

STEAMSHIP

FRESHSPRING

SOCIETY

FRESHSPRING NEWS



No.17 Winter 2018

*Preserving the past to inspire knowledge for the future*

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

**Objects of the Charity:**

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

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

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**Vice President:** John Richards

**Society Management**

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

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

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

**Ship Visits & Volunteering on the ship:** The ship is open by appointment for groups. Members are welcome to visit on working days, which are on Sundays and Wednesdays. Please call Peter Gillett, our Local Ship Manager, on 01237 237 183 (email: peter.gillett@ssfreshspring.co.uk ), or John Puddy on 01237 479 730 so we know to expect you. Limited public openings will be held and advertised locally.

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

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## Editor's Ramblings. . . .

It was good to be able to call through Bideford in mid-October on my way back from a business trip to deepest Cornwall and spend a couple of hours on the ship with John.



We spent much of the time measuring for new banners, including some large ones to protect the new wheelhouse from the winter weather. The plan is to use photographs of the wheelhouse as the basis for the banners, and then overlay the Freshspring logo and website address in one corner of each. That way, even though the wheelhouse will be covered, passers-by will still have the impression of the wheelhouse. Hopefully it won't be long before these are in place.

We are also designing new banners for the railings at the rear of the boatdeck and for the new gangway. However, we must be careful not to cover the ship in banners as it will detract from her overall appearance. As ever, it's a fine balance.

Work is progressing on updating the website so keep an eye on it and you will see the changes in due course. Don't forget that we also have a Facebook page.

During the course of my visit, John and I spent some time in the wheelhouse working on publicity material for next year. Looking forward through the windows and along the river, I felt a pang of emotion, thinking that one day we will be able to stand here as the ship sails out of Bideford and into the open sea. That is going to be quite a day and one we are all striving for in our own way. It will happen!

It was good to see John, Wendy, Richard and Meryl Ker at Hollycombe for the museum's Model Weekend. This was a fantastic event for the museum, with just shy of 50 miniature traction engines attending, along with lots of model collections. The rides John was giving behind his engine were popular and he was kept busy much of the time. I gather the Lynton & Barnstaple Gala Event was successful too.

The Society continues to attract new members as word spreads. We need all the members we can get, so please do continue to support the stand at events and spread the word.

Finally – almost – I am sure you have opinions or thoughts on what the Society is doing, or anything else, for that matter. We would be happy to consider letters for inclusion in the newsletter if you feel like writing them!

It may be a bit early, but as there won't be another newsletter this year, I hope you all have a great Christmas and a successful 2019.

**Brian Gooding**

**FRONT COVER:**

*A super drone shot of the ship, taken during the October visit by students from Plymouth University. Mark Hart*

## From the Chair

As winter creeps up on us, we can reflect on the success of our first summer of opening the ship to the public. One thing is for sure, she is a popular attraction in Bideford with over 1,100 people visiting during the summer. Given we only open for two hours twice a week, that is quite an achievement. Our dedicated ship volunteers became tour guides and did an amazing job of keeping the public happy and imparting valuable information.

The ship continues to improve in appearance and, yet again we need to thank those who come every week to chip and paint. Without them we would have a pile of rust sitting in the mud! The boatdeck is now almost complete. This is a mammoth job for our team and one which we did not envisage doing. The contractor we appointed unfortunately went out of business so the team took the job on. Our ship leader Pete, who was a cabinet maker, and a small team have worked to a very high standard indeed and the finished deck will be a huge asset as an additional space on the ship.

Our school projects led by Hayley Buscombe have had a successful season with school groups becoming a regular occurrence on the ship. In one day alone, we accommodated over 120 children. It is very heartening to see that during the holidays these children have been bringing parents along to show them the ship.

Our Link with UWE continues with a project to provide children who participate in our school engineering project access to a special interactive application to enable dialogues linked to engineering. This is again led by Hayley.

Unfortunately, we have just heard that our Heritage Lottery application aimed to strengthen the Trust and create a feasibility tendering document has failed. This was a relatively small application so we aim to seek funds elsewhere for this work.

Our link with the Merchant Navy Training Board has been productive in that we are now attending school career fairs jointly along with Cadets. This is a major step forward for the Trust, and one of our major objectives is to encourage young people to enter maritime careers.

We recently had a visit organised by Tom Crichton from the University of Plymouth. He quotes, "Final year BSc hon Navigation & Maritime



*Matthew, our tame Marine engineering Cadet at our first School Career show in October. We were supported by The Merchant Navy Training Board and Patron Kevin Slade.*

Science students were pleased to visit SS Freshspring. As well as the engineering challenge, the business model and trajectory of the project were discussed in detail. A high proportion of the students on this programme are seafarers and so naturally there was a lot of informed and interesting discussion. The university is grateful to John, Hayley and Pete who were excellent hosts and provided the students with a valuable insight into the project." We are delighted to have formed this link with the University which I am sure will be valuable for the Trust and Students.

As a maritime charity, we do need to be aware of environmental issues and do what we can to mitigate our impact on earth. We have fitted the ship with wind and solar power to operate lighting and our gangway. We are continuing our investigations into ship fuelling and also how the ship can be utilised in sea clearance work. The amount



*The group from Plymouth University following their visit to the ship in October.*



*Approaching Torrington Station at the end of the run on the Tarka Trail from Bideford.*

of disposable plastic in Europe alone is staggering. For example, 46 billion plastic drinks bottles a year, 16 billion coffee cups (which, of course, are lined with plastic, and cannot currently be recycled), 36.4 billion plastic drinking straws are deposited in the sea each year. Single use plastics are one of the main sources of beach litter; perhaps because they are designed to be used "on-the-go". If only 1% of these items are not binned or escape the waste management system, that's still one billion individual pieces of single use plastic that could enter European waterways or seas every year, and a similar problem is being described across many parts of the world. The list goes on.

We are pleased to include an article from Coldharbour Mill, near Uffculme, Devon. This

is very much worth a visit, particularly when in steam." E.g The next Steam Day is Sunday 25th November and I'll certainly be there.

We attended the Lynton & Barnstaple Gala again this Autumn. It was a very successful weekend and it was good to see two replica engines working together. Events such as this are good for the Trust as we meet new people and gain some members.



*John with his miniature traction engine at the Hollycombe Museum during the museum's Model Weekend.*

I mentioned in the last newsletter that we were running my small engine from Bideford to Torrington and back, along the old railway line. This turned out to be an excellent event, promoting the railway and ourselves. It was the first steam along the track since 1965. I took the Mayor of Bideford to Torrington, some six and a half miles along the trackbed. I also took Freshspring Beer and even a delivery of flowers for the Publican of the Puffing Billy's wife's birthday. The engine performed well and we collected and dropped passengers as we went along. An excellent lunch was put on by the Tarka Valley Railway, who now have planning permission to commence work on the track towards Bideford. We very much support this exciting initiative. The publicity we got during the event was more than expected with the BBC extensively covering the event for local TV news.

On the return trip, I again picked up people on the way and delivered a gift from the Tarka Vale Railway group to the Bideford Railway group.

