

STEAMSHIP

FRESHSPRING

TRUST

FRESHSPRING NEWS



No.20 Autumn 2019

Preserving the past to inspire knowledge for the future

The Steamship Freshsprig Trust 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 Atlee; Rear Admiral Nigel Guild; Captain Kevin Slade

Trust Management

- Chairman:** John Puddy* john.puddy@ssfreshsprig.co.uk
- Vice Chairman:** Simon Tattersall* simon.tattersall@ssfreshsprig.co.uk
- Secretary:** Stephen Attenborough* stephen.attenborough@ssfreshsprig.co.uk
- Treasurer:** Simon Tattersall* simon.tattersall@ssfreshsprig.co.uk
- Membership:** Richard Ker membership@ssfreshsprig.co.uk 01237 422 758
- Ship Manager:** Jon Short * jon.short@ssfreshsprig.co.uk
- Marketing/Publicity:** Brian Gooding* brian@steamheritage.co.uk
- Education:** Hayley Buscombe hayley.buscombe@ssfreshsprig.co.uk
- Project Manager:** Charlotte Squire charlotte.squire@ssfreshsprig.co.uk
- Conservation Manager:** Stephen Attenborough* stephen.attenborough@ssfreshsprig.co.uk
- John Austin *
- John Cooper *
- Anne Budd *
- Karen Evans *
- Becky Short *

* Trustee + Co-opted Trustee

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

Website: www.ssfreshsprig.co.uk

Facebook: www.facebook.com/SSFreshsprigSociety?fref=ts

Membership Enquiries: Please send an s.a.e. for a form to: Steamship Freshsprig Trust, 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@ssfreshsprig.co.uk) if you are interested in volunteering.

Freshsprig News is edited by Brian Gooding, and published by the Steamship Freshsprig Trust, a registered charity.

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Editor's Ramblings. . . .

It was good to see so many at the AGM back in June on an interesting day for all of us. Progress within the Trust and on the ship continues apace and it is genuinely exciting to learn about so much that is happening. Being 200 miles away from the ship, I tend to feel a bit remote but I am kept busy by the Chairman with not only the newsletter but also printed material, such as the various leaflets we need to encourage visitors to the ship and to try to persuade them to join us. The guide that is given to visitors as they tour the ship also crossed my path for final design and printing, so I am certainly not allowed to rest on my laurels! John can be a hard task master, as many of you will know!



My world revolves around the preservation movement, as I also edit the house magazines for the Transport Trust, the Road Roller Association and the Historic Commercial Vehicle Society, as well as our own monthly magazine *Vintage Spirit*. All this makes for a busy life when I should really be sitting in the garden with my feet up but it does perhaps give me a unique perspective on the transport preservation world in general, a perspective which is certainly used by the Trust. I have to say that the progress that the Freshsprig

Trust has made – and is making – is very impressive when compared to many other, older organisations. However, we must not lose the momentum we have established, for looking after a steamship is probably one of the more difficult aspects of preservation, but it can be done successfully and we are certainly proving that. Those doing the hard work are certainly more than mere mortals, and should be recognised as such.



I caught up with the Chairman at the Sedgemoor Vintage Rally where he is seen chatting with Richard Newman, a committee member of the Road Roller Association.

Brian Gooding

FRONT COVER: A view of the ship that not many of us are able to have – taken from the river as the tide recedes. **John Puddy**

From the Chair

The summer season has been a busy one. The ship has been open each Sunday since Easter and has been very popular with tourists and locals. Our excellent tour guide leaflet has been a huge success, making the Stewards' jobs much easier and more interesting. I do need to thank our dedicated Stewards for keeping the ship open. Most of the group are new to the Trust this year and it's a new form of volunteering for us.

The ship continues to look more alive with cabins set out with bedding and clothing and the mess table laid. The engine room is a sight to behold with sparkling brass and clean paintwork. The engine can now be turned, with its refurbished turning mechanism adding to the experience. We even have live sounds down there which really helps to bring things to life. The ensign staff proudly flies the National Historic Ships ensign. Even the ship's siren is in place adding to her living ship appearance.

Fund raising is always a struggle and we have now put together a dedicated team to work on this. I have to say, members' generosity never ceases to amaze me. In the Spring, our generator gave up and so we urgently needed to replace it. An appeal to our members produced £2,600 which not only covered the purchase cost but fuel and maintenance for a year at least. Our old generator was donated by the Daniel Adamson Team and has served us well for several years so thank you again for the support we have from them. We have also been able to reinstate the ensign and staff as a result of an earlier appeal.

We have received further support from Trinity House for which we are very grateful. This is to support the fitting out of the wheelhouse. This has been matched by generous support from Anthony Glover and John King. I am delighted to say that we now have a full set of telegraphs and the missing large ship's wheel. We have recently acquired a binnacle



The National Historic Ships' ensign flying on the ship.



Terry Barrs RN Retired in his Royal Navy uniform.

but are still looking for ships' wheels. We shortly expect to have a period radio fitted and we now have a full set of signal flags, thanks again to generous members. Member Terry Barrs RN retired has very kindly given us all of his Navy clothing, materials, badges, documents and many priceless artefacts. Terry's donations now adorn the Captain's Cabin bringing it to life as a proper living space. We even have his sewing kit.

A matter which keeps cropping up is future fuelling of ships and I think we need to take this seriously when planning for the long term operation of *SS Freshspring*. The innovative 107 metre yacht, *Black Pearl*, has sailed the Atlantic without using a drop of fuel. Her design incorporates storage batteries for propulsion and services and these are charged when under sail by utilising the variable pitch propellers as turbines. On Friday 5th July, Hurtigruten's new hybrid-powered ship made her debut, *MS Roald Amundsen*, has been officially launched – becoming the first cruise ship able to operate on battery power. The vessel turned on its battery packs for the first time off the west coast of Norway in July as it left Kleven Yard for its maiden voyage – enabling it to move silently through the water completely emission free. The introduction of *MS Roald Amundsen* sets a new standard not only for cruising, but for the entire shipping industry. More and more hybrid vessels are being built and the cruise and super yacht industry is leading the way. Owners can see the benefits of hybrid drive and impacts on the environment. Technology has enabled us to have increasingly efficient electrical storage and motors becoming ever smaller. I have met with several people recently to discuss the potential of *SS Freshspring* becoming a hybrid vessel. The ship could operate on steam alone, steam and electric, or electric alone with power being produced by a generator and battery banks. To move a steamship just a short distance takes some 30 hours of raising steam and another 30 hours cooling down, whereas short movements could be made by battery alone with power instantly available. I would like to encourage a member debate on this topic to help us plan ahead.

Our local Tesco shops have a token system where people can vote for a local charity to gain funds from Tesco. Amazingly, we came top and we now have up to £4,000 to spend on our education projects. This is a sound example of how our ship is supported in the Devon area.

