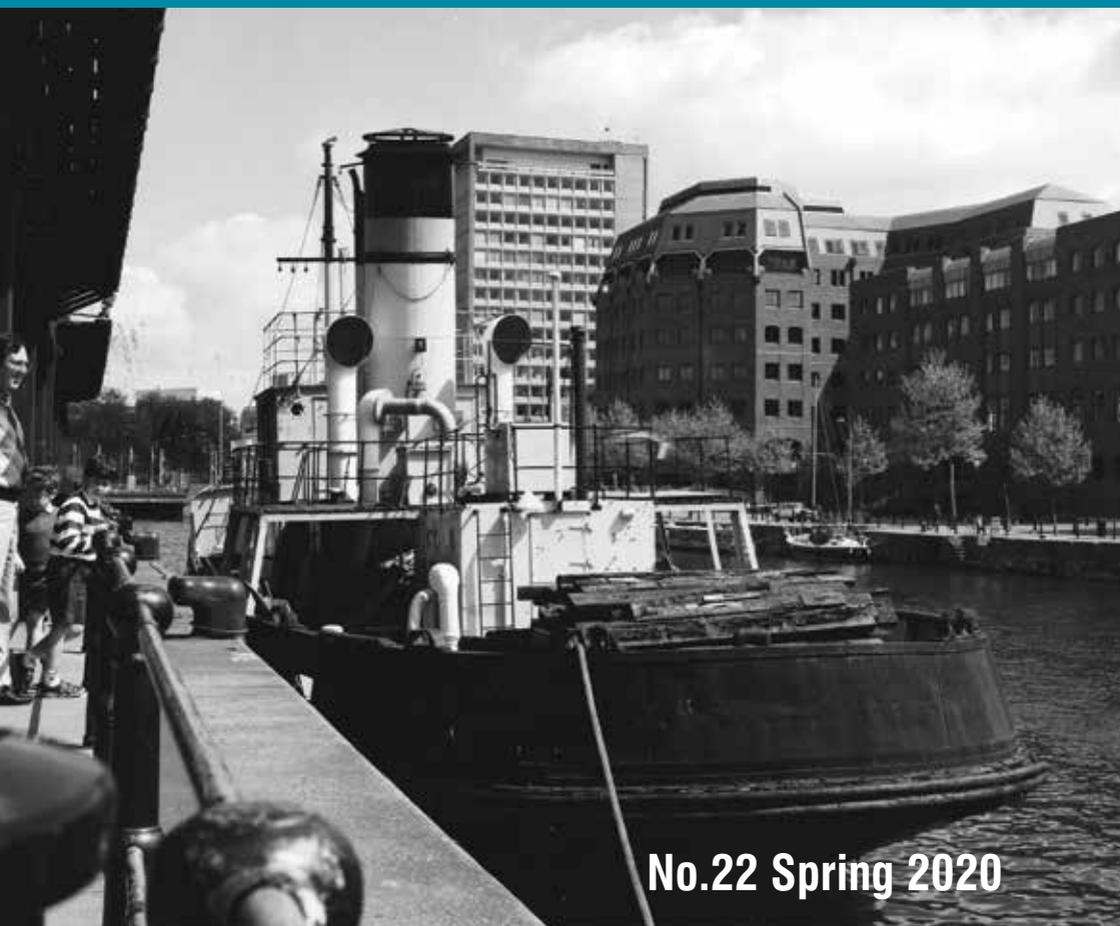


STEAMSHIP

FRESHSPRING

TRUST

MAGAZINE



No.22 Spring 2020

Preserving the past to inspire knowledge for the future

The Steamship Freshspring 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: The Earl Attlee TD; Rear Admiral Nigel Guild CB CEng FREng;
Captain Kevin Slade CMMar FNI.

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Keep up to date with progress/news via the Trust'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 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 the first Sunday of the month over the winter period. Other opening days will be advertised locally and 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.

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

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Editor's Ramblings. . . .

Whenever it's time to produce another of these publications, I am amazed at the amount of work going on both behind the scenes and on board the ship. The various reports explain all that has been – or is being – done to drive the various projects forward.

There are changes in the management of the Trust. Hayley's contract has now ended and we have two new Trustees, in Richard and Huw. Richard has been our Membership Secretary for some time, while Huw will oversee the educational aims of the Trust, and will build on the good work done in this area by Hayley. We are fortunate that Charlotte, our very able Project Manager, will be staying on at the end of her Lottery-funded contract. That is good news as we still need to take a lot of the day-to-day management off John's and Simon's shoulders, so they can be a bit more strategic in the future. We must always be thinking ahead to continue the excellent, nay, astounding, progress made in a relatively short period of time.

I was pleased to see that the bridge banners that we had made are protecting the woodwork of the wheelhouse. They were designed to look like the wheelhouse so that the public would still get the right impression of the ship; they are much better than just covering the woodwork in tarpaulins (see picture below).

You may have noticed the subtle change of name of this publication from 'Newsletter' to 'Magazine'. We feel this more accurately reflects the content of the periodical, for it includes not only news but articles and features which we hope will be of interest to members.

I hope you enjoy this edition. If you feel like contributing, please do, though sometimes I have to hold over material for a following issue. It is your magazine!

Brian Gooding



FRONT COVER: This picture was taken by John Boxall around 1985 and ss Freshspring was lying in St Augustine's Reach, Bristol Harbour. She moved around the docks under her own power, which often resulted in her hitting things – a concrete barge, the Lochiel and a cabin cruiser were amongst the casualties.

From the Chair

Firstly, A happy new year to all our valued members and friends.

We are getting back into the work of the Trust now and hope that 2020 will be a great year for the ship and all the work we do in schools and education in general. We have co-opted two new Trustees, Huw Davies and Richard Ker, to help us progress partnerships, learning and funding support. This is a very positive move forward for the Trust as what we do as we grow requires specialists to oversee our projects.

You will have seen our successful Crowdfunding campaign for the enclosed deck awning and many of you have contributed, so thanks very much to those who did. This is a great project and our aim is to have all this up and ready by Easter this year. It has also been supported by two regular funders, Headley and Bideford Bridge Trusts. It is a lot of work both for our team and the people making the frame and covers, and so this will be starting as soon as possible.

This early part of this year finishes our two year lottery project, which has been extremely successful for the Trust. We will be going back to the Lottery and other funders this year for support with the essential studies to determine that the ship is able to carry passengers and most importantly, to pay her way.

Our new mast was recently delivered and with considerable effort from our worthy volunteers, it now lies on the port side of the ship ready for work to start in creating a 10 inch round pole. This represents an interesting project for volunteers. Haydn Samuels of the Britannia Trust is teaching our team how to make a mast from a Douglas Fir tree; this should be very interesting. It will be so good to have a mast back in the ship as it will complete her appearance as a ship. We thank Lord Clinton and the Headley Trust for support with this exciting project.

We had an excellent Christmas event at the Pannier Pantry for Volunteers and supporters. This was very well attended and a great occasion. Indeed, Scuttlebutt dropped in to recite a well received poem. We were able to organise a raffle and an auction of some very nice items to raise funds and, also, to add to the fun. Not to be outdone, our ship crew organised another event on board, which I was



Arrival of the new mast.

unable to attend. It appears to have gone very well indeed, with the ship's mess area packed and the stove at full blast providing more than sufficient heating. Sausages were cooked on the stove and a good time was had by all. The stove is now in regular use on work days and we thank John Cooper for both initiating this project and for paying for it.