I also took the engine to Liphook to the Hollycombe miniature steam event where we also had a stand. As ever, I was very busy with both children and adults vying for places. Our Editor Brian Gooding was also giving rides using his Babcock roller, which I was thrilled to be able to steer during the weekend. Brian is very instrumental in the success of the Hollycombe Museum, as he has been with the Freshspring Society, and it was good to be able to support the very popular miniature engine event.

Once again, I need to thank all of you for being Members of the Trust and supporting the work we are doing. I was very pleased to see so many members turning up during our open days in the summer. Do keep coming and supporting your project.

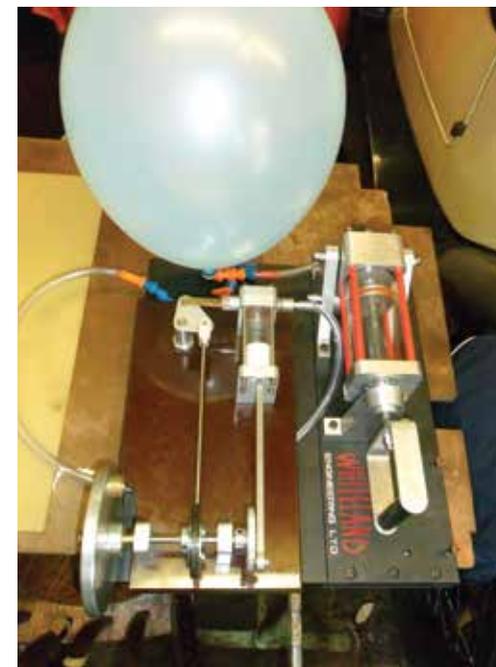
I would like to take this opportunity to wish you all a great Christmas and happy new year.

**John**

## Educational and Project Update

With both schools on holiday and me taking three weeks leave over the summer, August was a quiet month. However, things are now full steam ahead again!

Students from the Department of Computer Science & Creative Technologies at the University of the West of England (UWE) have started initial design work for the UWE-funded children's website project with possible characters for the website already designed. These designs were reviewed by school pupils whose feedback has resulted in the two characters being chosen. Pupils from all the schools who have used the Engineering/STEM boxes to date have now been tasked with choosing names for the characters. One of the University students involved, together with Dr Paul Matthews, the departmental senior lecturer, visited the ship early in October. John Puddy and I were due to meet them again along with other students at the University during November.



*The main element of the Primary School project is a pump, balloon (boiler) and steam engine. It is the basis for six mainstream STEM lesson plans.*

Langtree School had the Engineering Boxes this half term and completed the project with a visit to the ship on the 19th October. Children from the school enjoyed a tour, rope making, knot tying, and looking at some archives. One class from the newly-sited Marland Primary School also visited the ship in October.

I am currently devising a 'wish list' of both resources and freelancers for family activities and child-friendly interpretation on the ship. Once sourced, these will enable the development of the family programme.

In order to begin to develop interpretation of the ship, I have formed a steering group which met for the first time at the beginning of August and again early in October. The group is currently made up of people who have expressed an interest in this area. If anybody else is interested in being involved with either interpretation or this group, please do let me know.

**Hayley Buscombe**  
Educational and Project Officer

## Treasurer's Report

In my last report I pointed out that, although we had about £21,000 in the bank to meet our ongoing costs, in reality this sum plus projected membership subscriptions – our only regular income – is far too small an amount to meet known costs over the next 18 months.

To address this, we drafted an 'Appeal' letter outlining what we are doing and explaining why we need to raise funds. All Trustees, Patrons and *Freshspring* members – to whom the letter was also emailed – were asked to pass this letter on to friends, family or business associates who may be willing to help.

I'm pleased to report that over the last two months we have received a number of generous donations which has helped to boost our funds, but..... we need more!

So, I'm going to make two appeals. First, if you haven't circulated the 'Appeal' letter to people you know, could you please do so? Even if the person you send the letter to isn't interested, they may know someone who is – and spreading the word is the name of the game! If you've mislaid the letter please email me (simon.tattersall@ssfreshspring.co.uk) and I can send you a copy.

The second is one I seem to make every report. If, as a member, you wish to see *Freshspring* restored to her former glory and once again riding the waves, we need your help! Could you please consider donating a regular sum – as much as you feel you can sensibly afford – to help us achieve our goal? We have many members who do donate but many more who don't, so if you are one of the latter, could you please consider a regular donation? Our bank details are:

Account name - SS Freshspring Society

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

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

**Simon Tattersall**

## New members

We welcome the following new members of the Society:

Mr Neil Fray

Ms Rita Drayton

Mr Nick Jubert

Mr Malcolm Allen

Mr Alan Osborne

Mr Richard Fallis

Mr Jean-Paul Faramus

Mr Colin Newman

Dr John Plumb

*Tenterden, Kent*

*Barnstaple, Devon*

*Effingham, Surrey*

*Westward Ho!, Devon*

*Bideford, Devon*

*Barnstaple, Devon*

*Bideford, Devon*

*Camberley, Surrey*

*Abergavenny, Gwent*

## Jon & Becky Short

**Independently** and collectively as a couple we have worked on community projects and youth enterprises, learning the value of such projects along the way. This amalgamated into a unified desire to incorporate my experience in the maritime industry and the youth of this country, with my wife's passion for education, history and the empowerment of young people.



Once we heard of the *Freshspring* project and its desire to use these said areas to create a charity to encourage our youth to embrace our maritime history, enhance education and support the development of maritime cadetship, we knew this was a project we wanted to be part of. So when John Puddy invited us to meet the trustees and we were subsequently invited to become trustees ourselves, we were deeply honoured and humbled to be invited to do so.

For those of you who don't know, I am a qualified merchant officer with experience of managing similar sized vessels as that of the *Freshspring*. This experience I believe will be an important asset towards the management and operations of this vessel. My wife, who has a BAHons in television theatre and film studies which centred on community work, now homeschools our three children. Through her studies and subsequent schooling of our children, she has formed a passion for education outside the recognised norm and making it accessible for all. The amalgamation of these two facets will work well in helping the creative presentation of historical information both on the ship and via external presentation. Also they will facilitate in the liaison of the arts, local practitioners and historians, as well as supporting the educational programme.

My initial desire is to help facilitate the achievement of a sea going vessel, which will be undergoing voyages with cadets and young people aboard. For the past ten years, my wife and I have talked of a ship which took young people away to experience adventures beyond their known limits of experience. A personal high would be to achieve this! For my wife, she says all of the above. However, she would also like to encapsulate our vast maritime history into a known story for all generations to learn and know and be proud of for generations to come. Both of us wish to heighten awareness of and help facilitate a career in this industry if they desire.

We look forward to meeting all involved in this project very soon.

## Scuttlebutt from the Quay

As autumn fades, our volunteers are reluctantly donning long trousers and woolly jumpers. Only a few weeks ago the deck was too hot to touch and a spanner left on a hatch cover was too hot to pick up. Many knees were scorched as we worked on the new boatdeck and many gallons of squash were consumed in whatever shade could be found.