We will soon be embarking on a crowdfunding project to raise the funds to fit an awning structure on the foredeck. This will be enclosed and enable us to hold events on board throughout the year. We have a pledge of £2,500 and several smaller pledges already, which is a great start. We have to be very proactive in identifying ways to ensure we can keep funds coming in to carry on with running the trust and general maintenance on the ship so we are doing all we can to look for new opportunities.

Our tree has now been felled and so work on the new mast can start. Firstly it will be squared whilst still in the forest and then moved to a place where it can be worked on. We plan to do nothing until it becomes cooler as once we remove the bark, the tree will start to dry and we want to control that carefully. Haydn Samuels of the Britannia Trust is going to work with our team to create a high quality mast for the ship and during the process people will have learnt a new skill.

Our next major thrust is to apply to the Lottery Heritage Fund to support a feasibility study which will determine that the ship will be suitable for carrying passengers. Alongside this, we plan to conduct a viability study to determine which type of operation will enable the ship to be as sustainable as possible. We are also applying for support to create a comprehensive business plan for the ship and the Trust. We plan to apply in November so have a great deal of work to do to achieve this timescale.

Recently we had the Bideford Water Festival, which is becoming a must see attraction. One of the challenges is a cardboard boat race. Needless to say, many participants ended up in the water. The day was the best ever for *Freshspring*; she was visited by 359 people, the highest number ever. This kept our ship team very busy indeed. Hayley was flat out teaching ropemaking and I was providing steamboat trips on the river. We are lucky to have a very active and supportive team of volunteers and we managed to carry 120 people for views of *Freshspring* from the river. Our combined donation takings were £400 which is a huge help to the activities of the Trust. I must thank our amazing team for their valiant efforts on the day.

We have been discussing changing the name of the Society to Trust for some time and Trustees have considered that Trust is the most appropriate for the future of the organisation. Therefore we have applied to the Charity Commission for this name change and it has been agreed. It makes no difference to the charity number or our objects. Simon Tattersall will be changing the name of the bank account but the account number and sort code remain the same. There will be a transition period when Society or Trust will be accepted by the bank. Hereafter, we will use Steamship *Freshspring* Trust or in some cases as appropriate, Steamship *Freshspring*, *Freshspring* or *Freshspring* Trust.



Ropemaking on the quay.



Steamboat trips during the Bideford Water Festival.

Around thirty *Freshspring* "crew" and their partners attended a social event at North Devon Yacht Club on Friday 26th July. The event was organised by the ship volunteers and included all local volunteers. They tell me it was a lovely evening with drinks and conversation out on the terrace before curry, followed by pavlova. We were accommodated on two long tables and it was a great opportunity to chat in a relaxed environment. The Trust offered the volunteers £100 towards the evening, which was greatly appreciated and wholly unexpected. Unfortunately, due to steam boating on the Thames, I was unable to make this event, which one volunteer said was a bonus as it became less formal. I'm still trying to work out what he meant!

As always, we have an appeal. We are now in full flow for the school holidays and could do with some extra items for on board the ship. These items will be valuable at any time in the future too.

Should you come across anything like the following, please consider donating, purchasing or let Hayley Buscombe or me know so we can pursue items.

- Children's clothing maritime related.
- Children's books, puzzles or any written material, maritime related.
- Maritime related games.
- Any items which could be fun to have on the ship for children.
- Any ideas you might have for children's projects.
- Ages from walking upwards.

Thank you very much

I am very pleased to report that Anne Budd (Trustee) and Bill Slipper (Ship Volunteer) have gained volunteer of the year awards via our local TTVS. This is an excellent recognition of the work our volunteers do, both for the



Pete in hat: A rare picture of Scuttlebutt (in hat).



General group: Yacht club dinner, they are having fun!

ship and our community. All our volunteers are both dedicated and hugely productive and, in reality, we need to thank them all for the remarkable progress we make as a charity. I totted up that we have 23 volunteers on administrative work and some 30 ship volunteers. We have a great team and that includes you. Thank you for supporting your Trust.

John

Full Steam Ahead – family activities running over the school holidays. Another success funded by The Lottery Heritage Fund. *Photos: Sam Roberts*



Treasurer's Report

Since my last Report in April, we have – I think to almost everyone's surprise – come top in the local Tesco 'Bags of Money' promotion! The reason for our surprise was that the other two charities in the promotion are far better known than *Freshspring* – but what a wonderful endorsement from our local community that so many people supported us! The result is that we have been offered a grant of up to £4,000 towards educational costs, which we will be spending on manufacturing more of our school box sets, as the one we currently have is in constant demand.

At the AGM in June, we proposed a name change from Society to Trust and the proposal was unanimously accepted. The reason for the change is really one of perception. The definition of Society is of people grouping together to support a common cause, whereas Trust suggests people (Trustees) taking responsibility for an asset (ship) on behalf of many owners. We felt that Trust better reflected the image we are trying to convey – particularly to potential donors and businesses.

From a banking point of view, although we have changed the name to Steamship Freshspring Trust, the account is designated to accept payment to Steamship Freshspring Society as well. Our bank account details remain the same.

Financially we are in good shape with many members generously donating money, goods and time on a regular basis. The appeal we launched in the Spring for funds to replace the generator was extremely generously supported by over 20 members and I'm pleased to say that the plaque acknowledging their kindness is now in place – and the new generator is working well!

If you are not currently donating on a regular basis, but would like to do so, our bank details are:

Account name - Steamship Freshspring Trust

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

On a final note, if you are 'refreshing' your Will and would like to include Freshspring as a beneficiary, you can use the Legacy form in this Newsletter or, of course, instruct your solicitor.

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

Simon Tattersall

Educational and Project Update

May, June and July have been busy with lots of events on the calendar involving schools, families, volunteers and projects

At the end of May and then again on 21st June, I returned to the University of the West of England for the final two meetings with the team working on the children's website. John Puddy accompanied me on the latter of these for a lesson on how to upload content and administer logins. Once we have uploaded more content we hope to launch it to a couple of pilot schools in September and then gradually increase our reach to all schools who have participated in the Engineering Box Project.

On 21st May, I visited West Buckland School to deliver an outreach session to thirty Year 4 pupils. They enjoyed learning about the ship using archival evidence and artefacts; trying on the captain's cap, mate's jacket and engineer's boiler suit; having a go at tying knots; and rope making. On 12th June, thirty-three Year 6 pupils and four adults from West Croft School visited *Freshspring*. They had a tour and also learnt about the ship using archival evidence and then had a go at rope making with me in the park. Pupils from Marland School's residential site at Peters Marland near Great Torrington visited the ship on 8th and 15th July.

