



DANIEL ADAMSON PRESERVATION SOCIETY

MEDIA RELEASE – APPLICATION TO HLF

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THE Daniel Adamson Preservation Society (DAPS) regrets to announce that its bid for £2.8m was not approved by the Heritage Lottery Fund (HLF) trustees at their meeting in London on 27th September. This was in spite of a two year development process supported by means of development grants totalling £77,000. The main areas supported focused on technical specifications, conservation best-practice, future financial sustainability and education/outreach programmes.

It has always been (and remains) the Society's intention to return the 1903 Birkenhead-built, steam-powered tug tender to fully operational working order for public use. Therefore many links have been established with educational bodies, museums, health and social organisations to promote access to Daniel Adamson and these will be developed in greater detail once we have a firm time-frame for the completion of restoration of the vessel.

While this HLF decision is seen as a setback to the progress of the restoration programme which started in 2004, the Society has resolved to continue its aims to return Daniel Adamson to service as planned.

To highlight this momentum and demonstrate the support for the project, the crucial match-funding Full Steam Ahead campaign to raise £100,000 has today reached £85,000. This includes a £15,000 donation by Peel Ports Mersey and a £20,000 donation from The Garfield Weston Foundation. All donations towards the match-funding campaign will be ring-fenced until such time as a favourable HLF decision is made for the project. Meanwhile the fund-raising campaign will continue and the Society will work tirelessly to generate financial support for the project to reduce the dependence on future HLF funding.

Dan Cross, DAPS chairman, said: "While we are deeply disappointed with the current outcome, we fully intend to achieve our goals. This is no more than a temporary set-back. We will shortly restart discussions with HLF in early November to address its concerns and we remain confident that its support will eventually be forthcoming. Our loyal group of volunteers who have already worked over 70,000 hours on the project and who have already restored all nine steam engines and associated machinery have said its business as usual for them and I couldn't agree more".

Carole Souter, HLF chief executive, said: "Whilst we recognised *Daniel Adamson* as an important part of this country's maritime history, we had real concerns around the increased costs relating to the restoration work. This project, run by a number of highly-motivated volunteers, has great potential but as it currently stands we are not able to commit such a significant amount of lottery money to plans that have not been fully developed. We will be holding discussions with the Society in the coming weeks in order to discuss the way forward."

Rt Hon MP for Halton, Derek Twigg, one of five MP's who formally support the project said: "I am very disappointed with the decision. This is a very important project and would benefit Halton. It is essential that a way forward is found".

Rachel Mulhearn, Director of the Merseyside Maritime Museum and who DAPS had been working with to develop a learning programme for when the vessel will be available in Liverpool commented: "Daniel Adamson, built in 1903, is a significant asset to the maritime heritage of the Liverpool area, and of great national importance. As part of our National Historic Fleet, it is the only surviving vessel of three steam tug-tenders acquired by the Manchester Ship Canal Company in 1921. Thankfully salvaged in 2004, Daniel Adamson is an exquisite example of high quality construction, engineering and craftsmanship."

DAPS Patron and BBC Antiques Roadshow expert, Paul Atterbury added: "While the HLF's decision is disappointing, and to me very surprising, it does not in any way diminish my enthusiasm for the Daniel Adamson project. This is an exceptional vessel with a remarkable history and the completion of the restoration project, which I am certain will take place, will give Liverpool, and the nation, an asset of immense historical value and contemporary social benefit."

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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 in 1903.
- Once restored, the vessel would be the oldest, Mersey Built steam ship still operating anywhere in the world.
- 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 ship was sold to the Manchester Ship Canal Co. (MSCCo)
- In 1936 a lavish art deco style double-deck saloon was fitted by craftsmen from John Brown & Co, Clydebank and although badly water damaged, the saloons will be restored. She was at this time, re-named in honour of the first Chairman of the Ship Canal Co.
- The MSCCo laid-up 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.



- Daniel Adamson was scheduled to be returned to full working order by 2013 on the River Mersey, River Weaver and Manchester Ship Canal.
- Hi-Resolution JPEG images of the Daniel Adamson are available upon request. These include the Daniel Adamson(DA) passing Liverpool's Pier Head in 1907, Assisting a ship on the Ship Canal in the 1920's, Several shot's of the Art-Deco saloon's fitted in 1936, Colour shot's from the 1970's and 80's. All images are owned by DAPS.
- The total application "package" put together over several years and including a Conservation Management Plan, Audience Development Plan, Access plan (provided by consultants and paid for by HLF), Education plan/ Activity Plan, 450 page shipyard specification and other documentation totalled over 1500 pages.