I am pleased to see an excellent report from a local supporter. Ron Robins has had a remarkable career and we are very pleased to have him on the team for support and advice.

We are now moving towards the end of our current Lottery funding and very unfortunately we have now lost Hayley, who has made very considerable progress in our education aspirations. To ensure we maintain momentum, we have co-opted a new Trustee who will focus mostly on our education and learning work. Huw Davies is a past Vice Principal of Petroc College in Barnstaple so is well suited to the role. We have also achieved funding to continue the employment of Charlotte as our Project Manager. This is a crucial role as managing the trust and its activities requires consistent high quality management.

I have several talks coming up now, something I enjoy doing and recently, I provided a talk to Braunton Rotary and they kindly provided us with a grant of £1,250 to support our Primary School STEM project. This, along with the funds we have from Tesco and the Headley Trust, means we can build four more units along with all of the supporting equipment for use in local Primary Schools.

We are preparing for the coming season as our aim is to progressively increase visitor numbers on the ship. Last year was a huge success and our open days were



Manoeuvring the squared tree aboard ready for work to convert it to a new mast.

only restricted by the limited number of Stewards we have. If you are in our area and would like to volunteer, we would be very pleased to see you. In this magazine, we are setting out an events calendar for the season and we will continue this in each issue. This is to help with recruiting volunteers at events and to let you know what is going on in the Trust and where you can come and see us.

I would like to say a little about the potential future of the ship and Trust. When we set the Trust up in 2013, we were not sure we would even save ss *Freshspring* and so we decided two things:

1. whatever happened to the ship, we would continue as an education charity, supporting engineering and careers in the maritime sector.
2. should we save the ship, she will become an integral part of our wider aims to deliver services in training, education and careers in maritime and engineering.

Fortunately, we have saved the ship and, indeed, she has become very instrumental in our education and learning work. As her appearance and presentation on board improves, so does public interest. We are able to provide facilities to encourage interest in maritime heritage, industrial heritage, the local maritime environment, career support linked to engineering and maritime, mainstream school projects. We have a growing number of volunteers, thus we support the well being of our community by providing a range of activities in a social environment. We work with local agencies to provide support for those with learning difficulties, people who are in need of motivation and we teach people new skills.

Since 2016, we have been in Bideford and a lot of work has been done by volunteers to improve the standard of the ship and prevent decay. With support from Malcolm Allen, a dedicated volunteer, we have acquired a set of six solar panels and these have been connected to an inverter and battery bank to provide AC power around the ship. It will also serve as a further education opportunity along with our, already installed, wind turbine.

Our long term aim is that the *Freshspring* should be an operational vessel. Therefore, most of what we do is in some way preparing for this. During 2019, we tendered for a feasibility study, which is to determine if our ship can carry passengers in numbers greater than 12. This is a crucial stepping stone if we plan a viable operation. An unlikely outcome could be that the ship cannot carry passengers, but at least we will know and can plan the future accordingly.

The second vital study is to determine the viability of the ship in operation. We need to understand the type of work the ship can do and what might keep her sustainable.



The presentation of the cheque for £1,250 by Branton Rotary.

We have contractors ready to carry out both studies having completed a tendering process. We now need to raise the funds. Given that the studies are both linked together, comprehensive and detailed, they will be expensive. Both studies amount to almost £60,000 and so we plan to approach the National Lottery Heritage Fund along with other funders for help. In addition, we would like to carry out a boiler survey which will cost around £6,500 and so we will separately fundraise for this piece of work.

Should we eventually have an operational ship, and all of our efforts lead to this, we can add a range of services to our already comprehensive portfolio. We can provide public trips, school trips, passages at sea for a limited number of people. We can expand our work in schools to become more nationally orientated, with schools engaging in the areas that the ship will visit. We can provide placements for maritime cadets, classroom space and workshop space to enhance what schools can deliver. The ship will become an ambassador for technology with her likely becoming a hybrid vessel. This will entail propulsion by steam, diesel electric or electricity alone. Her fuelling will be carefully considered and already we are in discussions regarding gas from pyrolysis, LPG fuelling and liquified natural gas. I'll add a simple but crucial statement: "The best way to preserve heritage is to use it". As you might be aware, our strap line is "Preserving the past to inspire knowledge for the future". If we focus on both of these, I believe we have a good chance of succeeding.

Some might say this is all a bit far fetched but what is vitally important is that our ship can survive in a changing world where emissions and the use of fossil fuels are reduced. The United Nations, Mind the Gap report states that emissions must decline 7.6% per year to meet the Paris agreement temperature goal. In terms of energy for shipping, battery electric and hybridisation will play a major role in short sea shipping, while hydrogen will work for deep sea. Coatings and hull forms will reduce the fuel burden on ships. Already, our government is considering the phasing out of coal use in the UK.

Thank you for staying with us and being supportive of the Trust. Your membership means a great deal and is very motivational for the team.

John

What are they for?

WE have these brackets around the ship but no one can tell us what they are for. Can anyone help please? Answers to the Editor please.



Treasurer's Report

2020 started as a bit of a roller coaster for us!

In November we launched our Crowdfunding appeal aimed at raising just over £7,500 to fund an all-weather awning for part of the ship's deck. Originally the plan was to end the appeal before Christmas but we were advised to keep it open until just after the start of 2020, which we did. After a half page feature about our appeal in the local paper in early January, we again extended the closing date and, after some nail biting as to whether we would meet our target, we closed the appeal at £7,990! This was a fantastic result and a testament to the very generous support of many members, some Torrington District Councillors and the public. Thank you all.

In my last report I mentioned the children's book that we had commissioned as part of the Our Heritage project, and this has now been printed. We will not be making the book available until we re-open the ship over the Easter weekend – so no preview in this magazine I'm afraid – but I can confirm that the finished item is most impressive and a great 'advert' both for *Freshspring* and the Lottery.

We have started 2020 in good shape financially but, as always, there are challenges and we need to maintain our income momentum. Many members very kindly donate money straight to our bank account on a regular monthly or quarterly basis so, 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.

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 – as always – be greatly appreciated.

Simon Tattersall

Trust Matters

Trustees

At our Trustee meeting in December we co-opted two new Trustees and lost Becky Short, who decided to stand down due to other pressures in her life. We thank her for her contribution.

One new Trustee is Richard Ker, who has been our Membership Secretary for many years. Richard is a Trustee of several other local charities, including the Northam Care Trust, and he is passionate about education and helping disadvantaged people. He is also involved with our fundraising team.

Our other new Trustee is Huw Davies about whom you will find more details in this magazine. Huw has a lifetime of working in the education sector and will be responsible for our education strategy and its implementation. This is a big job! We already have some help from volunteers but we will be recruiting more as the strategy is rolled out.

Annual General Meeting

This year's AGM will be held on Saturday 13th June and all members are welcome, indeed encouraged, to attend. Details of timing, the annual accounts, voting documents and other relevant information will be included in the next magazine.