On 8th May, a thank you/get together event was held at the Heavitree Arms for all volunteers to firstly recognise their efforts in preparing the ship for the opening and secondly as a social event. This was very successful with a good number of volunteers attending. John Puddy gave a very interesting talk about *Freshspring's* history/journey which was received very positively by all – many found it insightful and useful background knowledge to their role.

On 5th June, to tie in with Volunteers' Week, we attended the TTVS Volunteers' Week Celebration at Bideford Rugby Club. Congratulations to Anne Budd and Bill Slipper who were both presented with certificates in recognition of all they do for the Trust: Anne for her time, skills and patience in revamping the Trust's website and Google Drive storage; and Bill for his willingness to help out at short notice, his commitment and dedication to the ship over a number of years, and his knowledge and experience as a valued steward.

On 6th June, Charlotte Squire and I manned a stand at the Torrington Community Wellbeing Event at The Plough Arts Centre to promote the Trust and our volunteer opportunities. We were pleasantly surprised at the contacts and networks that we were able to make there.



TTVS Volunteer Awards 2019. Anne Budd (left) and Bill Slipper (right). In between is the Mayor of Bideford, Peter Christie.

On 29th June, we attended the Bideford Fair where I did rope making and John Puddy did non-stop engine rides. Then on the 28th July, I did rope making again at Bideford Water Festival and John took to the water this time giving rides in his steamboat!

On 18th July, we attended Chulmleigh Community College Aspire Day. This was an important first for the *Freshspring* team – delivering a workshop session at a Careers Day. We couldn't have done it without the support and partnership of the Sea Cadets and Kevin Slade and his Merchant Navy presentation. We were privileged to have the Sea Cadets' Engineering 'Pod' along with their very able and enthusiastic facilitator, Jenny Hatcher. It was a learning curve for us and we can definitely improve on it for the future but the feedback from students was very positive: *"The feedback from the students has been brilliant they all enjoyed their sessions saying they were informative, that the content was diverse and they all came away saying that they had learnt things that had surprised them or they just hadn't considered before; which is brilliant and just what we were aiming for! Your session in particular was mentioned; Jenny was just so passionate and enthusiastic!!"*

Hayley Buscombe
Educational and Project Officer



Jenny Hatcher with the Marine Engineering Pod.

New members

We welcome the following new members of the Trust:

Robert Mills	Bristol
Ray Budd	Wellington, Somerset
James Pounds	Barnstaple, Devon
Ken Thompson	Newport, Gwent
Mark Wightman	Swindon
Tim Gibbs	Bideford, Devon
Mark Leadeham	Loughton, Essex
Kenneth Weston	Stratford upon Avon
John King	Blandford Forum, Dorset
Philip Erhardt	Ripley, Surrey

Project Manager's Report

With *Freshspring* open to the public every Sunday, our ship volunteers are working hard to keep the ship looking her best. We now have simple feedback cards on board for visitors to complete and the comments are really useful. The knowledge and enthusiasm of the volunteer stewards has been noted by many, and the tour guide leaflet has been much admired. Suggestions for improvement include being able to go to sea, the ship being more accessible and an improvement in the weather (I think that was most of June), some of which we obviously can't address! Thank you to all who make *Freshspring* a great place to visit.

We now have just six months before completion of the HLF Project, so budget monitoring is a key focus. Mike Blackman does a sterling job of allocating costs to budget lines and we now meet monthly to make sure that our budget is being used as efficiently as possible. Mike has also created an outline evaluation report for us to work on, so we will report on our methods, achievements and lessons learned for each element of the HLF project.

It has been a busy period, attending various events which Hayley has alluded to in her report. It was great to be able to recognise the invaluable contribution of our volunteers at the Volunteer Awards run by TTVS. I was extremely pleased that we were able to attend Chulmleigh Academy Aspire Day. This demonstrated quite clearly that a career at sea isn't a consideration for most students, even those choosing to study engineering.

One of my favourite events of the last three months was the RFAA visit to the ship. John and Pete gave very informative tours and the memories that came flooding back to our visitors were a pleasure to hear. We recorded the memories of a retired RFA Commodore for the Oral Histories element of the project. His unassuming manner and range of interesting experiences made the recording a really great piece.

At the time of writing, I am looking forward to attending a social evening arranged by the ship volunteers at North Devon Yacht Club. I'm also going to the Bideford Water Festival where John will be giving steam boat rides past *Freshspring*. Our volunteer stewards will no doubt be kept busy with locals and tourists keen to come on board.

Charlotte Squire

Scuttlebutt from the Quay

Out with the old, in with the new is not something you expect to hear on our heritage steamship but we recently had to say goodbye to our faithful old generator. Not new when it arrived, a gift from our friends up north, it served us well until a final attack of the collywobblers led to the reluctant decision to retire it. Our new generator, whitely gleaming in all its glory, has some digital features leading to a degree of consternation among those of us who still swear by our wind-up alarm clocks. Still, that's progress for you, isn't it?

We have now successfully launched our new fenders, a design unusual for a ship of our age. Given a pair of large cylindrical naval style fenders, we decided to customise them to keep the ship further off the quay. After a great deal of effort, the crew managed to enlarge the inner rims of four huge digger tyres (who knew there was so much wire in a rubber tyre?) and then attempted to slide them over the ends of the fenders. Somewhat predictably they got stuck, neither fully on nor easily removable. Our man Clive came to the rescue with a technique he claims to have picked up from a well known rapid tyre fitting organisation. Using liberal quantities of washing up liquid and the ship's 14lb sledgehammer, the tyres were eventually persuaded into position. I don't think I will be taking my car to that particular firm again, although if I had a digger it might make sense.

The new and vastly improved fenders were now far too heavy to lift over the side, again somewhat predictable, leaving us with a problem. A lively discussion ensued covering many possible options including just leaving them where they were or waiting until we next met a friendly crane. However, a combination of obstinacy, determination and a desire to see if they would float led to the construction of a ramp made of pallets to get over some of the deck obstructions and to get them to a gate in the bulwark. They were ceremonially rolled overboard to a loud cheer and an even louder splash. To our great relief no one went over with them and, as an added bonus, they do actually float.

"The dog ate my homework" is a classic excuse but we have an even better one. We are currently in the process of reinstating the Compass Deck railings which were removed to install the Wheelhouse. One section has had to go to the handrail hospital to be straightened out following a collision some time ago with, of all things, a floating digger. Given that the rails are over 30 feet up and waterborne diggers should have their buckets in the mud, it took clear photographic evidence to convince me this could have happened. Luckily floating diggers are a rarity on the Torridge at present so we should be safe for the moment, but you never can tell.

Pete Gillett

Evaluation of Chulmleigh Community College Aspire Day

18th July 2019

We were given an hour slot at the beginning of the day to enlighten a group of eighteen Year 10 pupils about careers in maritime. We were extremely lucky to have the sea cadets' engineering pod to support us as well as Captain Kevin Slade with his Merchant Navy presentation.

