

STEAMSHIP   
**FRESHSPRING**  

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**75TH ANNIVERSARY 1946-2021**

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*Freshspring Magazine*



**No.29 Winter 2021**

*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.

**Trust Management**

**Chairman:** John Puddy\* john.puddy@ssfreshspring.co.uk  
**Vice Chairman:** Simon Tattersall\* simon.tattersall@ssfreshspring.co.uk  
**Secretary & Conservation Manager:**  
Stephen Attenborough\* stephen.attenborough@ssfreshspring.co.uk  
**Treasurer:** Simon Tattersall\* simon.tattersall@ssfreshspring.co.uk  
**Membership & Website:** Richard Ker\* membership@ssfreshspring.co.uk  
01237 422 758

**Learning & Education:** Huw Davies\* huw.davies@ssfreshspring.co.uk

**IT & Social Media Networking**  
Anne Budd\* anne.budd@ssfreshspring.co.uk

**Fundraising & Forward Planning**  
Annemaire Shillito\*  
John Cooper\*  
Brian Gooding\* brian@steamheritage.co.uk  
**Project Manager:** Charlotte Squire charlotte.squire@ssfreshspring.co.uk  
**Public Engagement Officer:** Becca Craft becca.craft@ssfreshspring.co.uk  
**Community Learning Officer:** Sam Roberts learning@ssfreshspring.co.uk  
**Technical Director:** Ken Thompson CEng, CMarEng, FIMarEst

\* Trustee

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

**Website:** www.ssfreshspring.co.uk  
**Facebook:** www.facebook.com/SSFreshspringTrust?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 for public visits on Sundays. For members' visits outside this time, or if you are interested in volunteering, please call Peter Gillett, our Local Ship Manager, on 01237 237 183 (email: peter.gillett@ssfreshspring.co.uk).

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

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## Editor's Ramblings. . . .

Welcome to the latest magazine, once again filled with interesting news from the Trust and stories from members, for which thank you. I am sure many of you have tales to tell, not necessarily about a life at sea, but maybe how you became a volunteer for the Trust and what you enjoy about it, and perhaps some of the 'adventures' on the ship. You may be a member and are not able to volunteer, but I am sure you have a story to tell.



As mentioned in the last *Freshspring Magazine*, my journey with the ship started almost exactly ten years ago, when I first visited the ship in October 2011, and first met John Puddy. Both our lives were to change soon after, though neither of us really knew it at the time. John 'blames' me for kicking the whole thing off back then but I know he is really pleased that it happened and I am always amazed by the progress that the Trust, staff and volunteers have made in under ten years. We really do all have something very special in our care – and that is much more than just the ship.

With all that has gone on in the world, I have been unable to visit the ship since March 2020 and I am looking forward to heading to Bideford once again when time allows. I am keen to see for myself the great progress that continues to be made.

On page 23 you will find we have reproduced a flyer for a new book called 'In the Treacle Mine, the life of a Marine Engineer'. This written by John Richardson, one of our members whose tales have graced these pages previously, so we recommend the book to you.

Another book I received a copy of recently is the story of the paddle steamer *Ryde*. She was one of the Portsmouth to Isle of Wight ferries, both before and after WW2, and served as a minesweeper and later anti-aircraft gun ship during the war, including a stint off the French beaches during the June 1944 landings. Following retirement, she became a night club on the Isle of Wight, at first very successfully, but in recent years she has decayed and her superstructure has now collapsed. I fear the end is near for this once proud ship, despite many attempts to preserve her. She is now too far gone to be a viable proposition. It is sad to lose her, but this shows how lucky our own *Freshspring* is to have a real future ahead of her. For copies of the book, see: [www.medwayqueen.co.uk](http://www.medwayqueen.co.uk).

With Christmas on the horizon – sorry, but it is, why not send your friends one of our 2021 Christmas cards? The sale of these helps raise funds for the Trust.

It may be a little early but I would like to wish you all a great Christmastime and a really special New Year.

**Brian Gooding**

**FRONT COVER:** A recent picture of SS Freshspring at Bideford, showing her new mast. What a difference that makes! **John Puddy**

## From the Chair

After another turbulent summer, we are about to settle into our winter programme. This means more workdays on the ship as we can include Sundays. Our remarkable ship volunteers have plenty to do and we are focusing on jobs which are inside the ship. Even over the hectic summer our team has been very busy, and as a result the ship looks as good as new. Indeed, we have included the maker's photo and one I took just a few weeks ago for comparison. If you compare the latest picture against the one taken at Newnham only five years ago (see below), you will understand why we are so grateful for the work done by volunteers.

Volunteer days are magnetic as people both enjoy getting together and making a difference. Other spin offs are that we can support and engage with people who need some encouragement and motivation,

and we bring people together in a harmonious group. Even the ship's band is getting noticed. Maybe not for the quality of performance but certainly for effort. Pete Gillett continues to write the lyrics and is now officially the ship's poet.

On 31st August, we held our first major event since lockdown. It was an incredible day to celebrate the ship's 75th year, with the sun shining throughout. We safely opened the ship and received well over 300 visitors. The queue at one point was almost embarrassing. We were also joined by North Devon Maritime Museum and Way of the Wharves who



had stands on the quay. I was kept busy throughout the day providing steam engine rides without a break. My daughter provided an aerial performance on the boat deck, which went down very well. I'm sure during the day well over 500 people joined in and it was mostly local people, which is exactly who we wanted to see. It does show that SS

*Freshspring* has become very much part of our community.

Not satisfied with the success of the day, we then put on an evening party for all the local people who have supported us, from volunteers to funders to councillors and businesses. Again we were quite staggered by the numbers coming on board. We had excellent food provided by Pannier Pantry and Freshspring Beer provided by Clearwater Brewery. There were speeches and much positive conversation. My lovely daughter again performed on the boat deck, which brought an excellent day to a close. Our new awning, of course, was a huge bonus.

In September, Nick Sampson sent a crane to the ship to step the mast. This was quite an occasion and it drew a large crowd. As you know, the mast had been fettled from a squared tree, mostly by Pete Gillett. The mast fitted perfectly and the wind vane, which I restored works perfectly. The mast was rigged with halyards both for signal flags and anything else we wish to fly. It is also rigged for hauling people to the top safely. Our plan is to offer schools the opportunity to haul young people up the mast. We will only do this when a qualified person is available as safety is paramount.

I'm pleased to say that our connections with schools have been revived and enhanced by Sam, our Community Learning Officer, who is a wizard at opening doors to new organisations.

Covid has impacted on all of us and life will never be the same, although we are slowly finding our feet again. Here are some findings reported by NCVO from a barometer survey on the impact of lifting restrictions on voluntary sector organisations; more specifically impacts on recruitment, volunteering, and working practices.

- 25% of organisations reported an increase in the number of their volunteers.
- 21% expect their financial position to deteriorate over the next month.
- Only 1% of respondents are expecting a decrease in demand for their services over the next month, with 69% expecting an increase.



- 45% reported a stable financial position in the last month.