A great deal of patience has gone into laying the decking planks where the old lifeboats used to be. The boards have been trimmed, shaped, fettled, spaced, drilled, oiled and then removed to drill nearly 400 fixing holes in the new steelwork using a special magnetic drill. Clive (more of whom later), a highly skilled marine engineer and Welshman, very kindly supplied the drill and even more kindly drilled most of the holes, supported by various enthusiastic and fascinated volunteers. After drilling, the steelwork was given yet another coat of paint and then flash-banding, which we discovered is very, very sticky and will stick to almost anything and anyone, was laid before the boards were finally placed in position. Well, that's the first half done now, on with the other side.

In between other things, we have been opening the ship to the public on workdays throughout the summer. We have had over 1,200 visitors so far this year and have raised about £1,300 in donations. This has given us the opportunity to meet an amazing variety of visitors from young families to octogenarian enthusiasts and all sorts in between. At times the foredeck has been adorned with buggies, wheelchairs and dogs tied up to any available solid object.

Thanks to the work of our resident genius, Stephen, we have now gone a little greener. Our batteries, which power the lighting and the gangway, are now charged by a combination of solar panels and a wind turbine. The latter is frequently mistaken by our younger visitors as the ship's propeller. Several worried youngsters have warned their parents that the ship is about to leave as they could see the engine going.

We have a standing invitation from the *Daniel Adamson* to send volunteers for a working stay aboard and two of us decided to join it on the River Weaver near Liverpool for a weekend. I felt slightly guilty when Clive offered to do all the driving in his 40 year old Land Rover, but less so when it transpired that he had three cushions and I had none. Between that, and spending two nights sleeping onboard in bunks, I don't think my back has recovered yet. The ship was amazing, over 100 years old, a passenger carrying tug in it's working life, and has been all the way through the journey we have just started on, from a derelict hulk about to be scrapped to a working commercial venture. Given his expertise in all things marine, Clive spent two days in the boiler room and given mine, I was treated as a well meaning idiot and given a piece of rope to play with. It was a fantastic trip and gave us both much food for thought; I will take my own cushions next time.

Pete Gillett

## Autumn News from the Engine Room

In the last news from us, I referred to blocked oil pipes to the astern going crosshead guides. In all we found a total of five incorrectly fitted oil pipes which have presumably been like it from new. We have altered all the pipe ends so the oil can flow readily into the cross-drilled outlet hole.

Our attention has turned to the thrust bearing which is situated just to the stern of the main engine. From the photograph, you can see there is a large collar on this short length of propshaft. It runs in an oil bath and the collar is retained in a set position by four white metal pads



on each side and it is this disc that takes all the thrust from the propeller and pushes the ship along. It is amazing to me that this collar can push the ship at, say, nine knots without overheating. Admittedly there is a cooling water pipe in the bottom of the oil reservoir to take away the heat generated.

However, we have found areas of corrosion on the thrust faces of the collar, one of which is 0.011 inches deep so it looks as though the shaft will have to go away to have the collar refaced.

Luckily the company who made the thrust bearing in 1945/6 are still in business near Newcastle Upon Tyne and I am waiting for their advice on how to set it up correctly after machining the collar. Getting the shaft out of the engine room will be interesting!

Also tackled before the winter weather sets in has been the anchor winch engine and hand turning gear. This normally sits out there on the forepeak deck unprotected from the elements but it now has its own specially tailored tarpaulin cover; a superb job.

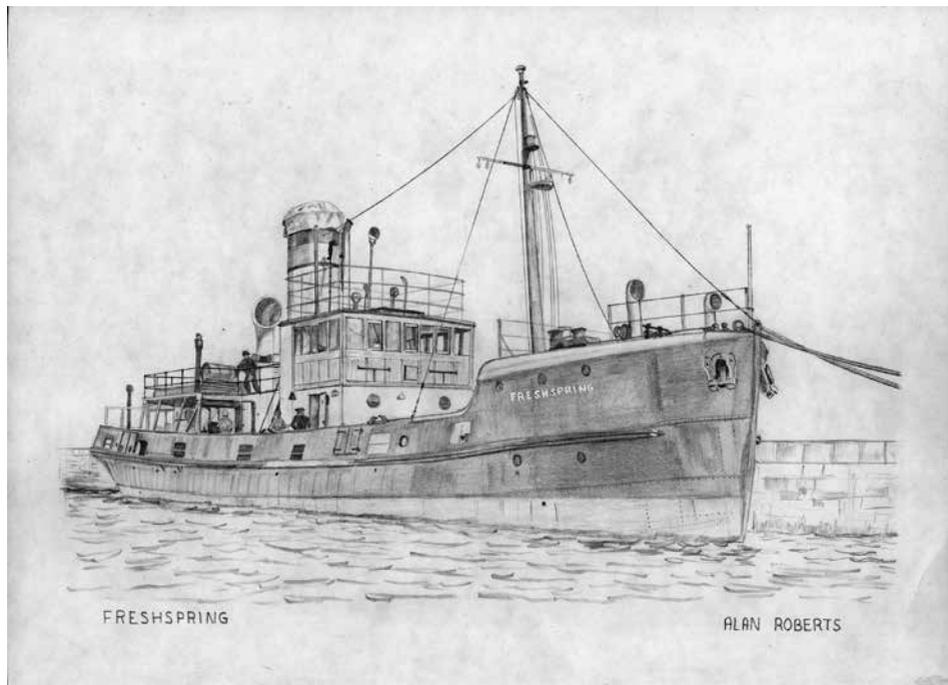
The bearings which can be accessed easily have been opened up, cleaned and greased, as have the gear teeth and all put back.

Here again, as for the steering engine, the steam pipe to the winch has disappeared; it probably was copper. The cylinder bores appear in good condition so all it wants is a test on steam!

John M Cooper

## Freshspring in pencil

This drawing of *Freshspring* was made by Alan Roberts, who now lives in Dorset, and we asked him to tell us a bit about himself:



I've always been interested in ships, and anything driven by steam – railways, etc. I was brought up in South Wales and loved seeing all the ships waiting in Swansea Bay. They were mostly BP oil tankers as Llandarcy oil refinery was near. My great uncle was master of a White Star liner and was a good friend of Captain Smith of *Titanic* fame.

I spent two periods at RAF Chivenor, first on helicopters then on Hunters. I married a Barnstaple girl, so I know the area well.

I first encountered *Freshspring* when living near Bristol, where I met the then owner. That's when I did the drawing.

I now live in Dorset and have three model railways which keep me busy.

I nearly applied for a job at Evans Transport when I left the RAF. I think they were just starting as a company, but my wife didn't want to stay in Devon.

I must come and see *Freshspring* in the new year, so I may see you then.

- Our thanks to Alan for letting us use his drawing in the newsletter.

## Ship Volunteer quotes

I was a shipwright at Appledore. Ships and boats were my life of work and to volunteer was my great love, which I really enjoy and the company are a great team.

Just moved to the area having retired and I wanted an interest to keep me motivated.

Wanted to increase my circle of friends.

Wanted to put my engineering expertise to good use to assist in fulfilling the goals of the Freshspring Society.