The Pod could only cater for a limited number of students at a time, so we divided the class into three groups of six. They spent 15 minutes at the pod, and 30 minutes in the classroom where Kevin gave the presentation and John Puddy talked about his son Tom's experience, training and serving at sea.

Jenny from the sea cadets, who manages the pod, was brilliant with the students. She showed them the Lister engine, getting them to turn the handle and see the effect that created throughout the engine. Parts of the engine were cut away so that there was a clear view of the mechanism working inside. The set up also included a marine gearbox and even a propeller on the end.

The newer engine inside the Pod was used as a comparison between 1960s and 1980s engineering. Jenny discussed the difference between two and four stroke engines, the importance of using clean oil and the efficiency of the engines. She also demonstrated the way a clutch worked.



Patron Kevin Slade.



Chairman John Puddy.

The students were generally very engaged with these sessions with Jenny's energy and enthusiasm being quite contagious. It was really good to have such clear information and excellent real equipment.

Kevin Slade's presentation showed the students how they could train to be seafarers and how important our fleet is for transporting freight. Cruise ships and super yachts were also discussed as two growth areas in need of professional crew. Kevin's presentation ended with the "To sea or not to sea" video clip which was thought provoking. He also highlighted the salaries and training opportunities which provide fully funded education and high salary compared with most shore based jobs.

John Puddy brought to life the concept of being a seafarer by talking about his son Tom's experience. John talked about Tom's training, first jobs and decision to move to super yachts. John also spoke about the financial gains of a career at sea, which made some of the students sit up and think.

I gave a brief overview of joining the Royal Navy, discussing the training, skills learned, places visited and the fact that I learnt to navigate a ship and fly a plane before I learnt to drive a car.

We had a case study from Jon Short about his career at sea to date, *Freshspring* information and pens to give out to the students.

Interestingly out of the eighteen students, only two were girls.

Lessons learned from this event:

We recognised that a career at sea had not even been thought about by the students, despite them choosing to attend our engineering event on Aspire Day. We realise that much more work needs to be carried out nationally if maritime careers are going to become attractive for today's students. Currently they aren't even a consideration for the majority of students.

We would have liked the students to have been more engaged, asking more questions and interacting with us rather than being passive listeners. As a result, we need to think about other ways of enthusing the students.

We were given student numbers and timings that weren't quite right which made organisation difficult. For our next event, we need to have a plan A, B and C so that if things do alter, we have the flexibility to change with them.

The classroom work would have had a greater impact if one of their peers had presented it. Could we have support from young seafarers next time?

Charlotte Squire



Students with the Pod.

Ship Report

'Success through people'

This past month has seen a friend and me cycling 1,025 miles from Lands End to John o' Groats. I was raising money for my local Scout group, 1st Liskeard Scouts, with the aim to aid the kitchen refurbishment. We had a great time and completed every mile of it, raising to date around £800.

One of my many hats is that of a volunteer Scout leader. As the saying goes, 'If you want something done, ask a busy person!' And that is one thing that always amazes me to see, with our volunteers on board the *SS Freshspring*. All seem to have many things they are involved in, yet they still find the time to work on board. Similar to the *Freshspring*, the Scouts totally rely on volunteers' time, money and commitment. These partnerships are ones of passion for the cause both through the ups and downs, changes and challenges. It is said, 'happiness is only real when shared'. Indeed, when on board, I find the overall camaraderie is one of happiness of working together for a common goal, which certainly shows through each week that passes.

When I see ships coming into the port of Plymouth and we pass a line up from the tug to bring them alongside, instantly we can tell whether the crew and therefore the ships' moral is high or low. Granted it does depend if the vessel has just been battling through a Force 8 gale to get into port! Yet today's ships' crew are very different to that of the year *Freshspring* came into commission. They had a vast and varied crew on board, which was needed to keep any ship travelling, especially ships like the 1932 ship *Rex*, which had 14 boilers on board! On deck they had Boy seamen, Ordinary seamen, in the engine room wipers and many more varied positions. One of the older tugs which I sometime work on used to have 12 crew but is now run with just five. Now a lot of ships have their own potable water (drinking water) makers on board and it is very rare to see a sole water carrying vessel akin to the working life of the *SS Freshspring*, distributing its cargo to other vessels.

In the world of shipping, I work vessels where I'm sometimes the only one on board or when I come off the bridge watch at 0400, there is no one up and I'm walking back to my cabin feeling like I'm on the *Maire Celeste*. The crew on board are what makes a ship; without the characters on board it becomes a very uninteresting large baked bean tin. When we think of romanticism at sea, it normally isn't just the ship or an engine, it would normally have a person involved, such as the Captain, engineer or deck hand. Changes are coming to the modern shipping world where, for example, we have in Norway a running unmanned ferry, an unmanned vessel being trialled across



the Atlantic to Canada this year and an unmanned container vessel being built. Why do this? Well, the savings are around 45% of the operational costings and alongside electric propulsion which saves a further 30% on the voyage costings.

I'm glad for all the volunteers we have on board our ship, where memories are made and a strong camaraderie has been built, thus creating a high morale. This positive attitude bleeds out to the wider community of the *Freshspring* and visitors alike. Your contribution is invaluable. Well done one and all.

Jon Short
Marine Superintendent

Letter to the Editor

Diesel at Sea

Dear Editor

Further to Rod Thompson's letter in No.19, I had a lot of Doxford LB, J and JS experience during my 18 years with Ellerman Lines. – not all of it good! The LBs, with bores 670mm or less, weren't too bad but the 75LB6s we had were something else. I think only 12 were ever built, we had six of them and I sailed on four of them from Cadet to Chief Engineer. All had new crankshafts in the first four years and had many pins and journals machined in situ during their lifetimes. The City of Colombo had another crankshaft a 12 years old when I was 2/E and about five years later, when I was her superintendent, had a serious microbial attack that nearly wrote that crank off.

Later, we had a couple ships with 76J7s, developing about 17,000bhp. They ran quite well but initially suffered from cracked combustion belts and the turbocharging wasn't optimal because a seven cylinder engine with pulse turbocharging isn't ideal. It was interesting, however, to note how much better the fuel consumption was compared with a third sister ship with a Sulzer 6RDN90 of the same power.

I had the misfortune to be a project engineer for a contract five small container ships with 58JS3 engines. These were sold to us on the basis that they were a slower speed version of the Seahorse engine but we discovered too late that was far from the truth. The first engine was about nine months late and they spoilt what should have been five great ships from Appledore Shipbuilders.

Finally, I believe that the prototype development single cylinder Doxford P-type can still be seen working at South Shields Marine School.