From the Trust perspective, we have retained all of our volunteers and since getting back to work and we have gained new ones. This summer since reopening we have received record numbers of visitors to the ship and interest in it has increased. We ask visitors to donate when they visit the ship but these donations have been down slightly per visitor on average. Our plan is to make a charge next year as we continue to improve the experience available.

On 31st October, and in Partnership with Burton at Bideford, we put on a Sea Shanty event on board the ship. Food was provided by Pannier Pantry and a great time was had by all. We had 35 who bought tickets along with some children. It was quite an occasion and for us a valuable learning experience. Our new awning easily catered for the 50 or so people including the singers and we plan to do much more of this, perhaps next year planning monthly special events.

We continue to consider the way forward both for the ship and the Trust. We plan to have a facilitated session to look at forward planning and how we can improve our structure to prepare for a future, which will be challenging. We will look at setting goals for the return of the ship to operation and one thing for certain is that we need to identify fuelling which has the least impact on the environment. We have been in discussions with organisations pioneering the use of hydrogen in the maritime environment and green hydrogen is likely to be a major fuel of the future.

We have several physical hurdles with the progression of ship restoration and before we can seriously look at bringing steam back – we need to remove any remaining asbestos as until we do, we cannot carry out a range of jobs. We are currently getting quotes for steam cleaning the areas and for removal itself. The costs could be as much as £50,000 and possibly not so attractive to funders, which could make life difficult.

We have started work on the final phase of the restoration of the wheelhouse. This is the reconstruction of the chart table and cupboard and the radio stores bench. A local cabinet maker has just received the sustainable hardwood for the project and we will have the finished items in place for the spring. The journey to restore and replace items in the wheelhouse has been quite a challenge as just about everything removable was stolen over time. Support from a range of funders has enabled us to seek out equipment and then refit on board. It's remarkable where things have appeared from. For example, the radio is from The Marconi Museum, the large wheel from a schooner, the telegraph from a dredger which was broken up in Hull, and the binnacle is from a marine salvage company in Devon. We are lucky to still have the original overhead compass, which is not currently fitted. There are two reasons for this, one is that our solar panels are on the monkey island and the other is that the display is at a perfect height to walk into. A recent visitor who was a boy on *Freshburn* remembers the ship's Master walking into the compass and knocking himself out.

Thank you all for staying with us. Please do all you can to encourage more people to become Members. All are very much valued.

**John**

## Treasurer's & Trust Report

Since my last report a number of financial 'issues' have been resolved.

Torrige District Council did return the £3,000 we had paid in 2016 as part of a Bond agreement and, although I have still not seen any repayment 'conditions' from them, I believe that as long as we keep the ship insured and in seaworthy condition, no further Bond payments will be required by TDC.

The final payment due under the Recovery grant was also received in full and the final bills relating to the ship's visit to Harland & Wolff were settled.

We have received an £8,000 grant from The Bridge Trust, which has allowed us to extend the employment contract for Sam Roberts – our Learning Officer – beyond the end of November. We are also discussing with Becca how we might continue her work as our Public Engagement Officer after her contract ends.

As a result of all the above, I have been able to 'release' some of the reserves and provisions I had been holding in the accounts, so that at the end of September we had unallocated funds of £38,800. This is not money that we can freely spend, as we need to ensure that we can meet our liabilities through the closed winter period, but we are certainly in better financial shape than at any previous time.

Income from visitor donations remains an issue to be discussed before we re-open fully in Spring 2022. We have continued not to charge for entry to the ship but, unlike in previous years, the donations received have been very poor at a little over £1 a head, though visitor numbers are good. Food for thought as this is not a sustainable situation.

**Simon Tattersall**



# 2021 Steamship Freshspring Trust Annual General Meeting

**Meeting Date:** Saturday 2nd October 2021

**Start time:** 2.00pm

**Location:** Online conferencing via Zoom

**Attendance:** The meeting was attended by 13 members.

## Welcome and apologies

The Chairman (John Puddy) opened the Meeting at 2.00pm and welcomed the gathered members and received apologies from Simon Tattersall.

## Acceptance of minutes of the 2021 AGM

Members were provided with minutes and asked to vote prior to the meeting. There were 28 votes to sign off minutes, none against and none withheld. Minutes signed as accepted.

## Chairman's report: Background of the Trust, aims and achievements in the year

Last year we were seriously in the grips of Coronavirus and as we move through 2021, slowly we are regaining some normality, although the new normal is quite different. Zoom meetings are a regular occurrence and we have all got quite used to the formality of meeting remotely. However, as I write, we are starting to meet in person again and it makes us realise how important social interaction is.

We have worked very hard at fundraising, often with very short lead in times. I have to say, we have been successful, and we gained funds, mostly via The Lottery Heritage Fund to conduct the much needed viability study, which is almost complete. The final report is due at the end of August. This will help us to consider the viable future of the ship both static and, hopefully, operational.

We have raised funds for salaries and now have three part time staff. Charlotte, our Project Manager was furloughed for a while until funds were established to bring her back last August. Our new staff are: a Community Learning Officer, who has already made a considerable impact with local schools, and a Public Engagement Officer, who is recruiting Volunteers, managing open days and working towards a major event on 30th August. The ship is now 75 years old and the event is to both celebrate this and to thank our donors and all the individuals who have supported the Trust over the eight years of its existence.

Volunteering on the ship has continued throughout, albeit with very limited numbers. This has meant that the standards on board have not deteriorated and, in fact, the ship looks smarter than ever. We are now back to a full compliment on board every Wednesday, with Sundays being our open days. There has been a noticeable increase in the numbers visiting, mostly due to the increase in people holidaying in the UK.

In May we were very fortunate in being able to dock the ship at Appledore. Harland & Wolff have taken over the yard and are very accommodating. After one meeting with the manager, we were booked in within a couple of weeks and so we had to prepare very quickly both for the move and setting out a work programme. KML once again were very supportive and towed *Freshspring* to the yard at no cost to the Trust. Once in the yard, the hull was pressure cleaned and surveyed. I'm pleased to report that there has been virtually no deterioration during the five years in Bideford. The hull and decks were painted before we left. The time in dock was a bonus to volunteers as they were able to work in the dry and even had their own rest area.

We need to thank our loyal members for continuing to support the work and development of the Trust. We look forward to a positive year ahead.

## Forward plan and general activity updates

Annemarie Shillito described how, subject to the viability report which is due to be released to the Trustees shortly, it is planned for Trustees and a small number of key stakeholders to work with Clarity Solutions to better define the options for the Trust that fulfills our social and community purpose. It would then be opened out to further stakeholders, such as other charities, members and councils.

Following this work, it is then hoped that the Trust can progress the feasibility study, which we hope to fund with assistance from the National Lottery Heritage Fund in the new year.

## Financial report and acceptance of accounts

We held cash at the bank at 31st January 2021 of £124,336, of which is £54,936 is unrestricted funds and £69,400 is restricted.

The 'Restricted' funds are made up of contractual debts due but not yet paid, money received towards specific projects not yet started or in progress and a Sinking Fund. The Sinking Fund is a reserve to be built up over a six year period, this being the expected frequency of dry docking the ship to cover the budgeted survey and maintenance costs likely to be incurred on each occasion.