I was advised to keep out from under my wife's feet.

It brings back memories of when I was at sea, in the early 70s with Shell tankers.

I have never worked with steam before and knew very little about it.

I have never worked on a ship before.

An appetite to meet and work with new people.

I volunteered to help keep me occupied, physically, mentally and socially. I find that working two or three days per week is an opportunity to give something back to the community, and personally develop new skills and knowledge in projects that are perhaps totally different to your own past or present environment.

Looked like an interesting and worthwhile thing to do.

Volunteering = no pressure.

Get out of the house.

I'd like to see the ship leaving the dock under her own steam and be a small part of that.

My friend Dave told me about the *Freshspring* when she came to Bideford two years ago. He said he was interested in volunteering and persuaded me to go along with him. At that time I had no idea what would be involved or how worthy a cause it was. It only took a couple of visits to realise it was an extremely worthwhile project.

Chipping paint or sweeping the deck makes a relaxing change from my day job. I am always made to feel that whatever I have done is appreciated and I have made many new friends among the volunteers. I also enjoy helping out on open days – the public seem very interested in the ship and what we are trying to achieve and I have even met a few fascinating people who have first hand experience of the ship during her working days.

# Coldharbour Mill

**Coldharbour** Mill at Uffculme, is one of the oldest working woollen mills and best-preserved textile complexes in the UK, having been in continuous production since 1797. Its mission, like *Freshspring's*, highlights the importance of education:

“By conserving the past, our mission is to educate and inspire future generations. Our Vision is to bring to life the story of the industrial revolution.”

Over the next five years, there is an ambitious plan to develop the mill into a museum for the 21st century and beyond...

The mill was originally owned by world-renowned textile producers Fox Brothers. It took fleece from all over the world and transformed it into yarn, cloth and textiles. Located in Devon, it is considered instrumental in bringing the industrial revolution to the South West. Today it is largely unchanged from this period, containing the original waterwheel, steam complex and machinery installed during this time and used until the mill's closure and conversion to charitable status in 1984.

Today the mill remains in daily production, using heritage looms and machinery to produce 100% wool knitting yarn and textiles that are sold through Coldharbour Mill's Trading Company. It also provides specialist services such as carding and commission weaving.

Contained at the mill are a large number of Fox pattern books, dating back to the late 1700s. This resource charts the changing fashions of the gentry and also the impact of the First and Second World Wars when Coldharbour Mill supplied over 7,000,000 yards – or just under 4,000 miles – of cloth for uniforms.

The mill's collections are unique; in addition to the machinery, buildings and steam complex, it also holds valuable insights into the impact of the industrial revolution



on society. Its archives of papers, letters and registers show how local communities adapted to the changes in production methods. The building and much of the machinery is 'accessioned' by Arts Council England. Historic England sees it as "one of the best-preserved textile mill complexes in the country". The waterwheel is fully operational and a beam engine has also been restored and reinstated in the Engine House, further charting the development of steam power.

The mill is an independent Arts Council accredited museum, currently operating on a seasonal basis, with the exception of production and group & educational tours. This is set to change in the near future as the mill increases its opening days to 363 (closed Boxing day and Christmas Day).



Covering twelve acres, the mill has extensive grounds in addition to the Grist and the Victorian mills at the centre. These grounds, mill ponds and leat are a haven for wildlife with an increasing amount available to the community to enjoy free of charge. There is also now a popular independent café, increasing awareness of the mill and engaging a more diverse sector of the community.

Hayley Buscombe



## Plymouth University Students visit Freshspring

As part of Plymouth University's Maritime Science & Navigation programme, every student is to conduct a study and create a scientific poster regarding a maritime organisation in the local area. This year, through the good efforts of the SS *Freshspring* team and the lecturers of Plymouth Uni, a connection was made, and a team of students visited on 16th October 2018. The class is half made up of Merchant Navy Deck Cadets and half Saudi/Kuwaiti Naval Officers who conduct their training at Britannia Royal Naval College, Dartmouth.

We were given tours of the vessel by John Puddy and Hayley Buscombe, during which the students grilled the guides for information for our projects. Our aim was to find out as much information on the day regarding maritime education, future funding, vessel certification, business models, as well as to understand the society's vision for the future and learn about the vessel itself. All of the questions were answered very well allowing us to create the framework for our projects.

From seeing the vessel, it is clear that there is still a large challenge ahead to restore her to her former glory. However, it is obvious that there is a fervent energy to get her there. The engine room and wheelhouse were of particular interest and both great spaces in their own right to further maritime education. Being a Deck Officer, I personally find it difficult to understand engine mechanics. I could see how the engine on the *Freshspring* with a more mechanical and exposed design could be used as a great teaching aid for Engine Cadets or children with an interest in mechanical engineering.... I was just happy seeing a proper telegraph! Also, I felt like the wheelhouse could be utilised as a teaching area for a whole host of topics as well as a revenue earning space whilst alongside. The accommodation has a way to go but we believe that on its completion, the revenue earning and educational capability of the vessel will vastly increase as she would be able to host people onboard as a self-sufficient asset. Having seen other vessels within the Maritime Heritage Trust, the SS *Freshspring* is moving in the right direction.

Overall the visit was very interesting and allowed us to conduct our study. I would like to thank you on behalf of the class for your tour of the vessel and wish the SS *Freshspring* Society all the best in her endeavours. I sincerely hope that the connection between the society and the university continues long into the future.

Mark Hart

## Christmas Party

There will be a Christmas Party for all volunteers, trustees, Patrons and members on 7th December at the Pannier Pantry in Bideford, from 4pm to 7pm. There will be a fundraising raffle and possibly a small auction. If you are planning on coming along, please let Becky Short know for numbers by 23rd November – becky.short@ssfreshspring.co.uk. Drinks will be paid for by those attending.

# ACCIDENT REPORT

## From a ship's master

IT IS with regret and haste that I write this report to you. Regret that such a small misunderstanding could lead to the following circumstances, and haste in order that you will get this report before you form your own preconceived opinions from reports in the world press, for I am sure they will tend to over-dramatise the affair.

We had just picked up the pilot, and the apprentice had returned from changing the 'G' flag for the 'H' — being his first trip, he was having difficulty in rolling the 'G' flag up.

I therefore proceeded to show him how. Coming to the last part, I told him to 'Let go.' The lad, though willing, is not too bright, necessitating my having to repeat the order in a sharper tone.

At this moment the Chief Officer appeared from the chartroom, having been occupied plotting the vessel's progress. Thinking it was the anchors that were being referred to, he repeated the 'Let go' to the Third Officer on the forecabin.

The port anchor, having been cleared away but not walked out, was promptly let go. The effect of letting the anchor drop from the 'pipe' while the vessel was proceeding at full harbour speed proved too much for the windlass brake, and the entire length of the port cable was pulled out by the roots. I fear that damage to the chain locker may be extensive.

The braking effect of the port anchor naturally caused the vessel to sheer in that direction, towards the swing bridge that spans a tributary to the river up which we were proceeding.