Steam at Sea

Although my time at sea was dominated by the "thunder and lightning" machines, I did get exposed to another way of life; Scotch boilers and "cool" 4-legged steam recip. engines, wonderful 3-drum Yarrow boilers and Parsons turbines and, very scary 70bar 520°. FW ESD3 boilers and Stal Laval AP32 turbines

Tim Gibbs
Bideford

Summer news from the Engine Room

Since the last issue of the Freshspring magazine, I have taken over the day to day responsibility for the Engineering Team and trust I can repeat the excellent stewardship which has been given by John Cooper in the previous years.

John is still visiting the boat every three weeks, so we are still benefiting from his extensive knowledge on site and I am in constant contact with him electronically.

During the last quarter, the engine turning gear and worm drive have been refitted to the crankshaft and trialled. During a full rotation, it was found that the load on the ratchet lever increased to unacceptable levels and juddering within the engine was experienced.

The cylinder head covers for all three pots were removed and the bores had surface oxidisation removed and were liberally lubricated with the recommended engine lubricant.

Main shaft bearings, big end bearings and eccentric bearings were eased and lubricated, which resulted in a significant improvement in the load required to turn the engine over. The torsional load reduced from 50lbs to 32lbs force on the ratchet handle.

A weekly lubrication schedule has been instigated on the engine and it will be rotated at least one full revolution (clockwise) to ensure all bearing surfaces are fully coated to prevent corrosion.

The two oil and water separators located on the engine/boiler room bulkhead have been stripped and refurbished.

The units had quite a significant amount of surface corrosion externally but the internal mechanisms were found to be in very good condition as they are exclusively manufactured from bronze. Stripping the internal components and cleaning with Scotchbrite has removed the oxidisation, allowing the mechanisms to function as they should. Both units have a new coat of silver paint and are looking close to when they were fitted to the ship when it was new. In addition, the support brackets and local bulkhead were stripped back to bare metal, primed and coated in white paint.

It is hoped that by the time of my next report we will have secured heating gear to resume work on the removal of the condenser end plates which will allow for internal inspection of the tubes and casing.

Mike Greener



Britannia Sailing Trust appeals for timber

Following our article about *Britannia* in the summer edition of *Freshspring News*, we are now desperately in need of timber to start renovation work on her hull. If anyone has any timber that they would be willing to donate to our project, we would be more than grateful as without it, progress on *Britannia's* restoration will be considerably slowed down, and this is quite demoralising! We are fit and able now, but time is definitely not on our side and we cannot afford to delay!

For planking we need north slope grown European Larch, not hybrid or Japanese, with a large base diameter of 24-30ins.

We also need slow-grown Douglas Fir, again north slope grown, for some of the deck, most of which we are hoping to save rather than replacing the whole deck.

Any Douglas Fir baulks that have been removed from old buildings of a decent size, or any other type of timber of large sizes that are pre-used might be of interest as well.

We also require oak crooks, the more bent the better! 10ins minimum diameter. These are for replacing knees that have been removed unnecessarily by a previous owner.

Our volunteers are busy just now descaling rust from the ballast, and painting the iron pigs ready to be reinstalled in the hull, clean and tidy. But getting sufficient quality timber to progress is a priority right now, so if anyone has anything that may be of use to us, please get in touch with Sam on 01837 682 895 or 07543 278 341, or email us at: haydnsam27@gmail.com.



A Life at Sea

Maurice Mann

I was born in Ashburton in Devon in 1939 and went to school in Ashburton and Newton Abbot. I left school at age 16, having passed GCE O level, now GCSE. On leaving school I worked for my parents for a short period in their electrical business but had to continue working in their large three-quarter of an acre garden which I did not like at all.

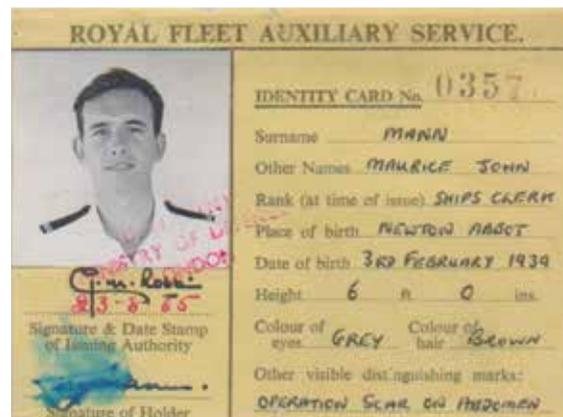
I was always interested in geography and wanted to see parts of the world that I had learnt about. This and the fact that I wanted to get away from gardening made me decide that I would go to sea. I took myself to Plymouth to the Recruiting Office for the Royal Navy and it was there that it was discovered that I was short sighted and at that time the RN would not take anyone with short sight even if wearing glasses. This was quite a blow to me and it was a little while before I was advised to try the Merchant Navy. Again off to Plymouth to what was known as the Shipping Federation, which was basically a recruiting and employment agency for the MN paid for by shipowners.

There I was given another medical and eye test and it was stated that I could go to sea in the MN but only in the Catering Department. I really knew little about this branch. However, I agreed to join and was sent to the National Sea Training School (TS *Vindicatrix*) at Sharpness in Gloucester. I was then 17 and the training came as a bit of a shock to the system. There were approx. 100 boys there and we all lived in Nissen Huts, about 20 to a hut. Beds had to be made up in Army fashion, blankets folded each morning, etc. Wash and toilet facilities were in another hut, tin tubs and open showers, etc. PT and drill was done before breakfast at 0730. The *Vindicatrix* was an old iron clad sailing ship where all of the training for the various trades was carried out on board.

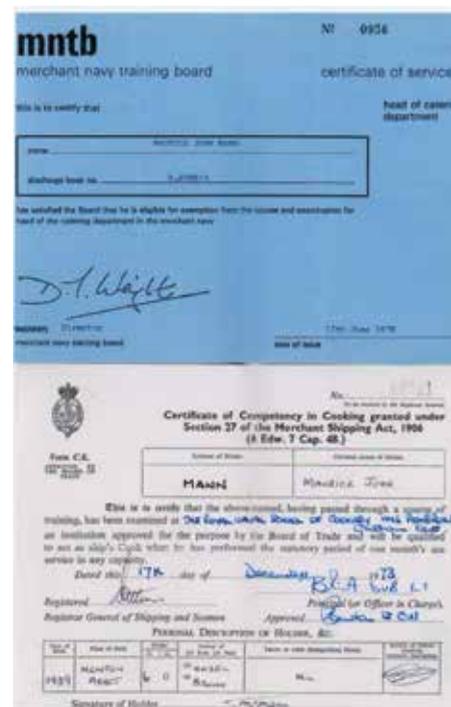
My catering training was into making up cabins, seabed style, learning how to lay up tables for the officers or passengers' saloon, general cleaning of alleyways, public spaces, etc. and, of course, working in the galley. On top of this we were taught aspects of safety at sea, lifeboat drills, etc. The course lasted six weeks and before the end, I was awarded a proficiency badge and made a trainee senior steward. Now the National Sea Training School is situated in Gravesend, Kent. After the course we were all sent home and told to report to our local Shipping Federation where we would be found a ship.