The Sinking Fund also provides a reserve for emergency hull repairs should this be required between planned dry dockings. The Sinking Fund stands at £43,332, leaving an unrestricted balance of £11,604 which is held in order to meet planned expenditure (mooring fees, insurance, essential repair works and other overheads) plus any unforeseen expenditure that may occur.

Our main source of funds this year has been grants to enable the Trust to survive the closure imposed by Covid. Without these grants it is questionable whether the Trust would have survived. Donations were down by 75% and there was a reduction in ship costs due to closure.

Although the ship was closed from late March 2020, the Trust has made good use of the time and grants received to develop our website, extend the Project Manager's employment contract, commission a viability study and ensure that the Trust emerges post-Covid as a robust and financially stable organisation. We have also strengthened

the Trust by recruiting a Trustee whose expertise is fundraising.

The Trustees have been united in delivering achievements which would be creditable in a much larger and more established organisation. This ongoing dedication creates a very positive future for the delivery ability of the Trust.

The period from March 2020 has been difficult due to Covid-19 restrictions. However, the Trust has been active in preparing for the future, conducting essential studies and raising funds to enable a healthy survival and preparing to open to the public when safely possible.

Agreement of statement of accounts: 28 for, none against, none withheld

#### **Election results:**

Chair handed over to Charlotte Squire.

To Appoint Brian Gooding, 28 for, none against, none withheld

To reappoint Stephen Attenborough, 28 for, none against, none withheld.

To reappoint John Puddy as Chair, 25 for, none against, none withheld.

Chair resumes the meeting.

#### **Members questions:**

Two questions were submitted from John Pook.

Q1: Can the dissemination of information and forward vision of the Trust to the members and volunteers be improved?

A1: John Puddy replied that he will have regular informal two-way question and answer meetings on board *Freshspring* to help keep them better informed.

Annemarie Shillito added that we will involve volunteers in consultations and the forward plan.

Q2: Can we get a defibrillator on board *Freshspring*?

A2: John Puddy replied that the Trust is looking into possible government funding for the hardware and any training required.

The meeting closed at 3pm.

## **Project Manager's Report**

**August** saw *Freshspring's* mast stepped into position just in time for the ship's 75th Anniversary celebrations. Sculpting the mast had been a lockdown project for Pete Gillett, ably supported by Lou Boulter and a team of ship volunteers. It was a great achievement by all concerned and rather beautifully completes the ship's profile. I particularly liked the fact that a penny from 1946 was placed below the base of the mast.

*Freshspring's* 75th Anniversary Celebration was really good fun. We had close to 300 visitors during the day enjoying tours of the ship, John's steam engine rides and Anthony Burt's Wish Fish workshops. The evening gave us the opportunity to thank our supporters for being such an important part of the journey.

We were pleased to welcome Kayleigh from the Lottery and her husband to the ship in September. They enjoyed seeing the progress made on board thanks to our volunteers, and also the VR experience under Martin's instruction. We are planning to submit an application to the Lottery later in the year, so Kayleigh's insight into the Trust's plans and progress was appreciated.

We are all benefitting from the Heritage Compass training programme. I enjoyed learning about Community Partnerships and New Audiences as part of their Symposium itinerary. We still have Earned Income and Audience Development to look forward to.

The Draft Final Viability Report from L&R Consulting has provided the Trust with food for thought. They've produced a menu of potential opportunities for the ship, which will need further investigation and discussion before going out to wider consultation.

We're pleased to have Lou Boulter designing *Freshspring's* Christmas Card this year, with Brian Gooding kindly arranging production. Details for placing your order can be found on page 17.

With summer over, the ship will now only open to the public on the first Sunday in the month. After December, our volunteer stewards will be given a well-deserved break until Easter, hopefully avoiding the worst of the winter elements. This also gives our ship volunteers their second work day back, and with protection from the awning; it's a much kinder environment to work in.

I'm really keen to see what the next few months bring to the Trust, as we transition into the next phase of development. I'm sure you'll agree, there's a lot to look forward to.

**Charlotte Squire**  
**Project Manager**

## The new mast...



Pete Gillett did a fantastic job of shaping the new mast. **Graham Hobbs**



Lowering the mast into place in the forwards accommodation. **Graham Hobbs**



The 1946 penny that now sits under the mast. **Graham Hobbs**



With the new mast in place, the crew takes time for a team photograph. **Graham Hobbs**

## The 75th weekend



There was a 'Find the Teddies' trail for younger visitors. This one looks very comfortable... **Graham Hobbs**



Just part of the queue of visitors waiting to board the ship. **Graham Hobbs**



John was kept busy giving trailer rides with his miniature traction engine.



**ABOVE:** Another event, another speech... Again John has to take to the microphone, a task that he seems to enjoy, always grateful to people for their efforts. **Graham Hobbs**



**LEFT:** A young visitor studies the model of the ship. **Graham Hobbs**

# Way of the Wharves

Mike Teare, Chair Way of the Wharves

The Torridge Estuary and Bideford have a long and fascinating maritime history with boat building documented back to Elizabethan times. On the east bank of the Torridge, opposite Bideford town, East-the-Water was an industrial and transport hub connecting the medieval bridge, port and railway. From the mid-1800s the deep-water channel started migrating west across the river, leading to the slow decline of the port on the east bank. In addition to the important transport links, East-the-Water was a centre for ship and boat building, clay export and potteries, coal mining, lime burning, timber, agricultural suppliers, energy distribution and even a First World War munitions factory.

If Covid helped the Way of the Wharves Project at all, it was in giving time to pull together the research of the last years and write a book on this history of East-the-Water. To be published later this year, with line drawings by Lou Boulter, it includes chapters on timber, shipbuilding, mining, transport and pottery as well as the origins and traditions of East-the-Water, known locally as Shamwickshire. Sign up to our newsletter to find out publication details and availability.



The Old School, Torrington Street. Artist Lou Boulter

One of the stories our research uncovered is of local hero George Parkin. He started building boats on the site of the East-the-Water School, in Torrington Street, in about 1847. He operated from here until 1858, when he moved to Appledore. His boats were carvel built, with hull planks, fastened to a robust frame, laid edge to edge to form a smooth surface. By 1852, his pilot boat *True Blue* had won many accolades competing in local regattas, both under canvas and oars and this helped his business develop.



But Parkin also has a much more precious claim to fame. In July 1852, when he saw a seven year old local boy in danger of being swept away by the tide, he leapt from the rear wall of his house and rescued him. Everywhere he went there seemed to be people in need of rescuing. In 1871, after his 29th rescue, he was recognised by the Royal Humane Society. So, if you've local links and your family tree includes the surnames Reed, Rudd, Isaac, Cawell, Stanbury, Johns, Jenkins, Berry, Dannell, Fisher, Dunn, Colwill, or Lewis, then Parkin may just possibly have played his part in keeping that branch of your family alive.