The swing bridge operator showed great presence of mind by opening the bridge for my vessel. Unfortunately, he did not think to stop vehicular traffic, the result being that the bridge partly opened and deposited a Volkswagen, two cyclists and a cattle truck on the foredeck. My ship's company are at present rounding up the contents of the latter, which from the noise I would say are pigs.

In his efforts to stop the progress of the vessel, the Third Officer dropped the starboard anchor, too late to be of any practical use, for it fell on the swing bridge operator's control cabin.

After the port anchor was let go and the vessel started to sheer, I gave a double ring full astern to the engine room ordering maximum astern revolutions. I was informed that the sea temperature was 53° fahrenheit and asked if there was a film tonight; my reply would not add constructively to this report.

Up to now I have confined my report to the activities at the forward end of the vessel. Aft, they were having their own problems. At the moment the port anchor was let go, the Second Officer was supervising the making fast of the after tug and was lowering the ship's towing spring down onto the tug.

The sudden braking effect of the port anchor caused the tug to 'run in under' the stern of my vessel, just at the moment when the propeller was answering my double ring full astern. The prompt action of the Second Officer in securing the inboard end of the towing spring delayed the sinking of the tug by some minutes, thereby allowing the safe abandoning of that vessel.

It is strange, but at the very same moment of letting go the port anchor there was a power cut ashore. The fact that we were passing over a 'cable area' at that time might suggest that we may have dragged something on the river bed. It is perhaps lucky that the high tension cables brought down by our foremast were not live, possibly having been replaced by the underwater cable, but owing to the shore blackout it is impossible to say where the pylon fell.

The actions and behaviour of foreigners during moments of minor crisis never fails to amaze me. Their pilot, for example, is at this moment huddled in the corner of my day cabin, alternatively crooning to himself and crying, having consumed a bottle of gin in a time that is worthy of inclusion in the Guinness Book of Records.

The Tug Captain, on the other hand, reacted violently and had to be forcibly restrained by the Steward, who has him handcuffed in the ship's hospital, where he is shouting improper suggestions regarding my ship, my crew, and myself.

I enclose the names and addresses of the drivers and insurance companies of the two vehicles on my foredeck, which the Third Officer collected after his somewhat hurried evacuation of the forecabin. These particulars will enable the Company to claim for the damage they did to the railings of No. 1 hold.

I am closing this preliminary report, because I am finding it almost impossible to concentrate with the sound of police sirens and their flashing lights.

It is sad to think that, had the apprentice realised there is no need to fly pilot flags after dark, none of this would have happened.

For the weekly Accountability Report I will assign the following casualty numbers: T/750101 to T/750199.

I have the honour to remain, etc.

MASTER



FRESHSPRING

*Our Chairman braved the river at near high tide to get this lovely shot of Freshspring from the water. John's comment was that she was "about to set off for Malta!". You have to admit that, with a bit of imagination, that could almost be true. However, it does give an idea of how smart the ship is now looking, thanks to the brilliant efforts of all involved with making her look great!*

# Steam at Sea

John Puddy

The steamship was a major contributor to the industrial revolution. As an island nation, Britain had plenty of coastline and as a result, transport by sea has always been an important factor in distribution of goods and materials. The poem 'Cargoes' by John Masefield highlights this in an albeit demeaning way and I have included it here.

Quinquireme of Nineveh from distant Ophir,  
Rowing home to haven in sunny Palestine,  
With a cargo of ivory,  
And apes and peacocks,  
Sandalwood, cedarwood, and sweet white wine.

Stately Spanish galleon coming from the Isthmus,  
Dipping through the Tropics by the palm-green shores,  
With a cargo of diamonds,  
Emeralds, amethysts,  
Topazes, and cinnamon, and gold moidores.

Dirty British coaster with a salt-caked smoke stack,  
Butting through the Channel in the mad March days,  
With a cargo of Tyne coal,  
Road-rails, pig-lead,  
Firewood, iron-ware, and cheap tin trays.

The poem affords considerable glamour to the first two ships but there was underlying horror and hardship in their operation, were the cargoes aimed at supporting people. I think not. The dirty British coaster, however, was carrying essentials for life but considered the least glamorous.

The story of steam at sea was relatively short when compared to sail, only some 150 years, but as steamships were less dependent on wind patterns, new trade routes opened up and services became regularised with operable timetables. The steamship has been described as a major driver of the first wave of trade globalisation (1870-1913) and a contributor to an increase in international trade that was unprecedented in human history.

Indeed *The Quarterly Review of London* in 1830 enthused about steam: "Unlike muscle power, it never tired or slept refused to obey," "Unlike waterpower, its immediate predecessor, it ran in all seasons and weathers, always the same. Unlike wind, it responded tractably to human will and imagination: turning on and off, modulating smoothly from the finest delicacy to the greatest force – ever under responsive control. It is impossible to contemplate, without feeling exultation, this wonder of the modern art." Few of us today could look at a steam engine of any sort and not be affected by the delicacy of motion, the comparative silence and the true feeling that the beast is alive. A special breed of men operated these beasts; they devoted their lives to it in a way unparalleled by modern oil engines.



A replica of the Clermont.



Savannah.



Sirius.

An engineer by the name of Robert Fulton (1765-1815) is widely credited as the designer and builder of the first commercially viable steam vessel. She was called *The North River Steamboat of Clermont*. In 1807, she sailed with passengers from New York City to Albany and back again. This was a round trip of some 300 miles, which was completed in 62 hours. This achievement focused the eyes of the world on steam propulsion as an alternative to sail.

In 1819, an American ship *The Savannah* sailed from Savannah, coaled at Kinsale and reached Liverpool to become the first steamship in the world to cross an ocean. However, it must be added that the ship had an engine of 90ihp, with collapsible paddle wheels that could be brought inboard to not affect the ships sailing qualities. The voyage lasted 27 days 11 hours, and the engine was run for only 85 hours so it would be unfair to claim that the Atlantic had been crossed by steam alone.

Soon after this achievement, the first iron steamship went to sea. She was the 116 ton *Aaron Manby*, built in 1821 by Aaron Manby at the Horseley Ironworks, Tipton. She became the first iron-built vessel to put to sea when she crossed the English Channel in 1822, arriving in Paris on 22nd June. She carried passengers and freight to Paris at an average speed of 8 knots (9mph). The race was now on to build reliable steamships that could travel across oceans and by

1838, the British and American Steam Navigation Company's *Sirius* left Ireland with 40 paying passengers for a historic voyage to New York. It took 18 days and the *Sirius* ran out of coal; the crew had to burn the cabin furniture and even a mast but it was the first passenger ship to cross the Atlantic entirely on steam power.

A schoolboy from Hove wrote "I have been making half a dozen boats lately, till I've worn my hands to pieces." This schoolboy was Isambard Brunel who dreamed of launching a fleet of powered warships against the Turk.

These nautical ambitions might have been expected as his father Mark Brunel was a sailor. Mark made a positive contribution to steam navigation and in 1814, he made a number of experimental passages between London and Margate using a small steamer, which incorporated his own ideas in the design of feathering paddles and engines. As an aside, he also developed a tunnelling shield after seeing how a toredo worm puts up a shield of gel as it bores. The principal of the shield is still used.