Mess undress, 1989.



An early ID Card.



Certificates of Competency.

I had five days at home and then was sent to my first ship which was in Falmouth Docks, the BP Tanker the *British Adventure*. In 1956, this was a big ship at 28,000 tons. My position on board was as Catering Boy, probably the lowest job on board at £12 7/6 (£12.37) a month and my time was mostly spent cleaning alleyways, washing dishes and helping prepare vegetables for the cooks. On sailing this first time, everything was very new and having to "turn to" at 0600

was also a bit of a shock. Two days later I became seasick which lasted a whole three days and I thought I had made the biggest mistake of my life going to sea.

However, we soon entered the Mediterranean and I can remember the first sight of Gibraltar as we passed through the straits. Then on to the Suez Canal which was a totally new experience. I was surprised that the deck crew had to man the hoses to keep the "bun boats" away from the ship. Down the Red Sea around to the Persian Gulf where we loaded oil at Ras Tanura, Saudi Arabia, a large oil refinery where no one was allowed ashore apart from a walk up the jetty where a free glass of squash was given.

After loading overnight, we set sail again heading back to Europe. Unfortunately at this time political trouble was brewing in Egypt and the Suez Canal was closed so we had to make the trip back right around South Africa. We did stop at Tenerife in the Canary Islands

for bunker fuel for a few hours and I was allowed ashore for the first time in several weeks. We soon sailed and our orders took us to Dunkerque in France where we were for a day and a half discharging cargo.

I do not think that when I first went to sea that I understood that work does not stop when in port and you still have to perform your normal duties before being able to go ashore. We sailed from Dunkerque back to the Persian Gulf around the Cape and back again to the Isle of Grain in Kent, where I left the ship some four months after joining, with only hours ashore in all that time. Whilst on leave, I seriously considered that this was not the life for me.

However after about four weeks the Shipping Federation contacted me and I was sent to the Royal Fleet Auxiliary (RFA) *Tidereach* in Plymouth, still as Catering Boy and very similar tasks as before but I soon discovered that the RFA spent much longer periods in port and also went to much more interesting places. This ship took me to the Caribbean and we did interesting exercises with the Royal Navy. Whilst on board *Tidereach*, I was promoted to Steward and during my duties of making up the 2nd Officer's cabin, he asked why was I a Steward considering that I had GCEs. After further discussions with him and the ship's Purser, I put in a request through the Captain to the Ministry of Defence to be considered for the position of Ship's Writer.

Following an interview at the Admiralty, as it was known then, I passed and was appointed to the RFA *Retainer* as 3rd Writer. The position of writer was chiefly to organise the pay accounts for the crew on board (the RFA had large crews of about 100), to balance the monthly accounts, to organise the mail and correspondence for the Captain, to deal with Customs and Immigration at home and foreign ports, to arrange for the supply and issue of various bonded stores, such as alcohol, cigarettes etc. After serving on board *Retainer*, I was given a contract with the RFA which meant that I would be employed by the Admiralty and no longer have to report to the Federation for a ship. The *Retainer* was stationed in Malta and during the course of the year that I spent on board, we visited many and varied ports in the Mediterranean.

My next ship was the RFA *Olna*, a tanker which took me to Trinidad to load, then through the Panama Canal to Christmas Island in the Pacific, where the Atomic Bomb tests had been carried out, then to Suva, Fiji, where unfortunately while we were there, there were riots between the local population and the resident Indian community. Much tear gas was fired to quell the riots and this drifted over the ship which is an experience not to be enjoyed. Two of our crew were arrested and placed in jail for possibly receiving stolen goods from looted shops. I was ordered by the Captain to attend the local court and vouch for the character of these men. They were let off but confined to the ship whilst in port. Then on to Sydney, Australia, Singapore, Gan, Maldiv Islands, Persian Gulf and back to the UK, an around the world voyage.

There then followed a variety of ships and once again the RFA was fortunate in that they had not only tankers but store supply ships, a helicopter training ship and ammunition carriers.

In 1959, the name of Writer was changed to Ship's Clerk which perhaps better explained the task undertaken but was universally disliked. In 1960, I was promoted from a one ring officer to a two ring officer which meant that I sailed on RFAs single-handed in charge of my tasking. I sailed in this position for several years mostly on *Leaf*

and *Wave* Class ships until 1966 when I was again promoted, to Senior Ship's Clerk. This meant that I would generally be on the larger RFAs with a staff of one or two under me.

This year I joined RFA *Tidesurge*, which is memorable as we were sent to assist with the blockade of Rhodesia when the Premier Ian Smith decreed Unilateral Declaration of Independence (UDI). The ship spent approximately three months anchored some miles off Beira, Mozambique, where we assisted the Royal Navy in maintaining the blockade as they inspected ships to make sure no cargo was bound in or out of Rhodesia. We went to Mombasa, Kenya, a few times to pick up provisions to supply the Navy but this was quite a boring period. Of course, we also did several refuelling runs with HM ships.

The main task of the RFA is the supply of fuel, food, ammunition and general stores to the Navy and allied services. That period was followed by trips to Singapore, Hong Kong and Japan, with several days in each port and plenty of time to explore. We were in Sapporo, Japan, for the commencement of the Olympic games and the ship's company was invited to many official functions. Another four years passed and in 1970 the disliked name of Senior Ship's Clerk was changed to Senior Ship's Accounts Officer. It was at about this time that conditions had also improved and our tours of duty came down to about nine months with approx three months leave after this tour.

Shortly after this, the RFA took over the fleet of Landing Ships, which were run by the British India Company, and many of the officers and crew transferred into the RFA. I mention this because their people who ran the accounts on board also did the catering and were known as Pursers. They refused to be called Accounts Officers as it did not explain the job that they were going to do in the RFA so the Ministry decided that we would all become Pursers. Until this time, in the RFA, the Catering Department had been run as a separate entity



Early Discharge Book.



First ships sailed, from Discharge Book.

from the Accounts Department and the head of the Catering Department was known as the Chief Steward. It was now decided to amalgamate the two branches and the Chief Steward would become the Senior Purser with the Accounts Officers as Pursers under him. To set up a promotional structure, Accounts Officers like myself were offered the opportunity to go to HMS *Chatham*, the Naval school of Catering to learn all aspects of Catering. Following a fairly lengthy course, I gained basic City & Guilds Certificate in Catering and also a Merchant Navy Ships' Cooks Certificate which would enable me to sail as an in charge position as Senior Purser. I took up my first position as Senior Purser on the RFA *Sir Geraint* at the end of 1972.