The Way of the Wharves charity (WOTW) was established in 2020 to advance information and education about the industrial and maritime heritage of the Wharves at East-the-Water and the Torridge Estuary.



The project commenced four years earlier, when a group of volunteers started to research and promote the history of the wharves on Barnstaple Street. This had not previously been researched in any detail and the imminent planning application for redevelopment of the site gave this great local interest. Local people were involved in recording oral histories and a comprehensive website was built ([www.thewharves.org](http://www.thewharves.org)). The last of the grant money was used to create and install an interpretation panel on the quay (westside of the river by the Tarka the Otter statue) with a line drawing of the east bank and outlining the site's history.

This year, as we regain some momentum, we have reprinted the popular Walk the Wharves Heritage Map,

available free of charge from Tourist Information and other outlets. Over the summer we have held a regular guided walk around East-the-Water, starting from The Burton. If you have a group who would like a guided walk please get in touch. Why not combine a visit to *Freshspring* with a walk over the bridge and the history on the east bank of the Torridge?

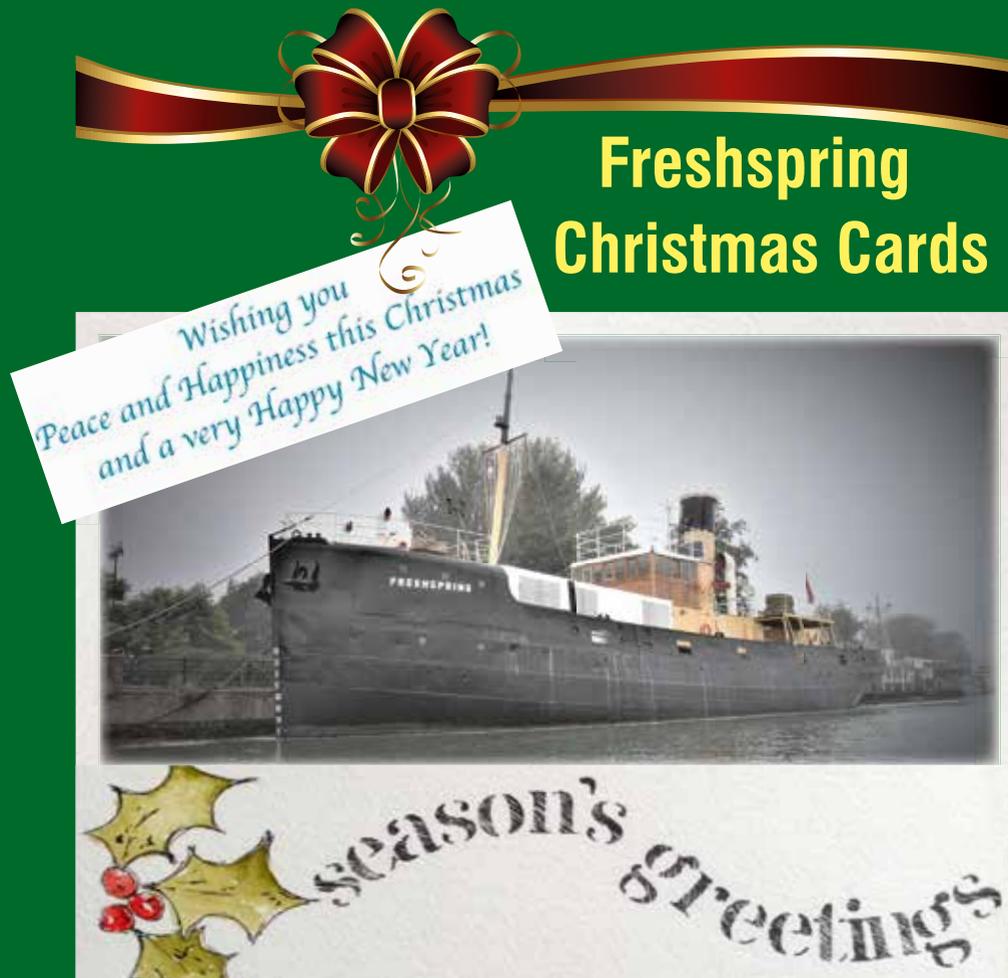
Working together with East-the-Water in Bloom, Way of the Wharves are adopting the phone box on Torrington Street, next to the Bethel Chapel. Incidentally, it was the East-the-Water shipbuilder, Henry Morgan Restarick, who arranged for the construction of the Bethel Chapel in 1877. The Bethel Church had already existed for some ten years, but the congregation became too large for the loft on Queens Wharf where they met.

This iconic K6 phone box will be conserved and used by the two local groups as a community resource – promoting history and horticulture. Way of the Wharves will install information about local heritage while the box will look a bit different as a result of the planned floral exhibits from East-the-Water in Bloom. Local 'history and horticulture' links include the many lime kilns along the estuary, Fulfords agricultural and seed merchants (for many years headquartered on Queens Wharf) and Old Pottery Works, Torrington Lane which produced flower pots. We will also maintain a notice board with progress reports on the wharves building work, now that re-development plans have been approved.

This phone box is in such a key position, just close to the Bideford station entrance, that there must be many stories connected with it. Happy news, sad news, calling for assistance, long distance romances. WOTW are working with Bideford library to collect phone box stories. These social and family history anecdotes will be turned into a digital archive, in the form of answer machine messages. Please get in touch and tell your phone box story.

WOTW has always enjoyed an excellent relationship with *Freshspring* and we were very pleased to be able to support the 75th Anniversary celebrations. We had a stand on the quay to promote the work of the charity and maritime heritage. One of the longer-term ambitions of WOTW is to create a Bideford Maritime Heritage Day to celebrate the maritime connections and stories of Bideford and the Torridge. We look forward to working with *Freshspring* on this project and posting more information soon.

If you'd like more information or to volunteer to help Way of the Wharves, check out the website [www.thewharves.org](http://www.thewharves.org). You can follow and like our Facebook page @Brunswick Wharf. Sign up for our email newsletter updates by mailing: [wotw.wharves@gmail.com](mailto:wotw.wharves@gmail.com). We look forward to seeing you at future events.



This excellent Steamship Freshspring Christmas card is now available.

All cards purchased benefit the work of the Trust.

They are A5 size (148mm x 210mm) with a gloss laminate cover and fold on the left hand edge.

The cards are sold in packs of ten (with envelopes):  
£10 for those delivered and £7.50 if collected from the ship.

If you'd like to place an order, please email  
[charlotte.squire@ssfreshspring.co.uk](mailto:charlotte.squire@ssfreshspring.co.uk).