Fundraising

We are currently applying for an 'Awards for All' grant and the next Lottery application is being prepared. We have received £5,000 from the Headley Trust towards our educational work, £1,000 from Bridge Trust towards the awning, £1,250 from Braunton Rotary to fund another engineering school set and we are in discussion with Pilgrim Trust over funding.

The Future

2020 could be a pivotal year for *Freshspring*. We need to reduce the time that some Trustees spend on 'active duty' and start looking towards both increasing the off-ship volunteer numbers and employing people to take on key roles. We have yet to work out how we will manage / finance this, but it is very much at the forefront of our plans and there will be more in future magazines.

Simon Tattersall

Huw Davies

I have been aware of the ss *Freshspring* project for some time, through the North Devon STEM Ambassador Network and through my role at Petroc. After retiring in July 2018, I applied for the role of Project Manager for the Freshspring Trust. Although unsuccessful, I was very impressed with John, Simon, Hayley, Charlotte and other volunteers I met, especially for their ambition, drive and commitment to restoring the ship and making it an education resource for the community. The success of the Trust so far is extraordinary and the genuine belief that the ship will be fully restored and returned to the community is inspiring. I offered to help (after the interview) if they thought I had a skills useful to the Trust – and then I was reeled in! For nearly a year I have been working with John and Simon and others consolidating existing plans into more coherent and strategic and business plans in preparation for funding bids.

I was brought up in the 70s in Newhaven, East Sussex, a port town with many similarities to Bideford. I spent a lot of my youth on the water, especially as a Sea Cadet participating in sailing, canoeing and pulling (rowing) and participated in many regional regattas. Our Sea Cadet Corps was well equipped with ASCs, a whaler and a steam-powered Pinnacle. Many of the officers were ex-servicemen and we were led to believe that the bolts for the Lee Enfield 303s we used for ceremonial duties were stored in the local Police station just in case of Russian invasion! After leaving school I travelled through Europe and the USA, working on summer camps teaching canoeing and sailing. My boating adventures came to halt after entering Leeds Polytechnic and then subsequently working in International Colleges in the East Midlands and Cambridge.

I have lived in North Devon since 1989 and worked at North Devon College/Petroc until retiring. During my first ten years in North Devon, I helped with the development of Barnstaple Junior Rugby Club and coached the under 15s team to county success. I have over 20 years of senior management experience at Petroc College and have a good network within the local business and education communities. My first job at NDC/Petroc was lecturing on Business and Tourism courses, I was then lucky enough to be promoted to the Head of the Business & Leisure Industries Department. My role was to ensure that we provided a very high quality range of education suitable for all members of the community. During this time we achieved an OFSTED rating of Outstanding. One of the key strengths of the inspection was the work with we did with local stakeholders including community groups, voluntary organisations, businesses, statutory bodies and individuals.

In 2009 I was appointed as Director for Innovation and in this role I was responsible for marketing the college and implementation of a strategy to increase the college's funding through securing significant income from a variety of sources. We were successful in becoming the accountable lead body for a variety of multi-million pound contracts including European Social Fund, The Cabinet Office, Big Lottery and the Skills Funding Agency. The college significantly grew its capacity to support vulnerable

individuals and groups and developed a network of local delivery partners throughout the South West peninsula.

I was motivated to become a Trustee of the Trust because the passion and commitment shown by the people I have met on the project. The educational focus of the Trust is something I am keenly interested in and its desire to offer an inclusive service to the community. I have a good understanding and network within the community, especially in education and I think this will be most useful to the Trust. I have experience of supporting small charitable organisations to develop and grow as well as support them to find funding. I am currently working on a Business Plan and Education Strategy for the Trust and I hope to develop these into workable action plans that future proof the Trust as much as possible. I believe the Trust can play a significant role in the local education infrastructure as well as restoring a historical ship for all of the community and visitors to enjoy.

Huw Davies

Events 2020

This is a list of events on the ship or where ss *Freshspring* will be represented. If you can help, please let John know.

14th February:	Bideford College Careers Fair.
9th April:	Lottery Celebration Day on board and at Rugby Club from 10.30 with lunch.
10th April:	Ship opens to the public.
26th April:	RHS Rosemoor; 2.00pm in the Education Centre.
2nd May:	Northam May Fair.
9th May:	South West Ship Show at Filton.
9th & 10 May:	Lynton & Barnstaple Railway Spring Gala – Woody Bay Station.
16th May:	Pigstock Festival at Abottsham.
23rd May:	Bideford Bike Show.
24th-26th July:	Boconnoc Steam Rally.
8th August:	Bideford Fair.
30th August:	Bideford Water Festival.
18th-26th September:	Appledore Book Festival.

Education Strategy 2020-2025

The Education Strategy agreed at the Trustee meeting in December 2019 is to realise the vision that by 2025, *ss Freshspring* will be an exceptional education resource and an award winning visitor experience, and this would be achieved through building upon the Trust's achievements over the past six years. The long term aim is to fully restore the ship to operational condition, ensuring its preservation and sustainability and transforming her into a unique mobile learning resource. Education remains at the heart of the project and in partnership with education institutions, businesses and the local community support young people's career development in maritime and engineering, provide opportunities for volunteering, as well as raise aspirations and ignite pride. The ship will be a significant regional visitor attraction, a high class education and skills training resource, and a community facility with the potential to contribute to the economic regeneration of Bideford and surrounding areas.

So far we have engaged with a broad range of education providers, seeking partnerships and funding to achieve our aims. This has led to successful STEM projects with Primary Schools, careers events at Secondary Schools, research projects with undergraduates from Plymouth University and the University of the West of England and supporting local people wanting to return to work. The Trust has also engaged with Adult Learners through on-board art classes and worked in partnership with local Sea Cadets exposing them to real life ship experience. The strategy is responsive and flexible designed to embrace new partnerships and funding opportunities as and when they occur.

Shipboard facilities include a range of projects such as rope-making, knot-tying, understanding signal flags, Morse code exercises, and family activities. In addition, there are school workshops which are tailored to individual curricular requirements but include a range of archival and artefact based and hands on activities. Our future aim is to equip the ship for more active school activities which will include a workshop, video facilities and a more formal classroom. Our engineering resources will include detailed interpretation of systems and machinery, ship construction and design and basic navigation.

Should the ship be returned to operation, we will be able to provide a national resource, expanding activities to provide education cruises, hands on experiences, placements, navigation, boat handling and environmental awareness activity.

The Trust believes it can make a significant contribution to the local and regional educational infrastructure by working in partnership with a range of providers to enhance learning experiences. It will achieve this by creating high quality and safe learning environments and experiences. Training and utilising high quality staff and volunteers to deliver programmes

The ship lends itself as a learning environment for STEAM (Science, Technology, Engineering, Art, Maths) related curriculum, career development in Maritime and Engineering, and supporting improvement in self-confidence, resilience and social skills

through work experience and volunteering. Other curriculum areas potentially include history, heritage and tourism.

The work we do in North Devon will become a foundation for rolling out education and support projects on a national basis. The intention is that the ship will travel a regular annual route around the coast of Britain. She will be preceded by the rolling out of our mainstream school projects which will culminate in actual ship visits and trips on board.