First Officer, RFA Engadine, 1976.

There followed many ships as Senior Purser but a memorable one was on the RFA *Engadine* when we sailed through the Panama Canal up to San Diego in the USA, then on to San Francisco and Vancouver in Canada. At all these ports we had official functions where the local dignitaries were entertained on board, remembering at this time I was then responsible for the production of the food and beverages services. At this time, the RFA Commodore was sailing as the Captain so things had to be correct. My department was still responsible for the Immigration and Customs in the foreign ports and the American procedures are very long and tedious.

In 1979, I stood by the building and completion of the RFA *Fort Austin*, which has remained one of my favourite ships over the years. I returned to *Fort Austin* in 1981 when it was the 75th anniversary of the founding of the RFA. The ship was in Portland Naval Port and the Queen and Prince Philip visited the ship to commemorate the anniversary. The preparations for the day were long and exacting and the Royal Party stopped on board for lunch after having a walk around the ship for a meet and greet. Once again quite a demanding time for my staff of Chefs and Stewards.

Life moved on until 1982 when I was standing by a refit on board RFA *Regent* in Newcastle on Tyne when Argentina invaded the Falklands. The ship was put back together in record time and we sailed to load stores and ammunition before departing from Plymouth for Ascension Island. Going down the Channel we were involved with many exercises preparing us for what might happen, though no one really expected to be going into conflict. We waited for a week in Ascension whilst negotiations took place which came to nothing. I well remember seeing the Vulcan bombers lined up on the runway and thinking perhaps it could be for real after all. Then we sailed south



Meeting the Queen, 1981.



Dedication. RFA Fort Victoria.

with a full cargo of ammunition, stores and food. We joined the Task Force and Carrier Group on the edge of the Total Exclusion Zone (TEZ). It was while in this position we were attacked and unfortunately the *Atlantic Conveyor* was hit and sunk a little over a mile away. Lots of sea time again supplying a multitude of ships with stores and finally a trip down to South Georgia to transfer stores from commercial ships for us to take back to the Falklands area. We remained in the Falklands area for some three months after the conflict was over, finally returning to Rosyth.

A year later I was promoted to Deputy Purser Superintendent and in reality my seagoing career was over as I was based in the Ministry of Defence Empress State Building at Earls Court, London. Duties were then to oversee the ships' refits programmes in the on board accommodation areas, undertake ship inspections for aspects of accounts and catering and assist my senior in policy matters as they affected the Department. During this period, the Pursers received another change in name and became aligned much more towards the Naval system and became known as Supply Officers. I therefore became the Deputy Supply Superintendent.

A few years later my boss, the Supply Superintendent, became Captain (Supply) and then in 1989 he retired and I was promoted to Captain (Supply). The RFA Organisation went through enormous changes at this time and became much closer to the Naval service and consequently our offices were moved from London to Portsmouth Naval

Base. My task was enhanced to become not only Captain Supply but Chief Staff Officer to the Commodore responsible for Policy and Finance matters. I then had a fairly large staff of not only uniformed officers but also Civil Servants to manage the varied aspects of the tasks. I retired in 1999 after having served 42 years of what had proven to be a very interesting and varied career.

Things still move on, as I understand the branch officers are now called Logistic Supply Officers.

Things do go full circle as I now live in what was my parents' house and enjoy working in the three-quarters of an acre garden.

RIGHT: *Royal Garden Party, 1998.*



Yelta at work 1967.

The ST Yelta

John Pook

A rainy Sunday in Port Adelaide, South Australia. Here Australians pray for rain – all around the fields are brown – this celebrated wine region's livelihood is under threat. We were visiting Adelaide to see our eldest and spent the morning mooching around the Wharf Market sheltering from the weather.

I'm a recent *Freshspring* volunteer. We all know how beguiling she is. And there, just leaving the wharf, packed with tourists – a close relative? The Steam Tug *Yelta*. Her size, profile and something about the engine room hatches (our painting team are well familiar with them) made me curious. I found Phil – a man with generous attitude, girth and beard. He gave me her backstory and that her volunteers groomed her each Wednesday.



Yelta setting off on a trip.



The sun shone on AGM day back in June. Brian Gooding

Yelta is owned by the South Australian Maritime Museum. She was acquired when she retired from port work in 1976. A few years later, the museum decided to bring her back into active life and assembled a team to do the job. Those with technical knowledge, patience, weather proofing and an appetite for fruit cake; we know the type.

Built in Sydney in 1948, she is powered by a triple expansion reciprocating steam engine developing 970ihp into a four-bladed cast iron propeller 8ft in diameter. She has a 16ft boiler holding 18 tons of water creating 200psi of pressure. Like *Freshspring*, she was converted to burn heavy oil.

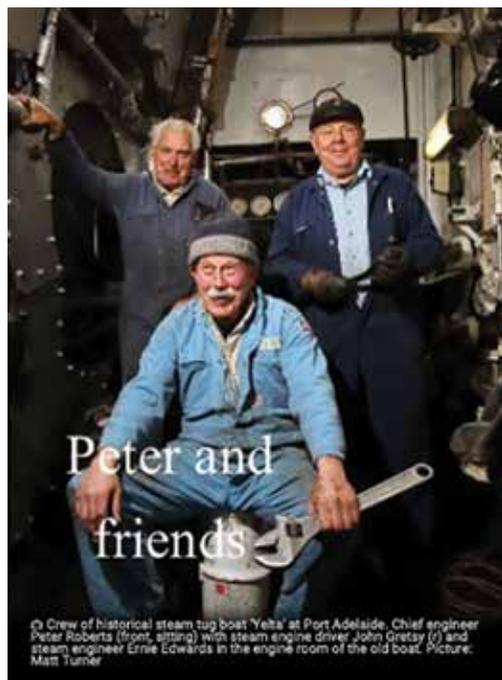
Compared to our project, the *Yelta* was in better structural shape, had not been 'plundered' but had not been in steam for several years.

On the Wednesday, I got 'the tour' with Peter. An Everton supporter with a soft Liverpool accent, Peter has spent his whole adult life in marine propulsion. He was one of the original volunteers and, with relish, he described the moment when the restoration team got the engine to turnover.

Yelta has a gear mechanism which, with a huge spanner, allows the engine to be brought to an optimal starting position. Knowing the struggle ahead, Peter had installed a movement measuring sensor somewhere in the mechanism. Increasing numbers of crew lent on the huge spanner without success. They eventually got a 1mm movement with three heavyweights bouncing on a wire stretched from the spanner across the engine space. To me, the next step seemed quite brave but apparently Peter wasn't concerned.

Bringing the boiler up to temperature and steam up to the available 200psi – they slowly put the engine under pressure. At maximum pressure and with a fearful scraping and creaking, the engine came to life. Five minutes later, it was running smoothly and sounding pretty good.

