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Liverpool October 28th 2010

Britain's last steam tug tender pulls in the crowds – New Book launched to tell a vital story.

MORE than 300 visitors toured the historic tug tender SS Daniel Adamson in Liverpool, the only ship in England taking part in Heritage Open Days, organised by English Heritage.

Paul Atterbury, star of BBC's Antiques Road show and patron of the Daniel Adamson Preservation Society (DAPS), welcomed aboard guests of honour Gary Hodgson, Peel Ports Mersey Managing Director, and his wife Patricia. The Adamson Military Band, founded by Manchester Ship Canal's first chairman and engineer, Daniel Adamson (after whom the ship is named), serenaded the crowds.

The event also saw the launch of the first book to tell the full and fascinating story of the tug tender, called **The Daniel Adamson – A Unique Survivor**, written by society chairman Dan Cross. The 1903 Tranmere-built vessel is the UK's last steam-powered tug tender and began life as a Mersey ferry linking Ellesmere Port and Liverpool. In 1921 the coal-fired ship was sold to the Manchester Ship Canal Company. Its directors had her sumptuously refitted in the ocean liner art deco style as their inspection vessel in 1936. Known as "the Royal Yacht of the Ship Canal", Daniel Adamson remained in this venerable role until boiler trouble caused retirement in 1984.

Badly vandalised while laid-up at Ellesmere Port Boat Museum, enthusiasts saved Daniel Adamson from scrapping in 2004, buying the ship for £1. Restoration is underway at Sandon Dock, Liverpool, with river trials and public sailings from Liverpool Cruise Terminal planned for 2012.

Gary Hodgson said: "The work done so far is brilliant, given the present low level of funding. Daniel Adamson is interesting to our company as the ship worked the Manchester Ship Canal and River Mersey. As Peel has brought the Mersey Docks and Ship Canal under one ownership for the first time, our strategy is to do the same. **Daniel Adamson** symbolises that synergy of going forward together, as well as reminding us that maritime history is in Merseysiders' psyche."

Paul Atterbury said: "This is an exceedingly impressive restoration project of a ship that is clearly not just important for Merseyside, but also nationally. The number of visitors here show the local affection for this ship and they're obviously impressed by the progress and achievement." Dan Cross, DAPS chairman, said: "We're very grateful for Mr and Mrs Hodgson's interest and Peel Ports' support. As always, Paul Atterbury is a very hands-on patron who has gone out of his way to show his commitment to this project."

The event was funded by a £1,000 donation from Peel Ports and £500 from Cammell Laird Shiprepairers, Birkenhead.

* The Daniel Adamson - A Unique Survivor, by Dan Cross, DAPS Publications, with more than 50 pages in full colour. £8 including UK Postage & Packing. All proceeds go directly to the ship's restoration.

For Membership and general enquiries please contact John Broomby, Membership Secretary on: 0161-969-2903 or e-mail membership@danieladamson.co.uk
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Note to editors:

- Daniel Adamson is Britain's only steam-powered, coal-fired tug-tender. The ship was built as Ralph Brocklebank, by the Tranmere Bay Development Co, at Birkenhead, Wirral on the banks of the River Mersey in 1903.
- With two sister ships, the tug-tender ran a passenger ferry and barge towing service for her owners, the Shropshire Union Railway & Canal Co, from its Ellesmere Port terminus to Manchester Dock, Liverpool.
- In 1921 the vessel was sold to the Manchester Ship Canal Co.
- In 1936 a lavish art deco style double-deck saloon was fitted by craftsmen from John Brown & Co, Clyde side, and, although badly water damaged, will be restored to its original state. She was at this time, re-named "Daniel Adamson" in honour of the first Chairman of the Manchester Ship Canal Co.
- The MSCco laid-up the "Daniel Adamson" in 1984 after the boiler required repair work and the vessel was moved to Ellesmere Port Boat Museum. However, when MSCco decided to scrap the vessel after vandalism problems, the current trust was formed and bought the ship for £1 in 2004.
- The Society has to date received many smaller grants including two grants from the Heritage Lottery Fund (HLF) for planning and survey work totalling around £74,000.
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