

Daniel Adamson – Technical Information



BUILT: 1903 Tranmere Bay Development Co., Birkenhead, as “Ralph Brocklebank”		Yard Number 222	Official Number 104479	
OWNERSHIP 1903 to 1922 Shropshire Union Railway and Canal Company 1922 - 2004 Manchester Ship Canal Company - renamed “Daniel Adamson” in 1936 2004 Daniel Adamson Preservation Society				
GRT 175	NRT 49	LOA: 110’6” LBP: 105’2”	BEAM: 24’6” Bmld:22’6”	DEPTH: 11’41/2” Dmld: 11’0”
ENGINES Two steam reciprocating compound engines built by J Jones & Sons. Liverpool. Twin 2 cylinder 14” & 30” DIA. 20” Stroke, HP Cylinder renewed 1953. 583 ihp @ 150 rpm – speed 11 1/2 knots. 500 ihp @ 125 rpm – speed 10 knots. Bollard Pull (approx) 51/2 tons.				
BOILER Single Kincaid single ended 3 furnace coal fired (scotch) fire tube. New in 1953 Working Pressure 120 psi. 13’7” internal diameter 9’ 10 1/2” long. 62 Stay tubes + 132 Plain tubes. Heating surface: Tubes- 1144ft ² . Furnaces 103 ft x 2. Centre chamber 233 ft x 2.			CONDENSERS 2- P+S.	
PUMPS: General Service (Lamonts). Bilge, Air feed (Main Engine). Sanitary pump (Tangye) 5 1/2”str. Boiler Feed (Weir) Vert Duplex 10” Stroke 63/4” Bore. P+S Centrifugal Circ pumps (Drysdale).				
BUNKERS: 28 tons	A. PEAK: 10 tons	F. PEAK: 10 tons	FW TANK: 150 Gallons	SANITARY TANK 0.5 tons
DYNAMO & ENGINE (Ex- Irlam Locks) 6KW	STEERING GEAR Alley & McLellan (Sentinel). 4” Bore Cylinder. Rod & chain.	PROPELLORS x2 - Diameter 6’10”. Twin DIA Pitch: 10’6”. DAR: 0.38. 4 Blades outward turning; C.I. (purchased 1922).		SHAFTS: x2 - 6 3/16” Dia. Mild Steel. Gunmetal sleeves. Lignum Vitae Bush- Water lube.
STABILITY: Light ship displacement – 306 tons. As inclined (1936): Draft (f) 5’8”. (a) 9’6” – Displacement 324 Tons. KB= 4’3. BM=5’5. GM= 2’02 CB= 0.45 (?) TPI= 3.4. Load Ship: Displacement 352 tons (100 persons, 23tons Coal, Aft Peak full). GM=1’6. (Sinkage, 100 persons =2”).				
PASSENGER LICENCE: CLASS V. Total permitted=107 (7 Crew).				