Within the conversion, the ship will have a classroom, possibly with workshop facilities, so that she can be utilised as a mobile classroom and education resource.

Her positioning trips at sea will provide perfect opportunities for marine training and practical seafaring experience and once positioned, she will provide short sheltered water cruises for large numbers of people, therefore providing live maritime heritage experiences for all people.

Current Projects developments:

- Primary Schools Science in a Box. This innovative project where the Trust has developed STEM related curriculum activities will continue to be rolled out to other Primary Schools in the area and, if resources allow rolled out to local Secondary Schools.
- Community days for families, local schools and youth groups such as the Sea Cadets currently being scheduled for Summer 2020.
- Secondary Schools Careers presentations. The Trust, in partnership with local Secondary Schools, is giving a series of presentations at careers events to promote careers in the merchant marine and engineering.
- Interactive educational website developed in partnership with University of the West of England (UWE). Detailed discussions underway to roll this out to local schools.
- Virtual Reality *ss Freshspring* Tour. Current discussions are being held with BMT Specialised Ship Design and UWE to develop an interactive VR experience for visitors to the ship.
- Ship Bridge Simulator. Discussions planned to develop a virtual reality bridge to give local school children as near as possible experience of what it would be like to work on the bridge of the *ss Freshspring*.

Huw Davies

New members

We welcome the following new members of the Trust:

Rowland Williams
Roy Bennett
Roger Haynes
Hywel Edwards

Lambourn, Berkshire
Fremington, Devon
South Molton, Devon
Tavistock, Devon

Scuttlebutt from the Quay

“When the snape of the plank is more than twice its width, then the hood-ends must be joggled into the spirketing,” said Sam when I spent a day out at Winkleigh helping with the restoration of his 1915 gaff-rigged cutter *Britannia*.

Sam is a master boatbuilder and is overseeing our project to replace *Freshspring's* mast. He turned up on our first Wednesday volunteer workday of the year with a 44ft long by 10ins squared baulk of Douglas Fir perched on the back of a not very big truck which was handily fitted with a not very big crane.

It never ceases to amaze me what can be accomplished by our crew of volunteers, many of whom are almost past the first flush of youth. With much grunting, a degree of panting and involving the use of some very colourful technical directions, we managed to drag, slide and wiggle nearly a ton of tree to a safe home along the port side of the ship to await a considerable amount of whittling.

These admirable volunteers, nay these wonderful volunteers, so obliging when moving the mast, are the same volunteers who staged a mutiny on the last Wednesday before Christmas. At midday all work stopped, the generator was turned off and a curious silence fell over the ship apart, that is, from muffled noises coming from the crew's quarters. On investigation I was confronted by well over a baker's dozen down below, the wood-burner roaring, and was soon having soup, hotdogs, pigs in blankets and mince pies forced upon me. Amongst those gathered were two of our open day Stewards, Didi (who refuses to be referred to as our “Cake Lady”) and Nic Mann, honoured guests for services to the *Freshspring* galley.

After the feast, rather than resume their important restoration projects, it was declared by the hard-core elements that an expedition should be mounted to a local hostelry and so, despite my mild objections, the day ended with ale being quaffed in quantity at the Heavitree Arms in Mill Street. Happy Daze!

The impending arrival of the canopy over the foredeck is moving some of us out of our comfort zone. We will be removing the forward pair of water-tank hatches and laying in steel plates flush with the deck. The tanks are like black holes accessed by narrow vertical ladders through narrow openings. The ladders don't go all the way to the bottom and when you get there, you're standing on the lower hull plates between the ship's frames and the large pipes that filled and emptied the tanks. The reason they resemble black holes is that they are coated with pitch inside to prevent the water reacting with the metalwork and are consequently very gloomy spaces. We will have contractors to do the glamorous work, welding and plasma cutting, but it will fall to us to do the dirty job of chipping off the pitch and cleaning and grinding the platework in preparation.

“Well,” as I said to Sam that day out at Winkleigh, “you never can tell the depth of a well by the length of the handle on the pump.”

Pete Gillett

PS Scuttlebutt is currently away helping a friend who is concerned that she may have a horse stuck in her chimney stack.

Autumn news from the Engine Room

Since the last issue of the *Freshspring* magazine I can report there has been continuing progress on the engineering tasks identified at the beginning of the last quarter as being of priority.

The lubrication and weekly turning of the engine continues, ensuring all the bearing surfaces are coated with fresh oil. This procedure is bearing fruit as the engine is very easy to turn over these days, so much so the spindle has to be held to allow the ratchet to operate on the turning handle.

The initial attempts at turning the engine resulted in a 50lb loading on the ratchet handle, now after months of lubrication and turning, we have reduced the loading to an average of 17lbs.

I can report that the telegraph system installation, which I mentioned in the Autumn article, has now been successfully installed.

The installation proved to be a little challenging as the connection system between the bridge and engine room is made up of a rod and chain series construction, running through several pulleys and conduits all of which were covered in very old thick congealed grease.

The two engine order telegraphs (EOTs) are also not matched, the bridge one is a Chadburn whilst the engine room one is a Robinson; fortunately both have the same chain connection construction so could be made compatible.

This installation required a shortening of the chain leading up to the bridge EOT, so as to remove the slack from the system. After several attempts, enough was removed to now have a fully functioning system where we can once again hear the bell ringing in the engine room when commands are sent from the bridge.

The Circulating Water Pump has been stripped down and inspected along with the inlet and outlet pipes leading to and from the pump. On inspection, the engineers found the pump impeller to be in really good condition. Re-aligning the unit to its drive shaft though proved to be more of a challenge which resulted in the engineers having to fabricate new shims and put a small lead in chamfer on the fixing shoulder bolts.

The feed tank on the oil and water separator has been stripped back to bare metal and repainted. The tank was looking rather tired and tatty as the original paint was chipped and flaking. After many hours of scraping and chipping, all of the paint was eventually removed; two coats of primer and two of grey topcoat have been applied and the results I think are rather impressive.

Mike Greener



Project Manager's Report

Charlotte Squire

As the HLF Project draws to a close, the Evaluation Report is a key document that Mike Blackman and I are working on. Even though I've only been involved for the last 12 months of the two year project, it's really interesting to look back and see the progress made and the lessons learnt.

In my last report, I mentioned the imminent launch of The Freshspring Trust's first Crowdfunding campaign for a deck awning. Richard Ker and Anne Budd did a sterling job of running the campaign, which, thanks to our amazing supporters, achieved its financial target. The awning has been ordered and the deck works are about to start, so we can now look forward to a covered foredeck for volunteers, visitors and on board events.

The Freshspring Trust's Christmas Party was an enjoyable event, hosted beautifully by the Pannier Pantry in Bideford. The raffle and auction were generously supported, so thank you to all who either participated or donated gifts. Particular thanks must go to Val Barrs for her delicious Christmas cake and Pete Newell for his stunning paintings of *ss Freshspring*.

Just before Christmas we held a consultation event at the Affinity shopping outlet, Bideford. We had some 60 questionnaires filled out by members of the public, some of whom had visited the ship, but the majority had not. The clearest message that I took from the day was that we have a lot of work to do to raise the profile of the Trust. People were extremely supportive, but many hadn't even heard of the ship.