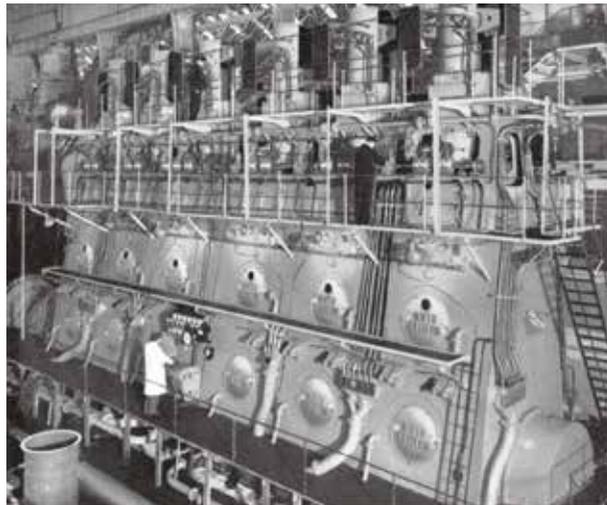
## A Life At Sea: 50 Years Ago

Tim Gibbs continues the story of his years at sea from his book 'Ships with Everything'

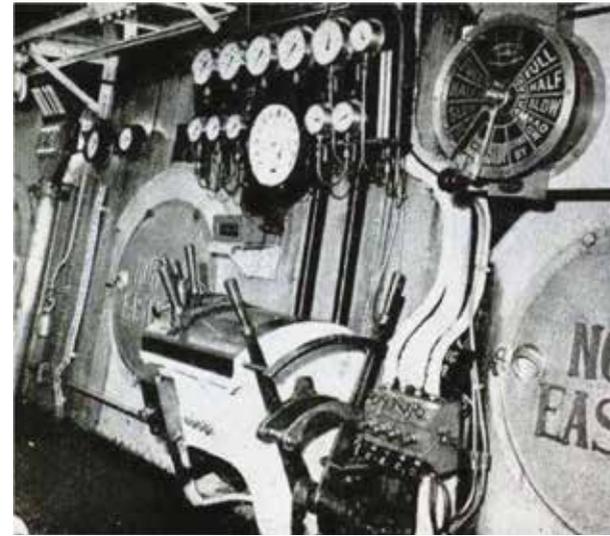
In October 1967 I returned to college in South Shields for a few weeks to obtain my Second Class Certificate of Competency for Motorships. Within days of the final successful oral exam, I was promoted to Second Engineer on the *City of Newcastle*, with one of the dreaded 75LB6 Doxford engines. The swiftness of that promotion was probably due to a combination of the shortage of staff that was developing around that time and the fact that others were reluctant to sail on this class of vessel. That trip can best be described as character forming and I was forever thankful for the support that my more experienced Third and Fourth Engineers gave me.

These Doxford engines could in no way be described as sophisticated and the crankshafts were complicated, difficult to build but easy to bend and break. They were mechanically very complex with a large number of moving parts in each cylinder. As a consequence, they were noisy – not particularly loud but lots of different sounds. Each cylinder had a different sound and you quickly became attuned to what was normal and were alert to changes that might indicate problems developing. Counter intuitively, when a noise disappeared it was not necessarily good news as it could be the prelude to something very nasty happening. There is a good Youtube video (<https://www.youtube.com/watch?v=BMb5GLMdFNY>) taken on the top platform on a twin engine ship that illustrates the noises quite well. It is also the case that the Doxford engine controls seemed unnecessarily complicated. Other engines were controlled by a single large hand wheel or just two levers but Doxfords had three levers and a handwheel and, if you were unlucky enough to have your Doxford made by North Eastern Marine (NEM), you probably had the joy of five levers to juggle – great for octopuses. The Doxford engines we had with cylinder diameters of 670mm and less ran reasonably well but the 750mm diameter engines were fairly bad news. A case of too many millimetres spoiling the broth?

About six months later, I found myself on another ship of the same class, the *City of Colombo*. The trip out to the Persian Gulf was relatively quiet – that is until we found the engine crankshaft was



A 67LB6 Doxford on the test bed. Two men working show just how big these engines were.



NEM Doxford controls waiting for an octopus to turn up.



City of Colombo blighted my life for a number of years.

as soon as either side thought he had got it wrong, they would fire warning shots. Once or twice they seemed to be more than a warning.

On completion in Basra we set off very slowly for the UK via South Africa, stopping regularly to climb inside and look around the engine and check the engine alignment. We eventually arrived off Sunderland after an uneventful voyage of 43 days and, as we were manoeuvring onto the repair quay, the Chief Engineer came down into the engine room and shouted into my ear 'It would be really satisfying if the crankshaft repair failed on the last engine movement'. Well, not quite but very nearly. The plan was to replace the half crankshaft that had failed, leaving the other half in place.

fractured. Over the following four weeks we fitted a huge metal strap around the crankshaft, realigned the engine and re-timed it to effectively change it from a six to a three cylinder engine. As the engine alignment was now super-critical, it was decided to load the ship with 2,000 tonnes of sand placed to ensure the ship was as straight as possible. Surprisingly, considering this was in the Persian Gulf, the only place we could get sand was Basra which involved a trip up the Shatt al-Arab River. The river divides Iran and Iraq. Both seemed to be in a state of continual conflict, and the median line between the two was down the middle of the river. Unfortunately, the navigation channel was not but weaved from side to side meaning the ship had to make sure the correct national flag was being flown wherever the ship was. This required constant vigilance by the poor Navigation Cadet assigned to the task because

About a week into the repair, I was inside the forward half of the engine looking for nothing in particular when I saw a fracture in the other half of the crankshaft that turned out to be bigger than the original one. This was a huge blow as now there were no components available to make up the second half crankshaft that had failed. These had to be forged and considerably delayed the return to service. The 'Colombo' was out of service for about 10 months. I was there for the first half but didn't see it through as I was sent to a number of ships to do short coastal voyages around the UK coast and the near Continent. The return to service was not smooth, however, as during trials, a number of engine bearings failed and there were very strong suspicions that this was sabotage by the shipyard workers as sand was found in the lubricating oil. Nasty.



*McDonald Road fire fighting facility looking a bit scorched.*

The industry had become concerned about the lack of good practical firefighting training facilities so, when a purpose-built unit was opened at McDonald Road Fire Station in Leith, companies rushed to get staff onto the week-long course. I was sent there a few weeks after it opened. The facility was a mock up of an engine room, an accommodation block and a wheelhouse. They offered what today would be called Gas Powered Hot Fire Training and used very realistic (aka very scary) scenarios. The training staff were brutal. If a trainee was heard to suggest that 'things weren't too bad in there' or 'I've got more air left in my BA bottle than I expected', then neither comment would be heard again after the next exercise. I'm fairly confident that nothing resembling a risk assessment was undertaken then.

