soper’. Please quote ‘Brilliant Freshspring 2018’ when ordering as Maryann will donate £1 from each sale to the Society.



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All are embroidered with the Steamship Freshspring Society logo.

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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'.

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Freshspring Steam Beer!

Continuing our successful relationship with Bideford's Clearwater Brewery, The Steamship Freshspring Society is excited to announce a new recipe for our 'Freshspring Steam Beer'.

The new Freshspring Beer is 4.2% abv and is a golden hoppy beer with a distinct clean and crisp edge... very drinkable!

Freshspring Beer comes in 500ml bottles and is 'bottle conditioned' which means some of the natural ingredients are present in the beer. This gives a more intense flavour but the bottle needs to stand before drinking to allow it to settle and requires careful pouring.

The beer is available direct from the brewery at £2.50 per bottle including VAT and can be ordered through sales@clearwaterbrewery.co.uk or by phone on 01237 420 492.

Delivery for a minimum of 12 bottles can be made for free within a 10 mile radius. Deliveries further afield will be made by courier with a £15 charge.

Payment to be made in advance by BACS (call the brewery for bank details) or by cheque made payable to Clearwater Brewery Ltd.



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.

A large black steamship is docked at a pier. The ship has a prominent white funnel and a red and white striped lifebuoy on the deck. The background shows a body of water and a distant shoreline with trees. The text of the sponsors is overlaid on the left side of the image.

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