In early January, the new mast arrived. The crane laid the 'tree' across the foredeck, and the ship volunteers demonstrated their teamwork as they manoeuvred the massive piece of wood over to the port side. The wood now has to be turned and sculpted into shape to take its rightful place on the foredeck.

I was fortunate to go on a funding bid writing course in mid-January. I was reminded of the importance of simple language, human stories and organisational capacity to support the projects that we are trying to raise funds for. Let's hope that 2020 will



see even more great volunteers coming forward to share their skills and enthusiasm.

In early February, the ship volunteers received fire safety training on board. Twelve volunteers completed the training with both video learning and hands on experience to earn their certificates.

At the end of January Hayley's contract with The Freshspring Trust came to an end. We had a surprise bring and share lunch for Hayley and gave her a Teddy dressed in a *Freshspring* hoodie and a nautical themed milk jug to remind her of time spent with us in Bideford. Hayley has been instrumental in driving the Trust's education programme forward and it was clear from all those attending that Hayley is held in high regard.



Educational & Project Update

At the time of writing, as my days at *Freshspring* hasten to an end, I have been reflecting on what has been achieved in the two years since I've been with the Trust. At times, it has been challenging but always rewarding and I shall be sad to leave. I will be especially sad to leave the great team of people I have met whose dedication and passion have got the Trust and the ship to where it is today.

Whilst the ship team have been busy on board, creating their magic to transform it, I was busy developing and delivering a learning programme. Part of this programme consisted of a series of school workshops offering both on site and outreach sessions at schools and a range of activities including rope making, knot tying, and archival based activities.

Photographs, the transcript of a previously conducted interview with Roger Inglis, the last chief engineer on *Freshspring*, and a book by Sidney Kneebone, partially about his life as a Boy on *Freshburn*, one of *Freshspring's* sister ships, were essential sources in developing the archival activities. Such records need to be treasured as much as the ship herself, as without them life on board *Freshspring* will be forgotten.

On site visits have also included a tour of the ship which was only made possible with the help of volunteers, particularly John Puddy and Peter Gillett – a massive thank you to you both.

The STEM Engineering Boxes have continued to be loaned out to schools – a total of eight schools involving approximately 240 pupils.

In total, thirteen different schools have been involved with the learning programme equating to over 640 school children, over a third of whom have visited the ship.

In addition, nearly 200 children were engaged in free family drop-in activity sessions. Samantha Roberts, who was taken on as a freelancer to facilitate the sessions over the summer holiday, proved a great addition to the team; her enthusiasm has certainly been an asset and I hope that she will continue to engage families onboard in the future.

With the help of the Interpretation Steering Group, we have been able to make the ship much more family friendly, appealing to a wider audience/range of visitors. The teddy crew continue to be popular and I love seeing the addition of books that they are 'reading' and cards they are 'playing' with each time I step onboard the ship – thanks particularly to Didi Mann for this. Additions each season are vital in attracting repeat visits.

The addition of the Tour Guide leaflet in 2019 proved both popular and beneficial. Not only does it act as a very successful form of ship interpretation for visitors but also as a marketing 'tool'.

Talking of additions, both Didi and I have been trying to source an appropriate bird cage and cuddly/model canary to go in the engine room since I started but to no avail. The closest I got was a cuddly budgie! So, sadly I leave without having done this – if you find anything suitable please let the Trust know!

This Easter will see the launch of 'The Wishfish', a professionally produced children's fictional picture book related to *Freshspring*, written by Anthony Burt and illustrated by Becca Bracey. Having seen the proof, I am really looking forward to seeing the final product – a seed of an idea which I had since I first joined the Trust and I'm pleased to say has blossomed into a reality.

Another idea which hasn't as yet seen full fruition, but has been initiated, is a 3D tour which a student from the University of the West of England (UWE) started. I hope that this project can be completed to allow more people to see all of the ship.

Students from both UWE and Plymouth University have visited the ship as part of their degree courses in Product Design & Architecture; IT; and Navigation & Maritime Science. The IT students worked with us to create a children's website.

The Trust has attended three Career Days at schools and we organised and hosted the Industrial Heritage Network Cornwall Devon meeting during 2019. We have developed a firm productive relationship with West Buckland School.

The Trust's network and partners have indeed grown but at the heart remains you, the volunteers and members. Thank you one and all!

Hayley Buscombe
Educational and Project Officer

Swimming Adventures

I was lucky enough to grow up in a village in Cornwall near the sea. I used to get a ferry to secondary school and all my major swimming milestones were completed in the sea rather than a pool – 25m, 100m, etc.

An important annual event at both my Primary and Secondary Schools was the Harbour Swim. This entailed swimming from Polruan across the harbour to Fowey and back, if you could make it both ways! Unfortunately for a variety of reasons, I was unable to participate. Ever since then I have considered it unfinished business and open water swimming has remained on my bucket list.

Knowing that 2019 was going to be the year I turned fifty, I decided to take the bull by the horns and in November 2018 signed up for 2019's Bantham Swoosh – a 6km swim from Aveton Gifford to Bantham Beach. At the time of registering, July seemed an age away but the months flew past!

I had been having personal swimming coaching sessions off and on for a year or two with the intention of improving my front crawl technique in order to do open water swims but with a specific date in the diary, I planned on stepping up my training. Life had other ideas though and although I still trained most weeks, it was not as much as I had hoped. As the months went by, I doubted myself and my ability on several occasions. With about six weeks to go, I asked my coach for his honest opinion as to whether I should pull out or still do the swim. He categorically said to do it and even said the time that he thought I would complete it in: 1 hour 45 minutes.

Last March I invested in a decent swimming wetsuit and trained in that in the pool right through until the day of the swim so that at least I was quite accustomed to swimming in it. I spent many lengths practicing sighting and eventually invested in a pair of prescription goggles so that I could actually see where I was going – a distinct advantage!



However, with only a week to go, I still had not managed to actually get out in open water and was again beginning to doubt my ability to complete the distance. Luckily my coach, my partner and my friends had more faith in me than I did. Determined, I joined a sea swimming group at Sidmouth and got a decent swim in there just two days before the event. We swam a reasonable distance and even braved the chop beyond the breakwater!

And so, on 6th July, after not much sleep, I was awoken by my alarm at 4:45am! This was it! With trepidation I arrived at the meeting point to get a shuttle bus to the start. There, once registered, I had an hour and a half to kill before the safety brief. However, I soon got chatting to some of the other seven hundred plus participants and discovered they were all just as nervous as me!

Finally the fastest swimmers were off. I held back and entered the water at the front of the last group to go. It was, as warned, a bit hairy to start with as it is so narrow but after a kilometre in, it opens out and the water becomes clearer. Once I was clear enough of other swimmers, I was able to get into my own rhythm. I got cramp on two occasions, both of which other swimmers stopped to check I was alright, and on the second of these I had to hold onto a safety boat until the cramp eased. The guy assured me that I was nearly there so I didn't hang around for too long and soon found myself at Bantam Beach. I'd done it! My official time was 1 hour, 42 minutes and 2 seconds!