Next, I spent a few months doing short voyages around the UK coast and near Continent. On the *City of Cape Town*, our biggest refrigerated cargo vessel, we had an exciting few weeks. A serious problem arose when a cylinder liner filled up with water resulting in No.11 cylinder head being nearly blown off and the crankshaft being slightly bent. This was closely followed by the discovery of a big crack in the camshaft. As the delivery time for a replacement camshaft was about nine months, we devised a clever work-around that, as far as I know, lasted the life of the ship. This was a very big 12 cylinder engine and one day we were overhauling a cylinder. I had removed the cylinder head and attached the crane to lift out the piston while the Third Engineer had gone below into the crankcase to release the piston from the crosshead bearing. After trying for about five minutes, I was unable to lift the piston as it appeared to be jammed in the cylinder. I went below into the crankcase to investigate further to



*City of Cape Town. A very interesting few weeks.*

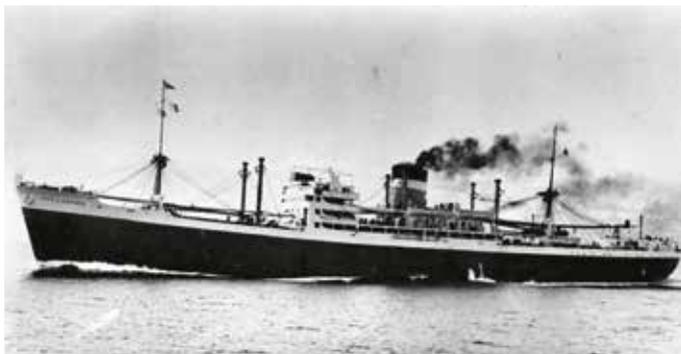
discover that the Third Engineer had released No.7 piston ok but the trouble was that it should have been No.6. Not as difficult as you might expect on this size of engine but we found a highly effective fix – painting the cylinder numbers on the crankcase doors. Not exactly rocket science. There was an added complication with this particular engine; convention had it that the cylinders were numbered from the forward end but, in their wisdom, the Swiss designers of this engine chose to number from the aft end. An obvious method to create confusion – a bit like the generator numbers on the *City of Poona*.

A couple of incidents stick in my mind from the passenger ships. We had spent the Christmas period in Hull on the *City of York* and carried out a lot of work on one of the engines so it was necessary to carry out an engine trial before we sailed. This was arranged for New Year's morning so I duly carried out the trial and went up to the Chief Engineer to report a successful result. 'I don't think so,' retorted the Chief – you were testing the port engine but it was the starboard that had been worked on. Well, it had been a very good party on New Year's Eve.

Shortly after this, I sailed out of London one early evening on the *City of Exeter* with a full load of passengers for a stop in Rotterdam before they set off for South Africa. As we sailed down the Thames, a problem developed with the starboard engine and we had to anchor off Southend to carry out repairs. That took most of the night and we finished at about the same time as we had been scheduled to arrive in Rotterdam. As I came up on deck to cool off, I encountered a couple of elderly passengers. They looked out at the lights and said we had obviously had a good passage as we were a little early. It was with some trepidation that I had to break it to them that we were still in the Thames and the lights we could see were Southend not Rotterdam. I don't know if they were confused, disappointed or worried but they wandered off saying it was time for an early breakfast.

By now I had put in my qualifying time to enable me to go back to college to sit my First Class Motor certificate which I passed in September 1970. At this time, motorships, because of their superior fuel consumption, had become dominant and just a few steam ships were in service and very few new ones were being built. Despite this, I was fortunate to be offered the opportunity to get my qualifying time for my First Class Steam Certificate.

So, it came to pass that I did two trips on the *City of Oxford* – another ship built in 1948. She was a grand old lady of the sea and maintained in very good condition because the owner, Sir John Ellerman, liked to use it to go to South Africa to escape the UK winters and return in the spring. The machinery was simple but very reliable and in the six months I was there nothing of technical interest happened... but the boiler room was very dusty which I now realise was mostly asbestos.



*City of Oxford, smoking as usual.*

On the second voyage we had Sir John with us which was a strange experience as he was a recluse and was not to be seen and certainly not looked at. Lady Ellerman, in contrast, was a charming person and I got to know her quite well as I had to spend time in her cabin fixing the electrics which were forever giving her problems. Perhaps she was lonely? During this voyage we received an emergency call for help from a large oil tanker, the *Esso Ulidia*, on its maiden voyage. It had suffered a boiler explosion, badly injuring two engineers. We were able to transfer medical supplies and possibly (it was a long time ago) our doctor and shock, horror, I caught sight of Sir John watching proceedings from the bridge deck. We were off the West African coast and, although it was early morning, the temperature was in the high 20s but he was wearing what appeared to be a trench coat and a trilby hat.

When we arrived in South Africa we were informed that the ship was being sold when we returned to the UK so by the time we got back to Avonmouth, we had divvied up and removed most of those lovely brass information plaques that used to adorn those old engine rooms. Considerable panic ensued just as we were leaving the ship when we were told the sale had fallen through so our departure was somewhat delayed while we refitted all the plaques.

It was around this period that a lot of automation was being fitted to ships and I was sent back to college for a control engineering course at South Shields. Up to this point my experience had been limited to 'handomatic', post-World War 2 machinery so a lot of this was very new to me. However, with the good grounding I had in the fundamental principles in most of the areas, it wasn't such a big deal for me, but I was amazed how much the college managed to cram in during those four weeks and was very thankful for it on my next ship.

• *To be continued...*

- ◆ The life of a Marine Engineer in the Merchant Navy during the final years of steam propulsion and the transition to diesel power
- ◆ Interesting anecdotes about incidents that occurred during the author's career and his fellow shipmates

If anyone has ever wondered what happens in the engine room when the Captain on the bridge rings 'Full Ahead' on the telegraph then this book will enlighten the reader. This is a story of one man's life at sea, from his beginnings as a lowly cadet to his qualification as a Chief Engineer. There are many anecdotes about his experiences – some amusing and some terrifying – together with pen portraits of a few of his fellow seafarers and the places he visited.

*In the Treacle Mine* starts in the 1960s when steam power was still the preferred option for larger and more powerful ships but over the following decade the availability of diesel engines sounded the death knell for steam propulsion. Now there are only a few preserved steamships left as a reminder of how things used to be down below in the 'treacle mine', which was how Geordie marine engineers described the engine-room.

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# Britannia Sailing Trust Update

## India Guest

With autumn upon us, most trees are showing signs of dormancy, but *Britannia's* timbers are springing into new life. A great transformation has taken place in the 'magic' tent since you last heard from us (back in the halcyon days before Covid). Thanks to the hard work and dedication of our team, who remained committed to the restoration despite the hardships of the pandemic, *Britannia* is starting to look something like her old self again.



Lynn Whelker *Britannia* in 1915. This is how she started life.

With the onset of Covid, it seemed as if we had some problems on our hands. Our reliance on the efforts of mainly elderly volunteers in a confined space meant that for us, as for many millions across the world, 'business as usual' seemed to be off the cards.

Thankfully a successful application to the government's Culture Recovery funding, aimed at heritage projects threatened by Covid, gave us a lifeline which not only allowed us to continue our work, but gave us the leg up we needed to move forwards with the next stage – planking! This grant enabled us to hire three professional boat-builders and two trainees to continue working on the ship while our elderly volunteers were keeping themselves out of harm's way.

One of the first tasks was to construct a 40ft long steam chest at the rear of the tent. Old planks were removed and new ones cut from locally sourced larch. Due to the 'shift of butts' (a technical matter concerning where the ends of the planks meet), we ended up having to replace far more wood than intended, despite the fact that much of the original Russian red cedar was still in perfectly good condition. In total around 45% of the hull has been re-planked.