*Isambard Kingdom Brunel is second right.*

Remarkably, as early as 1822, Mark Brunel had patented several improvements to marine engines including a double acting engine of gothic form, later built by Boulton & Watt, an improved governor and a surface condenser eliminating the need for seawater to be used. However, Mark Brunel had no faith in steam power for ocean navigation and declined the offer to act as consulting engineer in a scheme to operate steamships between England and the West Indies. His opinion was that no steamship could be built capable of carrying enough coal for an ocean voyage.



*Brunel's Great Western.*

Isambard Kingdom Brunel was the first engineer to understand that the ratio of coal burned in a ship would become proportionally less per ton as the size of the ship increased. In fact he calculated that although the carrying capacity of a hull increases by the cube of its dimensions, its resistance only increases by the square of those dimensions. Therefore, only Brunel knew of this simple fact. He was so convinced that in October 1838 he posed his most celebrated challenge. At a meeting of the Great Western Railway, he proposed extending the railway with a steamship to sail from Bristol to New York. Using his new found formula, Brunel succeeded in casting a magic spell over the Directors and the Great Western Steamship Company was formed. This spell was to set the foundations for three of the greatest ships the world has ever seen. The company resolved to build a ship called the *Great Western*, entirely of Brunel's design.

In July 1836, the sternpost was set up for this great ship. The ship would require engines never before seen at sea and Maudslay, Sons & Field were given the job of building a pair of side lever engines with two cylinders each. Each engine would drive one paddle wheel, and at 5psi pressure would provide a total of 750ihp. During construction controversy raged but work continued.



*Archimedes.*



*RMS Britannia.*

On 19th July 1837, the ship was floated out of her dock in Bristol and left for London under sail to have her engines fitted and her saloon decorated. In London, she lay at Blackwall where crowds came to marvel at the magnificent ship. Her construction was watched by many rivals and not to be outdone, an opposing group chartered a small steamer called the *Sirius* at 178ft and built 1837. They planned to be the first to cross the Atlantic by steam. This caused desperate efforts to complete the *Great Western* so she could start her maiden voyage before the *Sirius*. Thus four days after the *Sirius* sailed, the rival Great Western Steamship Company's *Great Western* left Bristol. Remarkably she arrived in New York Harbour only four hours behind it, making the crossing in 14½ days. She still had 200 tons of coal in her bunkers. She was ultimately broken up in 1842 after a successful career making 67 crossings in her first eight years. It was

said that in fair weather and foul, *SS Great Western* continued to ply the Atlantic with contemptuous regularity. Remarkably after only her second Atlantic crossing, Brunel had started to plan a larger ship.

In 1839, *SS Archimedes* was built in Britain by Francis Pettit Smith; she was the world's first steamship to be driven by a screw propeller. It had considerable influence on ship development, encouraging the adoption of screw propulsion by the Royal Navy, in addition to her influence on commercial vessels. In May 1840, *Archimedes* entered the Port of Bristol. She was chartered for six months in order that Brunel could carry out experiments. He was soon to recognise the advantages of screw propulsion and perfected the design for future vessels.

In 1840, the British & North American Royal Mail Steam Packet Company's (later Cunard Line) *RMS Britannia*, 207ft long and launched on 5th February 1840 in Greenock, began her first regular passenger and cargo service by a steamship in July of that year, sailing from Liverpool to Boston.

*SS Great Britain* was originally designed to use paddle engines but as a result of experiments with *Archimedes*, this was soon dropped and Brunel designed a propeller which in the light of history was of remarkable efficiency. Thus in 1847 the revolutionary *SS Great Britain* was launched. She was so large that her hull could swallow two of Cunard's ships. The Liverpool press called her immense; her engine was 1,500hp and ran at 18rpm with a boiler pressure of 15psi. The engine was geared up

by five toothed chains to 54rpm to drive a 15ft 6ins propeller. She became the first iron-hulled, screw-driven ship to cross the Atlantic. Once completed in Blackwall, she left Liverpool for her first voyage to New York which she completed in 14 days and returned in 15 days.

In 1852, *Great Britain* steamed out of Liverpool bound for Melbourne with 630 passengers. This was to be the first of 32 voyages in 23 years.

What was needed was a big improvement in fuel efficiency. Whilst the boilers for steam engines on land were allowed to run at high pressures, the Board of Trade (under the authority of the Merchant Shipping Act 1854) would not allow ships to exceed 20 or 25 pounds per square inch.

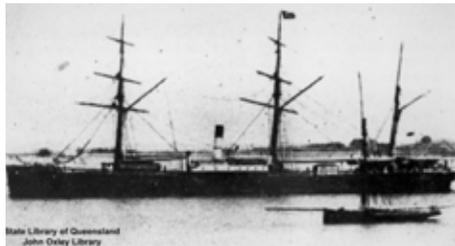
Alfred Holt experimented with boiler pressures of 60 pounds per square inch in *Cleator*, registered 1863. He persuaded the Board of Trade to allow these boiler pressures and, in partnership with his brother Phillip, launched the cargo liner SS *Agamemnon* in 1865. Holt had designed a particularly compact compound engine and taken great care with the hull design, producing a light, strong, easily driven hull.

The efficiency of Holt's package of boiler pressure, two cylinder compound engine and hull design gave a ship that could steam at 10 knots on 20 tons of coal a day saving some 20 tons a day, compared to other contemporary steamers. This meant less coal carried and less crew required, so crew costs and their accommodation space were reduced. *Agamemnon* was able to sail from London to China with a coaling stop at Mauritius, a distance of 8,500 miles on the outward and return journey, with a time on passage less than the competing sailing vessels.

In 1871, a Naval Engineer, Charles Normand, of Le Havre who invented the in-line triple and quadruple expansion engine, fitted a triple expansion engine to a Seine river boat changing the design of marine engines for ever. From then to the end of the steam era, the triple expansion engine was the workhorse of the sea, with most



*Brunel's Great Britain in Bristol.*



*Agamemnon.*



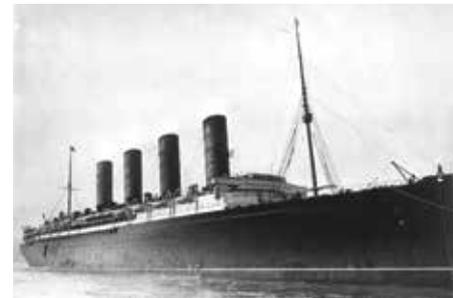
*Aberdeen.*



*HMS Victoria.*



*Parthia.*



*Lusitania.*

cargo ships being fitted with these engines until the end of steam in the 1950s. Several engineers by 1900 had created high speed engines but future use was limited and these were replaced with electric or internal combustion engines.

By 1881, Alexander Carnegie Kirk built the SS *Aberdeen*. This was the first major ship to be successfully powered by a triple expansion engine.

In 1887, HMS *Victoria* was launched. She was the first battleship to be powered by triple expansion engines. The Navy was quickly converted entirely to steam power, ending the age of sail.