I'm a natural self-doubter but also determined and competitive with myself. I am proud of my achievement but now have a new goal – to complete it in an hour and a half or less!

I also intend signing up to do a variation of the Fowey Harbour Swim this September so I am getting closer to finishing that unfinished business.

The moral of this story and my motivation for putting pen to paper is two-fold: If we can find the courage, determination and self-belief we can achieve our goals. The human spirit is a remarkable thing and human compassion greater still – without them I would not have made it.

Due to the generosity of people sponsoring me, I raised just over £250 and the total raised by participants for Level Water, a charity that enables disabled children to learn to swim, was well over £100,000!

Hayley Buscombe

Matt's Diary

In August, I completed my contract on board *Stena Polaris* and signed off in Houston, Texas. I was then able to relax at home and enjoy the three months leave I had accumulated whilst at sea. So after a few holidays, I contacted my company and gave them my two weeks' notice of availability.

They scheduled for me to join *Junin*, which is a Very Large Crude Carrier (VLCC). I didn't really know what to expect as it was my first time on a VLCC. The *Junin* is 334m in length which is much larger than my previous ship which was only 180m!

When the time came to leave home, I flew to Labuan, a small island just off Malaysia. On arrival I met up with some of the other joining crew members. We stayed overnight in a hotel before departing the island by service boat to join the ship at anchor. This is common practice when joining VLCCs as there are not many ports that can accommodate such large vessels.

Once we got on board we learnt that the ship had been laid up since the end of 2018, whilst negotiations took place for its sale. For this reason, the number of crew on board is reduced from the usual 28 to a skeleton crew of 14. Whilst laid up, most major planned maintenance jobs are put on hold and any non-essential machinery is turned off including the boilers.

Even though there are only 14 of us, we still managed to celebrate Christmas. You don't realise how few people there are until you are all in the same room together.



Approaching Labuan by air.



Junin at anchor.

I have managed shore leave on two occasions; a service boat comes and takes us to Labuan. I went shopping for chocolate which we don't have much of onboard. I also had a haircut which was a big mistake! The second time I needed to visit the doctors for an ear infection which was an experience in itself.

One major job we had to undertake during this contract, which has also been performed on many ships worldwide, was preparation for the 2020 sulphur cap. Since



The service boat to shore leaves the Junin.



The top of the engine in Junin.



Christmas celebrations on board Junin.

1st January, the International Maritime Organisation has brought in a new regulation which caps the global fuel sulphur limit at 0.5%; we have had to make preparations for this. Prior to 1st January our main engine, generators and boilers were running on high sulphur fuel oil (HSFO) whilst at sea, and diesel oil whilst in ports and sulphur emission control areas (SECAs). Our HSFO has a sulphur content of over 3.5% which meant we could no longer use it.

We had to transfer all of the HSFO from the service tanks in the engine room back to the storage tanks from which it was then debunkered to a port facility. A team of guys then came onboard from Labuan to remove the sludge from inside the tanks and clean them. Then we had to close the valves from the HSFO tanks and put seals on them to prevent accidental opening and use of HSFO. So now we are running on diesel.

In the near future we will be receiving low sulphur heavy fuel oil to run the machinery as it is less expensive and has a sulphur content of less than 0.5%.

After the 2020 Sulphur Cap preparation we received news that the ship was no longer going to be sold. Instead we will sail it to Singapore where it can undergo maintenance in dry dock on 10th February. This will be my first time in dry dock so it should be a very interesting experience and I am looking forward to exploring Singapore.

Matthew Wakeham

The life of Ron Robins

I left my school at 15 years of age to be a GPO Telegram Messenger in Plymouth. This job lasted from 1944 to 1947. During this time I was also in the Plymouth Army Cadet Band, something I very much enjoyed.

In 1947, I was called forward to National Service in the RAF and after training, sent in Troopship ss *Strathnaver* to Singapore and Malaya, 1947 to 1950. Our role was guarding RAF Tengah, Singapore, then air strips and trains in Malaya, from Communist incursion from Burma.

On return to the UK, I returned to the GPO and served on the GPO counter in Plymouth. I had other plans for my career and was able to take the exam for the Civil Service, and was fortunate in joining the Air Ministry from 1951 to 1953 where my job was to audit officers' bank accounts.

In 1953 I took a further exam for an Executive Officer role and after three interviews, I was able to join the Royal



Ron during his time with the RAF in Malaya.



Ron Robins when Director RFA Ships & Operations, 1979-1987.



Ron on the left taking a telegram.



The ss *Strathnaver*, on which Ron travelled out to Singapore in 1947.



Ron's house in the Naval Base at Singapore, 1962-66.



A Phantom F4 on HMS Eagle.

Navy. They were very fussy! I was selected for the Royal Naval Supply & Transport Service (RNSTS) in 1954.

My first appointment, after training was to train at IBM, and then to train a team to introduce the first computer for RN ships' spares; IBM 1401 using punched cards!

My life progressed in the RNSTS, and in 1962, I was sent to Singapore, with my young family, to take up the post at the Naval HQ in the Ashore Management of the Royal Fleet Auxiliary Service, with sixteen ships on station. I continued in this role until 1966 when I returned to the UK and had a spell at RFA HQ in London, before being selected for leadership of the Support Team for the Phantom F4 fighter for RN Carriers.

I made another move in 1974, when my department loaned me to be Head of MOD (Navy) Civilian Training Management & Development, with eighteen tutors, all more experienced than me! So I sought, and was given a course at Bradford University

in Management Development, human psychology and modern management. During this time I found the much respected John Adair's 'Action Centred Leadership' which I introduced to the Navy.

On return to my Department, I was promoted to Director, Ships & Operations Royal Fleet Auxiliary with 4,000 officers and men and 28 ships. I served there from 1979 to 1988 with early retirement at 59 years. During my time as Director, I established close association with USN Military Sealift Command, with many exchanges of visits.



RFA Bayleaf: strategic deployment fleet fuel and stores support ship.



Sir Tristram, seen in transit on MS Dan Lifter to the Tyne shipyard.

During the 1980s, Maggie Thatcher asked us to help the Gibraltar economy. She agreed to my offer to refit some RFAs in the shipyard there, which was a considerable boost to the area. We then allocated £12 million annually of refits for three years; some quite large ships, like RFA Bayleaf. This was a very successful long term association. By coincidence, this contract was managed by A&P Appledore, Directors.

Falklands War

I was called to a meeting with Maggie Thatcher, by Admiral Fieldhouse and his team on 2nd April 1982 when Argentina had invaded the Falklands.

She told him to form a plan to recover the islands as soon as possible and to tell her what she should do to help. He asked for an Order in Council which would give us authority to act in her name.

Returning to MoD HQ, we formed a Task Force Planning Group including all senior RN Departments, and the RFA HQ. Within 24 hours they had drawn up a list of STUFT (ships taken up from trade). This was to augment the RFA Fleet, so I was given the task of procuring them, starting with the Queen Elizabeth and Canberra liners as troopships. My instruction was to charter them, and, if refused, to requisition them. Needless to say, as I phoned the companies, they chose charter.

My list ran from these to oil tankers, stores and support ships like oilfield repair vessels, 32 of them to start with. It took me nearly ten days. Then, my team had to direct them to shipyards for fitting RAS gear. (replenishment of fuel and provisions at sea).