Yelta's engine room is quite cramped, dominated by the huge engine (initially commissioned for a Corvette cancelled post-WW2). She steams almost every week in the tourist season – all around is shiny brass, oily cranks and those modern items consistent with 21st century operating regulations.



Peter and friends.



Yelta's boilers.



Ship on bank, but refloated

Carrying sugar from north Queensland, the interstate, 3,200-ton freighter *Ulooloo* went aground at low tide in the main shipping channel at Outer Harbor this morning.

In the picture below the tugs *Yelta* (nearer camera) and *Woonda* strain on their lines, but fail to shift the ship this morning. Another attempt made during this afternoon's high tide, freed her.

The ship was aground between Nos. 3 and 4 beacons on the north-east bank of the channel.

When freed, she moved up to the CSR berth under her own steam.

This is a smaller vessel than *Freshspring*. The large engine room means gangways are narrower and, being five metres shorter, space for tourists is tight. In Australia, sun screening via a canvas awning is de rigueur. This limits the experience of being on open water. Elsewhere there are little glimpses of our beloved Buff on ventilators and hatches. The steering gear confused me – in the bridge house, which is quite cosy, is a conventional wheel binnacle signalling to a secondary steam assisted unit aft – thence to the rudder via the familiar chains and rods. An aft steering position may be necessary when guiding a larger vessel on tow.

Reflections. The *Yelta* is a truly historic steamship, the star of the SA Maritime Museum, echoing the traditions of the Port of Adelaide. She has a small team of loyal and highly skilled volunteers who have done an impressive restoration. In the tourist season, a lot of commitment is required to operate a busy schedule. Budgets are tight. I couldn't detect an education programme beyond a 'Come and Look' and 'Come and Cruise' model.

Yelta is a tug. Our neighbours in Bideford are tugs. *Yelta's* looks and layout don't really reveal her age. *Freshspring* is different – she looks her age. We have a vessel with space and a unique opportunity to

reveal the technology, the craftsmanship and the working conditions of another age.

My thanks to Peter and Phil and colleagues for their kindness and hospitality.

Please see this link to a neat YouTube feature: www.youtube.com/watch?v=_E3IBWTYISE

Matt's Diary

Since my last diary entry, we have disembarked from Beaumont Texas. I am now sailing under the rank of 4th Engineer. We sailed back across the Gulf of Mexico through the Caribbean Sea. We dropped anchor at Jamaica to bunker fuel for the trip back to Brazil.

During bunkering operations, a barge drops anchor alongside the ship and pumps fuel into our fuel storage tanks via a hose. I am in charge of taking soundings of the fuel tank. This is achieved by lowering a measuring tape through a pipe into the tank to see how much fuel is there to prevent it overflowing.

We then continued down the east coast of Brazil back to Santos. I work every day from 08:00-17:00, completing daily routine maintenance and looking after my designated machinery. This machinery includes the fuel oil and lube oil purifiers, the garbage incinerator, the fresh water generator, the sewage treatment plant and the air compressors.

The fuel oil and lube oil purifiers use centrifugal separation to remove water and impurities from the fuel oil and lube oil before it reaches the engine. Sludge is formed from the water and impurities which is discharged into a sludge tank underneath the purifier room. This sludge is then transferred to the incinerator sludge tank which is heated using steam. The water



Beaumont, Texas.



Oil purifiers.



Garbage incinerator.



Fresh water generator.



Sewage treatment.



Air compressor.

evaporates and the remaining sludge is burned in the incinerator.

The incinerator is used for burning garbage and sludge removed from the fuel oil during purification.

The fresh water generator uses the cooling water from the engine to evaporate sea water and condense it back into fresh water.

The sewage treatment plant uses bacteria to break down the sewage. It is then treated with chlorine so it can be discharged overboard without causing pollution and therefore complying with strict environmental regulations.

The air compressors supply air to the main air bottles, which can then be used to start the engines or for control of safety systems around the ship.

Every third day I am the Duty Engineer which means I must carry out both noon and evening safety rounds of the Engine Room and fill out the daily logbook. When the engine room is unmanned, any alarm that sounds is set to ring in my cabin so if there is a problem overnight, I must get up and solve it.

It's not all work though! One of the things I enjoy about life at sea is the social aspect. Even though the whole crew is away from their friends and families for long periods of time, we still find ways to enjoy ourselves. Usually during the evenings we spend our time together in the social room watching movies or TV series. Sometimes we play cards games or darts.



During the voyage back to Santos the crew celebrated Easter with a chocolate hunt. I wasn't lucky enough to find anything but everyone who took part got a bag in the end. My birthday was in May the cook/galley even made me a cake.

One interesting aspect I find about life at sea is working and making friends with lots of different nationalities. So far on this ship I have sailed with 13 different nationalities. It has given me the opportunity to learn a small amount about their cultures and their ways of life.

On arriving back in Santos, we went to anchorage to await orders from the charter. Unfortunately the 2nd Officer was inspecting a tank; as he stepped off the ladder onto the grating, he fell through and hurt his foot. He was transferred to hospital from the ship by pilot boat.

We were actually at anchor for two months before going into port. At anchorage the



Easter hunt.



Birthday surprise!



The harpoon. Santos in the background.



Shore leave.

engine isn't running so it's harder to make fresh water. The generator uses the cooling water from the engine to evaporate sea water. If the engines are not running, then it becomes difficult to reach the right temperatures to achieve this. At sea we make 20 tonnes of water per day at anchorage we were only making four tonnes, our daily usage was five. At first we used fresh water normally until it ran out! Then we had to use feed water which is used for the boilers. We chlorinated it so that we could drink and shower in it.

At one point we were also running out of food. We had no fruit, only carrots as veg, no milk, no eggs and no biscuits or chocolate. Also a few officers ended up going over their contracts as the Brazilian port authorities wouldn't allow sign off at anchor.

While at anchor, some of the Filipino crew and the Chinese 3rd Engineer used a harpoon to fish. The bridge turned the searchlights on so they could see the fish. Then when the shoal swam close enough, they threw the harpoon. They had the fish for their lunch the next day.

Eventually we sailed into Santos. Some of the crew signed off and were replaced. We learnt that the 2nd Officer was ok and would probably be rejoining us.

Those of us not leaving were lucky enough to get some shore leave. We spent our time at the beach playing football and tried some Brazilian cuisine at a local restaurant.

We are currently on the way back from Santos to Houston in Texas. Hopefully that will be my contract over for a few months until the next time.

Matthew Wakeham
4th Engineer

Freshspring Steam Beer!

Continuing our successful relationship with Bideford's Clearwater Brewery, The Steamship Freshspring Trust 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 Trust

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

Legacies provide very necessary financial support in helping the Trust 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 Trust 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 Trust 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

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Address

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Address

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Occupation

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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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