Some 150 years from the first steam vessel, the decline of the steamship began after World War Two. Huge numbers of steamships were lost during the war when it was almost impossible to maintain tonnage. Liberty Ships were built in America and completed in weeks but the toll of war casualties ended the steam era. An engine designed by Rudolf Diesel in 1886, which had finally matured as an economical and viable alternative to steam power, was the final straw. These engines took up less space, were easy to operate and enabled ships to carry more cargo.

The last stand of the steamship was to virtually keep Britain alive, armed and fed during the war, battling the Atlantic and

the deadly U-Boat. Some of these ships were very ancient slow relics of the First World War, and the souls who operated them in ridiculously hostile conditions were indeed brave heroes to whom we owe a great deal.

### Engine evolution:

Compounding, using steam twice in a two cylinder engine was invented in 1781, and first employed on a Cornish beam engine in 1804. Around 1850, compound engines were first introduced into Lancashire textile mills.

- In 1851 – John Elder patents the compound steam engine, which made possible the building of ships of greater tonnage than ever before. In the half century after 1850,

the size of passenger ships grew more than tenfold. Cunard led the way, launching the *Parthia* and the *Batavia* in 1868. As steel replaced iron, ships grew still larger. A new generation of superliners began with the *Lusitania* in 1907.

- In 1861 – Daniel Adamson took out a patent for a multiple-expansion engine, with three or more cylinders connected to one beam or crankshaft. He built a triple expansion engine for Victoria Mills, Dukinfield which opened in 1867.

- In 1872 – Sir Fredrick J Bramwell stated that compound marine engines, operating at 45psi to 60psi, consumed 2-2.5lb per indicated horsepower.

In the marine environment, the general requirement was for autonomy and increased operating range, as ships had to carry their coal supplies. The old salt water boiler was thus no longer adequate and was superseded in the 1880s by a closed fresh water circuit with condenser as originally designed by Mark Brunel in the 1820s. This created a great advance in the economy in the working of marine engines. The result from 1880 onwards was the multiple expansion engine, using three or four expansion stages, known as triple and quadruple expansion engines. These engines used a series of double acting cylinders of progressively increasing diameter and/or stroke designed to divide the work into three or four equal portions for each expansion stage. Multiple expansion engines typically had the cylinders arranged in line as per *SS Freshspring*, but various other formations were used.

In the late 19th century, a somewhat complicated Yarrow-Schlick-Tweedy balancing 'system' was used on some marine triple expansion engines. Y-S-T engines divided the low pressure expansion stages between two cylinders, one at each end of the engine. This allowed the crankshaft to be better balanced, resulting in a smoother, faster responding engine which ran with less vibration. This made the 4-cylinder triple expansion engine popular with large passenger liners such as the Olympic class.

Prior to and during World War 2, the expansion engine dominated marine applications where high vessel speed was not essential. It was, however, superseded by the steam turbine when speed was required, for instance in warships and ocean liners. *HMS Dreadnought* of 1905 was the first major warship to replace the proven technology of the reciprocating engine with the then novel steam turbine designed by Sir Charles Parsons in 1884.

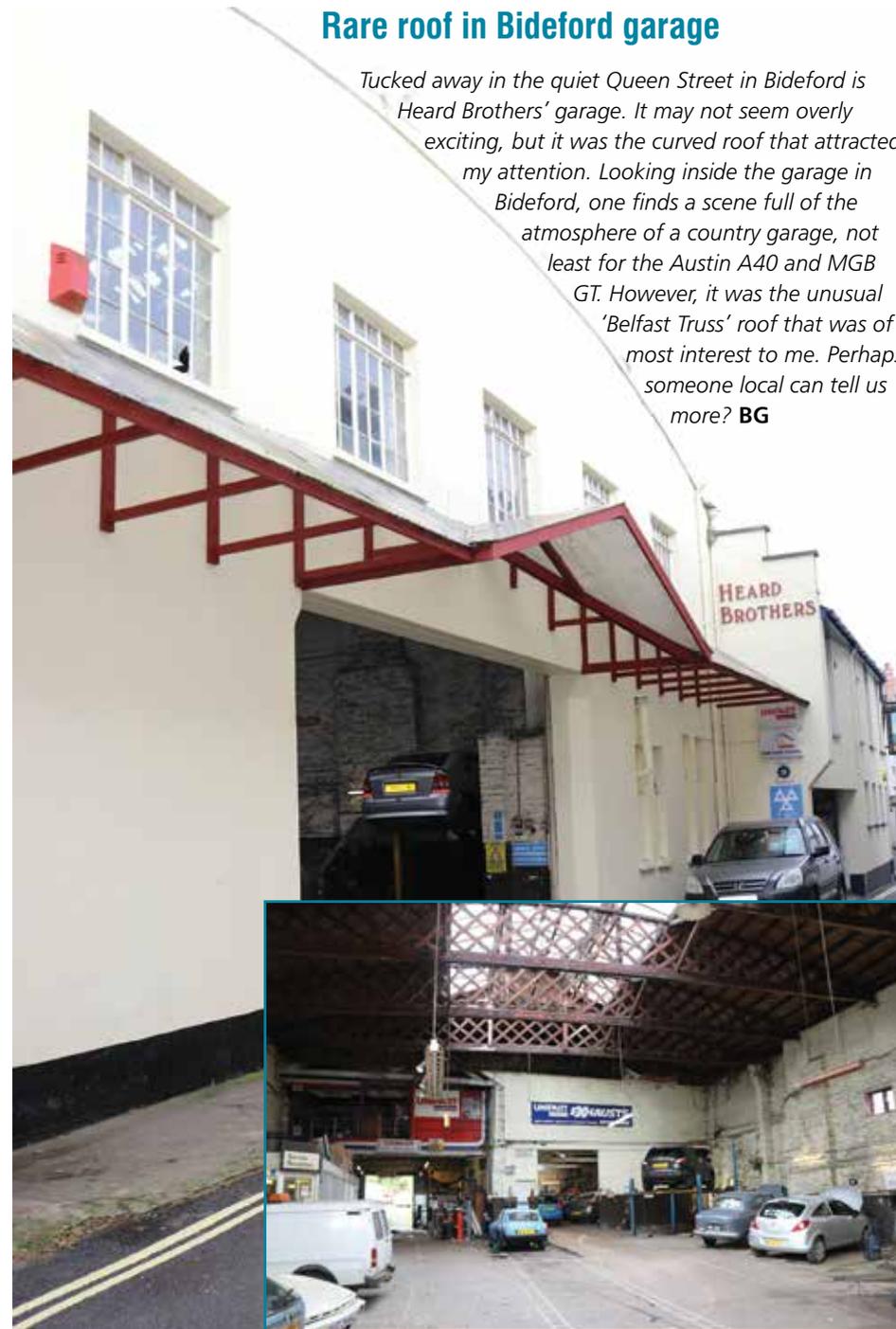
The engine and boiler rooms of *SS Freshspring* represent the layout on ships large and small, spanning a period from 1880 until the 1950s. *SS Freshspring* being built as a coal burner in 1946, is almost unique, and certainly the last coal burning sea going ship built by Lytham Engineering & Shipbuilders with only the oil fired *Hazlefield* following her, before the yard closed in 1954.