The Task Force assembled and sailed in groups as they were ready, the first led by RFA Fort Austin, from Gibraltar.

The Planning Team in MoD met every morning to hear the requirements of Admiral Woodward, Task Force Commander, and five in the evening to confirm we had actioned all of them. I then settled in to manage all the RFAs in the force, with my great HQ team of Captains and Engineers.

Sadly, the RFA had two ships destroyed by bombing while landing the Welsh Guards at Bluff Cove, Sir Galahad and Sir Tristram. In consultation with the bereaved families, we 'committed Sir Galahad, to the deep' as a War Grave. I had Sir Tristram surveyed for

rebuild, and I decided to ship her home to be rebuilt. This was successfully completed on the Tyne in October 1985. I sailed her to London to berth alongside HMS Belfast for our recommissioning ceremony.

I took early retirement in 1988, to join BAE. My post was taken by RN Rear Admiral. They had been chasing it for years, even though we tried hard to fight them off.

After all this, from 1988 for five years I became British Aerospace Consultant, Ship Building & Shipyards, including the build of HMS Scott at Appledore. A part of my role was looking for shipyards to buy, including Braswell's Charleston SC in 1988.

Next, and last! I introduced the design for 94 metre OPVs to the Irish Navy, from Yard Inc., Vancouver, and, joined negotiations with the Irish and Appledore Shipyard for four Irish Poet Class ships.



The rebuilt Sir Tristram passes under Tower bridge in London to berth alongside HMS Belfast, for recommissioning ceremony, October 1985.

This is all from my fevered memory, as that works now. I moved from Monmouth in Wales to Appledore in 2010 and have been actively supporting the Appledore Shipyard since. I am also supporting the Steamship Freshspring Trust with advice and connections with people in the industry. This is a project I very much enjoy as it keeps me connected with the maritime team.

Note from John Puddy:

I have known Ron for many years and have met many people from the services who also know of him. We are very privileged to have him on our team for advice and support. He seems to know everyone. One officer who served in Ron's time told me that Ron was known as Father Christmas because he seemed to be able to get anything done!



I led the 'Yard' team, from Vancouver, to sell the design of the Poet Class OPV design to the Irish Navy! The ship here was the last built at Appledore Shipbuilders.

A Tale of Two Locos

David Wendes discovered the wreck of a schooner, sunk in 1865, off the south coast of England with a cargo of two railway locomotives and steam coal. His investigation is still at an early stage and more dives are scheduled. The pictures are not all that clear but they do show what has been found so far.

I've long been fascinated by Victorian engineering, specifically marine engines. Having been a keen wreck diver since the late 1960s, and now operating my dive charter boat *Wight Spirit* from Lymington on the edge of the New Forest, I've seen first hand the many examples of compound engines, triple expansion engines, steam turbines, oil engines, boilers, pumps and so on, which have lain on the seabed for anything up to the last 150 years. I'd marvel at the innovation, invention, design, manufacture, construction and operation of these engines; their durability and reliability; their survival to the present day, albeit on the sea floor. Some of these engines still stand eight or nine metres high. Two world wars added thousands of ships to their underwater graveyards, and today divers love to explore their remains.

A chance encounter in 2004, however, added a different dimension to our wreck diving, and it was this; I was attending an event where I became engrossed in conversation with a fellow wreck enthusiast. He was then engaged in marine surveys while I continued to dive on and identify the many wrecks off the Isle of Wight, which eventually led to my producing *South Coast Shipwrecks off East Dorset & Wight 1870-*



Assorted wheels and axles. Some of the spokes have rotted away.

1979. He told me he'd been contracted to conduct a specific survey to locate a missing aircraft, and in the process, "we didn't find the aircraft, but we did find a train set". I asked him what he meant, and he said, "we located a contact on the seabed and sent down a remotely operated vehicle to see what it was, and there, side by side, were two steam trains, each with three wagons behind. It was not what we were looking for and so we moved on". Keeping his promise to send me the position of the train set, I was nonplussed when it arrived, as it was in a now obsolete format known as Decca. Converting the old data to the modern WGS84 system proved very difficult and despite searching the area where the train set was located, I had no luck. However, I never forgot about what I'd been told and hoped that one day in the future I'd be able to pinpoint this most unusual piece of wreckage.

In July 2019, 15 years after being told of the train set discovery, I took a small group of my regular wreck divers out for a week's diving off the back of the Isle of Wight. The intention was to investigate a series of underwater anomalies to see what was there – after all, it's the thrill of finding the unknown which is so attractive. There's always a risk that what you'll end up finding is a bundle of lost lobster pots, a modern yacht or some other discarded rubbish, but that week we were in luck. On the first day the anomaly turned out to be a small, missing steamer from 1887, overlooked by previous surveys. On the second day, the contact was an inverted, twin screw diesel-powered vessel in two pieces, the bows separated from the main body of the wreck by over 100 metres.

However, it was the third day which proved to be the day of excitement. Diving in 40 metres of water on a small contact, it became clear that something unusual had been found. A diver recovered a small brass nameplate dated 1864. I knew of no shipwreck lost in the area built in that year, but as the divers surfaced and were recovered to the boat, they told me the great news. It was The Train Set! The nameplate bore the words, 'CANADA WORKS, BIRKENHEAD, No.173, 1864.'

It hadn't come from a ship, but it was the nameplate from a locomotive on the seabed. Divers described the site as, 'full of brass and copper, with fittings lying all



More assorted wheels and axles.

around' and 'large iron wheels, spoked, smaller wheels on axles, a boiler with heavy duty brass end plates, and brass tubes.' Most of the thinner gauge ironwork has disintegrated with just the heavy pieces and brasswork surviving.

Fortunately, one of the divers, Catherine de Lara, was part of the team and she's handy with a camera. Some good images were obtained. However, the mystery

was this: divers reported one locomotive boiler, not two, and couldn't see any wagons, despite the water clarity being good. The question was... was this the original train set, or another wreck entirely? I had to find out.

I made contact with Peter Thorpe of the National Railway Museum, who advised it was likely that locomotives going for export would be sent soon after being built, and that what we had found were built by Peto, Brassey & Betts. I had to start the search from January 1864, but had no idea of the date of sinking, the name of the ship carrying the locomotive or what were the circumstances of loss. Peter also provided information which indicated that 20 locomotives were built by Canada Works for the Jutland-Fünen Railway in Denmark. (*Peto & Betts also built the railway – Ed.*) The serial numbers of 14 were known, but there were six missing. Well, one of those six we now know was No.173. As a subscriber of *British Newspapers Online*, a fantastic resource, I began to search, and within half an hour I had the answer.