While the old planks were off, maximising access to the hull, we also took the opportunity to double up many of the old frames. Some of these frames are well over 400 years old, if we factor in the age of the Sandringham oaks when they were felled.

After planking, the new wood was faired, ensuring a smooth surface. It has



Haydn 'Sam' & Vicki Samuels enjoying a cuppa.

now been painted and, on the surface, *Britannia* is almost looking like new. With the restoration of the after deck now approaching completion, she's almost ready to begin interior fit out.

While the boat-builders were busy with the hull, we outlined an ambitious plan: relaunch on *Britannia's* 'birthday' in April 2022. We set about finding funding so that we could make this dream a reality – not such a simple task!

Meanwhile, in the wake of the 'summer of Covid', we worked on attracting new volunteers to join our existing team as people gradually crawled out of the lockdown woodwork. Our efforts were successful and we are proud to say the *Britannia* family has grown a great deal over the last year and a half, with many new faces – young and old – helping out in all capacities. There's always room for more, however, so do come along and take a look if you feel a calling.

At the moment we are focussing on

*Britannia's* potential for inter-generational teaching and are working to involve local young people looking to gain employable skills. We are also seeking to connect with schools, youth organisations and other charities in order to inspire youth and disadvantaged individuals with the magic and potential of traditional sailing vessels.

In order to pursue these ideas, we received



Some of the tools in *Britannia's* new tool kit.

a grant from the Radcliffe Trust for the formation of a traditional tool chest (dubbed the 'Radcliffe Chest'). This chest will be legally bound to the ship; its contents – a huge variety of traditional boat-building, navigational and seamanship tools, as well as books and other educational resources – can never be sold or transferred. It will be for the use of *Britannia's* volunteers and beneficiaries – to learn valuable traditional skills and later 'give back' to the ship by helping to maintain her in the manner to which she is accustomed.

We are keen to use *Britannia* as a backdrop for educational and social initiatives, doing our bit to contribute to the renaissance of conviviality which we hope to see post-Covid. In September, the ship hosted a captivating story-telling session with the Plough Story-telling Circle and we are planning a folk and shanty fundraiser in the near future.

We have been liaising with local landowners to discuss the planting of a 'boat-builder's woodland' near Winkleigh, where the restoration has been based for the last seven years. This mixed woodland, consisting of native trees traditionally used in the construction of wooden boats, will be our enduring 'thank you' to everyone who has helped us and a gift to future generations of boat-builders, long after *Britannia* has been returned to the waves. If you or someone you know would like to be a part of this, get in touch!



Group photo of the team working on *Britannia*.



Seb applies paint to the new hull planks.



*I think there are a few planks missing...*

Finally, we have one more piece of good news to share – and we are certainly guilty of saving the best 'til last here. A successful application to the Heritage Lottery has secured us a significant sum of money, ensuring that we are indeed on track to relaunch *Britannia* in the spring of next year. We are very grateful to National Lottery Players and the Heritage Lottery Scheme for making our mission possible, despite challenges past and present. This has been a breakthrough for us and has given us the final push that was needed to achieve lift off. The project is only gaining momentum and all in all, it has been a very exciting (though at times nerve wracking) year and half.

A final note: we have launched a sponsorship scheme which allows local businesses to partner up with *Britannia* in exchange for a hefty promotional package, including flags flown from the ship, customised banners displayed at the launch and more. If you or someone you know might be interested in this, send us a message at [britannia1915@gmail.com](mailto:britannia1915@gmail.com) and we'll be happy to tell you all about it!

<https://britanniasailingtrust.org>



Work going on deep in the vessel.

## Tales Too Ticklish To Tell *Part 3*

**John Boxall**

*Continuing John's personal account of Freshspring's time in Bristol and the joys of being an amateur marine engineer.*

So with everything oiled, lets get things going...

The first job is to go and open the ship side valve that is connected to the Circulating Pump, the Atmospheric Valve that connects the Condenser to air, and the drain from the Condenser to the Hotwell Tank.

Then you need to go on top of the boiler to open the stop valves, at this stage you only need the auxiliary open a turn or so but you may want to open the rest while you are at it. There is a stop for the main engine that must be fully open and there is also a deck line that supplies the windlass and steering engine.

The easy way to open the stops is to lift the hatch at the base of the funnel if you haven't done it already, raise the grating then open them with a wheel spanner. Be warned, you won't get frostbite doing it. If you are of a more masochistic disposition, there is a walkway, well crawlway over the top of the boiler. Just don't kneel on the metalwork as it will burn you through your clothing.

So, with steam on, go into the engine room and open the drains on the auxiliary steam line. These are the brass taps attached to the line. This will drain any water in the line into the bilges. When you stop getting water through it, you can close them. The ship is now coming to life!

Now, this is the important bit: steam is a gas which can be compressed – squeezed. Water, however, is a liquid & incompressible. What that means is that if water gets into the steam side of the machinery, it can cause damage – for example, cracking cylinders. So, before you start any of the auxiliary machinery, you need to make sure the drains – the small brass taps – are open to clear any water. You will know if they are open as you will see steam and water coming out of the attached pipes.

Because you are on a ship, the steam exhaust doesn't go to atmosphere; instead it goes to the condenser where it is turned back into water. When the main engine is running, it creates a vacuum in the condenser so that means that all the auxiliaries have a stop valve on the exhaust side to prevent air being drawn through them into the condenser when they are not running. So when you start anything, you will need to ensure that this is fully open.

The next thing is to start the circulating pump, then in no particular order oil units and heater, boiler fan and dynamo (unless you want to be stuck in the dark).

The oil pumps are pretty straightforward. They are duplex (non-rotating) and steam is applied throughout the stroke. Open the drains, then the valve to the exhaust, then crack the steam line open. If it doesn't go, stick the bar in it. The bar, there should be

one with each pump, allows you to trip the auxiliary shuttle valve which should get it moving. What you then do is gradually open the steam valve until it is running at the required speed. When water stops coming out of the drains, you can shut them.

Next thing is to start the rotary pumps, fan and dynamo. As they are single cylinder, they won't 'self start'. Open the drains then the exhaust valve. Crack the steam valve open and you should get water blowing out of the drains. To get the thing going, you will need to turn it over. The fan engine has a handwheel on the end of the crankshaft – easy. The sea water pump has a special spanner that you put on the flywheel and give it a spin but the dynamo has a bar that goes in the flywheel to get it turning and hopefully you don't get whacked by the bar as it flies out when the engine starts.

So with everything ticking over and steam rather than water coming out of the



*Another view of Freshspring at Prince's Wharf in Bristol.*

drains, turn the steam up – a bit! Again what will happen is that you will get more water coming out of the drains which will eventually clear. Now you can go on deck and look over the starboard side to check that water is coming out of the condenser discharge. If it is, you can close the atmospheric valve so that the exhaust goes into the condenser and is turned back into water.