*HMS Dreadnought.*

## Rare roof in Bideford garage

*Tucked away in the quiet Queen Street in Bideford is Heard Brothers' garage. It may not seem overly exciting, but it was the curved roof that attracted my attention. Looking inside the garage in Bideford, one finds a scene full of the atmosphere of a country garage, not least for the Austin A40 and MGB GT. However, it was the unusual 'Belfast Truss' roof that was of most interest to me. Perhaps someone local can tell us more? **BG***



## Editor's Archives

As we approach another winter, I thought I'd rummage through some old slides to find anything of maritime interest. I came across this selection, most of which were taken almost 30 years ago, in 1989. At that time, I was just starting out with a new venture, and I was soon to become editor of a national heritage magazine which I had managed to rescue from an almost still birth. Thus, I was able to get out and about around the country a lot, though some of the pictures here were from family holidays.

Perhaps of interest is that a couple of these pictures were taken in Bristol's floating harbour and it was at a Festival of the Sea in Bristol around this time that I acquired a copy of the plan of a certain *Freshspring*. The plan ended up in my files to make an occasional reappearance, usually when I was rummaging for something else.

Eventually, after some 20 years, curiosity got the better of me and I thought I should investigate further. Now with the availability of the internet, I was able to look her up on the National Historic Ships website and found she was still extant and, even better, on enquiry, I was given a contact for one John Puddy who appeared to be in some way involved with the ship. I got in touch and arranged a meeting at Newnham to see the ship, met John and John Richards, the then owner, the end result being an article in the afore-mentioned magazine. The rest, as they say, is history, and John Puddy still blames me for the way the *Freshspring* has taken over his life (and, I guess, many



In 1989, the mv Balmoral was spotted being turned in the harbour by the steam tug Mayflower. The Mayflower was built in 1861 and was then part of the Bristol Industrial Museum's collection; now it is part of the city's M Shed museum.

others too)! It is good to know that we have been able to save the ship, even though there is a very long way to go!

Looking through the other pictures I have chosen, a lot has changed in the past 30 years, mostly for the good.

My next port of call was the lovely Cornish tourist haven of Fowey. Apart from the attractions of the town and the

ferry across the river to Polruan (which I was able to do this summer too), *Freshspring* Society member Clive Lee used to run tourist trips with his steamboat *Gallant* from Fowey Town Quay. These were always popular but sadly I never took advantage of the trips myself. Clive has now retired and the boat is for sale.

Moving temporarily into 1990, I was able to spend some time on board the Surrey & Hampshire Canal Society's 1934 steam dredger *Perseverance* to write a feature for the magazine. The



The steam dredger *Perseverance* at work on the Basingstoke Canal at Fleet in Hampshire in April 1990.



For many years, member Clive Lee operated the steamboat *Gallant* on trips on the Fowey river, where they were pictured setting off from Fowey Town Quay in the summer of 1989.

dredger was used to clear the canal from Odiham to Fleet and was operated entirely by volunteers from the Society. Steam was supplied by a locomotive boiler fired on wood. The boiler was supplied new in 1947 by Marshalls of Gainsborough to Luton laundry. Marshalls are well known as builders of road steam vehicles and the unusual Field Marshall tractors.



The ps Medway Queen in a very sorry state at Damhead Creek in April 1989.



The ss Sir Walter Scott sailing on Loch Katrine in the summer of 1989.



The Maid of the Loch at Balloch Pier on Loch Lomond, looking a bit sad in 1989.

The engine/crane were made by Graftons of Bedford.

Going back to 1989, maritime matters took me first to Kent to make contact with the group working to preserve the paddle steamer *Medway Queen*. At that time, she was at Damhead Creek, by Kingsnorth Power Station and was not floating, so a visit had to be made at low tide. Despite many setbacks, she is today to be found at Gillingham in Kent, looking much, much better following the construction of a new hull at Bristol. This is one of those success stories.

Next it was off to Scotland in the summer for a trip on the *Sir Walter Scott* on Loch Katrine. The Loch provides water for Glasgow and we had a good day on the ship. Built by Wm Denny & Brothers at Dumbarton, she was transported in sections up Loch Lomond and across to Stronachlachar where she was reassembled and launched in 1900. She is powered by a triple expansion engine with steam provided by two locomotive boilers, now run on biofuel. For years, she has provided passenger trips up and down the lake and continues to do so.

Not far away, on Loch Lomond, is the much younger (1953) paddle steamer *Maid of the Loch*. Built by A&J Inglis of Glasgow, she too was taken to the loch in pieces before being assembled on a purpose-built slipway at Balloch. She operated excursion

trips on the loch until the end of August 1981. Today, she is owned by the charity, the Loch Lomond Steamship Company, who have opened her as a static exhibit and cafe pending returning her to service, hopefully in the next few years.



The final maritime image is of the ps *Waverley*, at the end of a trip down the Bristol Channel when she called at Penarth at a low tide. I remember we had to stand off to let the tide rise enough as the trip to Ilfracombe had been truncated off Lynmouth due to a bad swell. That was a bit of a rough ride!

Finally, one for Hayley, as she also works for Coldharbour Mill at Uffculme in Devon. I first visited the mill back in 1989 and, to some extent, was instrumental in the drive to return the engines to steam. Since then the mill has had a few ups and downs but is now a popular attraction as well as a working mill.

I hope you enjoyed this brief look back into my archives.



## Brilliant Brunel

Looking for something for the children/grandchildren for Christmas? Maryann Soper has written this 32 page book about Brunel for children. It is interestingly illustrated by Ryan Isaac, and covers the great man's main achievements.

Copies may be purchase from Maryann Soper, 2 Exmouth Cottages, Lower Ashton, Exeter, Devon, EX6 7QJ.

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



## STEAMSHIP FRESHSPRING CLOTHING

1/4 Zip Fleece Sweatshirt



£32.00  Size \_\_\_\_

Hoody



£28.00  Size \_\_\_\_

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£48.00  Size \_\_\_\_

Sweatshirt



£20.00  Size \_\_\_\_

Tee Shirt



£12.00  Size \_\_\_\_

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

All are embroidered with the Steamship Freshspring Society logo.

## STEAMSHIP FRESHSPRING CLOTHING

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

### ORDERING

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

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

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# Freshspring Steam Beer!

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

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

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

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

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

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

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



# Leaving a legacy to the SS Freshspring Society

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

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

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

### CODICIL

I (full name).....

of (full address).....

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

I give, free of Inheritance Tax, the sum of

£..... (.....pounds)

to the SS Freshspring Society of Little Cleave, Lower Cleave, Northam, Devon EX39 2RH (Registered Charity Number 1151907), absolutely for its general charitable purposes.

In all other respects I confirm my said Will.

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

Signed in the presence of:

First witness  
Signature

Second Witness  
Signature

.....  
Full name

.....  
Full name

.....  
Address

.....  
Address

.....  
Occupation

.....  
Occupation

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

# Freshspring's Sponsors

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

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