On 11th April 1865, the Goole-registered schooner *Brackenholme*, 115 tons, a small coaster just 25 metres in length, departed Liverpool bound for Tönning, a port on the north German coast, then described as in Denmark. The description of her cargo, given as machinery and coal, was insufficient to be sure our new site was that of the *Brackenholme* but a clear picture began to emerge from contemporary newspaper accounts. *The Army & Navy Gazette* reported, 'Supply, iron screw store-ship, Staff Commander Charles Bawden. On Saturday last, an action was brought in the Admiralty Court... this was a cause of damage promoted by the owners of the late schooner *Brackenholme*, 115 tons register, from Liverpool, with a cargo of locomotive engines



Locomotive and tender wheels.

in pieces, and coals... against HM's steam store ship *Supply*, 638 tons, from Woolwich to Gibraltar and Malta, to recover for a total loss arising from a collision between them about 2.10am on the 21st April last, in the English Channel off St Catherine's Point.' (*St Catherine's Point is on the south coast of the Isle of Wight – Ed.*)

The reference to locomotive engines was tantalising; there was more than one. At this point there was one more port of call for me, and that was to go to the National Archives in Kew, south-west London, to see the records from the Higher Court of Admiralty for 1865. It was there I struck gold.

Being fully conversant with the archives there, it didn't take long to locate what I was looking for – the full transcript of the court case. The master of the *Brackenholme*, Joseph Smorfitt, provided the crucial piece of evidence that we'd finally dived on the elusive Train Set. He said, '... (*Brackenholme*) was laden with two locomotives and tenders, and nearly 3 tons and 17cwt of steam coals'.

The circumstances were that on the night in question, the schooner and her crew of six were under full sail off St Catherine's Point in a gentle north-easterly breeze, with clear weather. It was almost high water and she was making about three knots. Her navigation lamps were properly displayed, lit and clearly visible. Those on deck had



Axle & wheels with a few boiler tubes.



A stack of boiler tubes.



Unidentified iron object – possibly a front tubeplate – with more boiler tubes in the background.



More parts of a locomotive, including a few more boiler tubes. The disintegration due to sea water is quite obvious.

seen the navigation lamps of an approaching steamship and were concerned when she made several alterations of course. This was the oncoming HMS *Supply*.

According to the collision regulations, *Brackenholme* was to maintain her course and speed, it being the duty of the other vessel to give way to her. However, the court remarked that vessels of the Royal Navy, specifically referring to HMS *Supply* '...being one of Her Majesty's vessels, it is true she is not subject to the rules and regulations prescribed for other vessels, but she is bound to pursue such measures as are necessary to avoid a catastrophe of this kind.' *Brackenholme's* crew hailed the approaching steamer to warn them off, to no avail. HMS *Supply*, steaming at 8 knots, rammed the schooner just before her fore-rigging, causing fatal damage.

Frantic yells, shouting 'Stop her! Stop her!' came from on board the *Supply*, but the damage had been done. The men rushed forward and clambered aboard the bows of the *Supply*, saving themselves before their ship sank, taking the entire cargo of 66 tons and all their personal belongings to the bottom.

The Court ruled, 'We are all of opinion that HMS *Supply* is solely to blame for this collision.' As for Staff Commander Charles Bawden, there is no record of a Court Martial, and he seems to have escaped censure for failing to ensure his ship kept a proper look out, claiming in his defence *Brackenholme's* lamps were unlit.

What of the divers' reports that there was only one locomotive seen on the seabed? This is best answered by the presence of parts of a trawler's net, snagged on the wreckage. Although we cannot be certain, it is highly likely a trawler has disrupted the site and knocked the side-by-side locomotives over and scattered the tenders. Examining some of the underwater images, it does appear that the remains of both locomotives and the tenders are there.

What of the *Brackenholme* herself? It's no surprise that her wooden hull has long gone, though it is possible, even probable, that some bottom planking, frames and keel are under the seabed. A century and a half of oxygen rich salt water, strong tides, storms and ground swells has pretty much obliterated the ship, though it is likely that some of the more substantial parts of her, such as her windlass and rudder might have survived. There's more diving to be done to check the wider site.

As far as I know, there is only one surviving example of a Peto, Brassey & Betts 2-4-0 locomotive, and it's a later one from 1869, and it's in Romania. Yet here we have the fixtures and fittings of two earlier examples from 1864, right in our own backyard.



A Peto, Brassey & Betts loco as supplied to the Danish railway. Presumably the two found on the wreck are similar in design.

Acknowledging that the site is of historical importance, at the time of writing, arrangements are in hand for the Southampton based Maritime Archaeology Trust to survey the site in order to take measurements, produce drawings and photographs, and also to obtain photogrammetry imagery. This procedure typically involves taking hundreds of overlapping images from different angles, which are then fed into a computer system which stitches them together to create a 3D image, viewable from any angle. Subsequently this imagery will be publicly available through the Maritime Archaeology Trust website. www.maritimearchaeologytrust.org.

As for my diving and exploration activities, this is another mystery solved, and it's just as much treasure to me as if it was gold, silver and jewels.

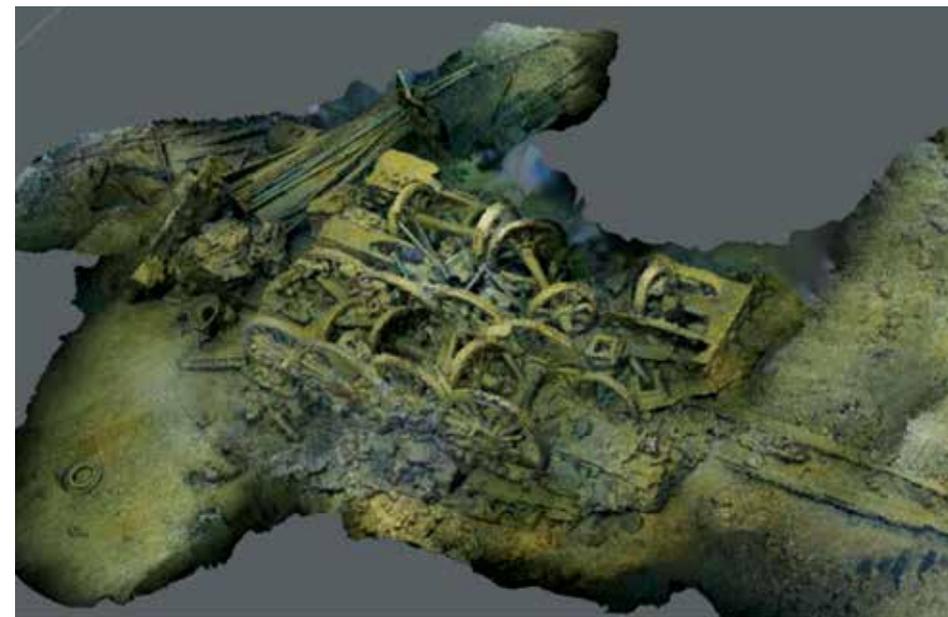
All images courtesy of Catherine de Lara. Dave Wendes operates Wight Spirit Charters: www.wightspirit.co.uk

POSTSCRIPT

Further to the above article, here are a couple of photogrammetry images of the train wreck off the Isle of Wight.

I took the Southampton-based Maritime Archaeology Trust out to the site and they took about 1,450 images in one dive. Of these about 1,300 were usable, and these were fed into a computer system which produced the 3D images. We need to go back again to finish coverage of the site but we've definitely got the majority of the site covered.

Image are courtesy of the Maritime Archaeology Trust.



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

.....
Address

.....
Address

.....
Occupation

.....
Occupation

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

Freshspring's Sponsors

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

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