If the Atmospheric Valve is opened, steam is exhausted up the large pipe at the rear of the funnel. I was looking at a painting in the gallery in Plymouth, I think it was 'The Lighthouse Newlyn' by Alexander Stanhope Forbes from an internet search, although memory tells me that rather than two fishermen, it was a man and a woman in the rowing boat. Anyway behind them is a trawler with steam coming out of the exhaust from the Atmospheric. My then girlfriend was decidedly unimpressed when I pointed this out.

So when everything is ticking over nicely, close the breaker and put the generator on the board. Let there be light. You may need to adjust the voltage using the field regulator which is located on the ship's side by the dynamo – it's the box with a handwheel on it sited conveniently in a place where you can't see the voltmeter... While it didn't happen on *Freshspring*, the dynamo is able to start generating current thanks to residual magnetism in the machine. So far so good, but if there is insufficient residual magnetism you can't 'excite' the machine so you don't get any volts. I did see a Scottish Stoker – think Dave Lister (Red Dwarf) crossed with Rab C Nesbit – attempting to excite a dynamo with a stream of profanity, and a few indecent gestures but it didn't work. You can, however, connect any battery – the larger the better – to the field windings and it should do the trick.

The other three auxiliaries are the Cargo Pump and General Service pump on the starboard side forward and the Fire and Salvage Pump aft on the port side.

I have never seen the Cargo Pump run. I have, however, used the General Service (GS) Pump. As its name suggests, that GS can pump many things. There are bilge and sea suction, so you can pump water out of the bilges and over the side, or you can pump from a sea suction and then deliver the water either to cool the condenser, or into the Starboard Fire Main. Anyway, Oz came down into the engine room: "John, please can you start the GS pump, and connect it to the fire main so we can wash the deck".

Sea Suctions open, check, delivery to fire main open – check. Pump started and warmed through. It was just ticking over nice and slow, a few strokes a minute, job done. I emerged on deck. "John, please turn the pump off, NOW!" Some poor Sea Cadet was being blown around the deck by an out of control fire hose. It was clearly a bit more powerful than I thought.

On one occasion I was asked to start the fire and salvage pump. There was a Royal visit coming up and Oz had been offered a monitor – fire fighting water jet, as fitted to tugs and fireboats, that he thought could use water from the fire and salvage pump to make a display. Water on, check. Discharge to starboard fire main, check. Fire main

open, check. Open exhaust valve, drains open, crack steam line open and apply bar to start the engine. When water stops coming out of the drains, open the main steam valve a further turn. More water starts coming out of the drains so wait until they run clear again, repeat. With the engine now warmed up, I fully opened the steam valve and listened to the whirr as the pump accelerated to full speed.

So far, so good, but Oz didn't like the auxiliary stop fully open. As the pump accelerated, the lights went out and all the other auxiliaries stopped in the same way that the lights all go out when you start a car as the pump took all the available steam. The noise of the pump was drowned out by the protests of the crew who I had plunged into darkness.

## The Main Engine

OK, lets look at the main engine.

First you need to get permission from the Bridge to start the engine – even if you are doing a few RPM alongside, the ship will start to strain at her moorings and shift.

Then check that the propeller is clear of obstructions – there isn't half a tree trunk stuck under the stern or something.

So with that done, the stop valves open, and the oiling done, the first thing to do is to open the drains, the small handwheels under the cylinder block.

Next job is to pull a little spring loaded pull over the air pump. This clears any water above the pump so it doesn't fracture and close the drain from the condenser into the hotwell. This will allow a vacuum to be created once the engine starts working.

Next, there is an auxiliary steam range located rather conveniently over your head where you can't read the valves by the controls. Three valves – the Impulse which puts high pressure steam into the low pressure cylinder (more of which anon), the reverser steam – if you don't set it up right it will take your arm off and the Silent Blow Off.

Now if ever there was a misnomer, it's 'Silent Blow Off'. The first time I was let loose on the controls I was trying to turn on the Impulse and set up the reverser. Instead I opened the 'Silent Blow Off'. As Marvin The Paranoid Android would have put it: this is a meaning of the word 'silent' I am not familiar with. Imagine blowing steam at 100psi into a large metal box; silent it isn't.

Now some of you may have been lucky enough to have driven a steam railway locomotive. Most locomotives have two cylinders, cranks at 90 degrees to each other taking steam direct from the boiler. So, as soon as you open the regulator and steam starts to flow into the cylinders, they go. *Freshspring*, on the other hand, has the standard marine triple expansion engine, cranks at 120 degrees. So far so good, but unlike a railway locomotive, the steam flows sequentially from the high pressure cylinder through the intermediate, then into the low pressure cylinder before exhausting into the condenser. So, when you open the throttle it won't necessarily start...

So, it hasn't started. Grab the trigger that controls the impulse and give it a squirt of HP steam into the LP cylinder; still won't (insert profanity of choice) go? Try – and believe you me on *Freshspring* it isn't the simplest of jobs – moving the expansion links with the reversing engine. Bear in mind that there is no manual for this and I was relying on what I could remember of watching the engineer on watch on the *Bristol Queen* as a three year old twenty odd years ago. Eventually the thing will start, even though its layout and controls are rather different. Leave it running slowly for about half an hour or so and it should be nicely warmed through.

After about 10 minutes you can shut the drains but it's worth just going along the engine after another quarter of an hour and just opening each one for a few seconds to clear any accumulated water.

So now its nice and warm, and believe you me, the engine and boiler rooms will be very warm by this stage, you will be ready to move ship.

Its worth at this point having a chat with the Bridge to see if they know what their first engine movement will be, ahead or astern so you can be set up for it.

You will need to turn the engine over so that the crank on the High Pressure cylinder – the smallest one at the forward end of the engine is in the 3 or 9 o'clock position so when you open the throttle the engine turns.

The orders come down from the Bridge via telegraph. The Captain moves the telegraph handle and the lucky soul on the controls gets the engine turning in the direction and speed the bridge wants.

Now the joy of being in the Great Hall of Technology is that its warm and dry, BUT you cannot really see out, all you get is a series of orders – which, of course, as I am more accustomed to driving a desk, I never got to be really used to doing. Usually they come through nice and slow but sometimes when they are coming down thick and fast it can be obvious that all is not well, sometimes confirmed by a jolt and a crash.

When it's all over, turn the burners off, make sure all the valves are shut, take out the trimmings in the lubricators and that's it.

Well, that's how to do it. I never thought that I would stand on *Freshspring's* bottom platform again with steam up and the ship ready to move under her own power but now it seems that it may well happen. My consultancy rates are modest – decent Earl Grey and plenty of it...

**Membership gift**

Give the gift of an annual membership to your friend, family or partner for just **£25** this Christmas

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**STEAMSHIP FRESHSPRING TRUST**

## New members

We welcome the following new members of the Trust:

Michael Hannaford

*Aylesbury, Bucks*

Tom Nunn

*Woking, Surrey*

Maureen Marsh

*Barnstaple, Devon*

Graham Mobbs

*Romsey, Hampshire*

Jon Honeysett

*Stoke-on-Trent*

Gordon Teenan

*Umberleigh, Devon*

Mr & Mrs Dave Richards

*Aberavon*

## 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.

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