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<b>The Daniel Adamson Preservation Society</b>		
		
<b>No. 11</b>	<b>February 2007</b>	<b>Editor: John H. Luxton</b>
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 Supported by the <b>Heritage Lottery Fund</b>		<b><a href="http://www.danieladamson.co.uk">www.danieladamson.co.uk</a></b>

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**The Daniel Adamson Preservation Society is supported by The Heritage Lottery Fund and the Fund for the Preservation of Industrial and Scientific Material (PRISM).**

### Editor's Notes

On behalf of the DAPS Officers and Committee I would like to wish everyone a Happy New Year and welcome you to edition 11 of 'The Tow Line'.

Once again we have a packed 20 page edition for your enjoyment presenting all the latest news for those who are not yet "on line" as well further information and material which has not appeared on the web site.

At present much of the newsletter material is provided by the officers and committee supported by one of our few contributing members – Tom Sherriff who has provided yet another interesting item which will be split across edition 11 and edition 12.

We would like to see more input from members! **YOUR** contribution to 'The Two Line' would be most welcome!

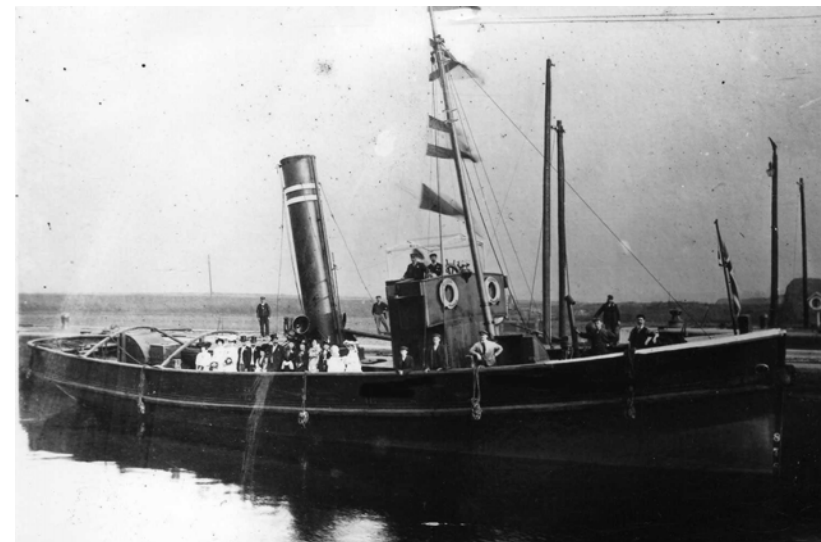
- John H. Luxton, Editor

**The Tow Line - published end of February, May, August and November.  
Press date for contributions is the fifteenth day of the month prior to publication.**

## Photo Quiz

Can you identify this tug? Please send your answer to Alan Hughes - 11, Rockwood Drive, Skipton, N.Yorks, BD23 1NF, by April 30, 2007.

Prize: Bottle of Whisky for the first correct answer drawn.



## Web Site News

Shortly before Christmas the DAPS web site went off line without warning. It was soon discovered that our web hosting company had ceased trading. Obviously the sudden demise of the web site was of great concern, if the web site had disappeared some people may wrongly reach the conclusion that the Daniel Adamson Preservation Society had followed the site into oblivion!

Fortunately it was possible to find a new hosting company with a good reliability record. The new web addresses [www.danieladamson.co.uk](http://www.danieladamson.co.uk) also being registered.

Unfortunately our well known domain name, [www.danieladamson.com](http://www.danieladamson.com) - which appears on our pre-printed publicity material remained stuck with the defunct host and held by a web registrar in the USA... Retrieving the ".com" address was quite a complicated process, and though it now points to [www.danieladamson.co.uk](http://www.danieladamson.co.uk) – the full transfer of this address to 1&1 Internet will not be completed until mid / late March.

In the meantime all members should note that both [www.danieladamson.co.uk](http://www.danieladamson.co.uk) and [www.danieladamson.com](http://www.danieladamson.com) can be used for accessing our site.

- John H. Luxton

## A NIGHT TO REMEMBER

### The tragic loss of the tug “Applegarth”

This tragic event occurred 47 years ago in the early evening of Wednesday, 13<sup>th</sup> January 1960.

I was serving as a deck lad aboard the Rea Towing Company's then new motor tug “Willowgarth” which was berthed at Princes Landing Stage, Liverpool where we were waiting for an inward bound ship. I had joined the “Willowgarth” a month or so before having transferred from one of our other tugs where I was working with another “Hughes” (Derek). When we were both instructed to move to other tugs we asked the office which Hughes was going where. The reply came back “Alan Hughes goes to the ‘Willowgarth’ and Derek Hughes goes to the ‘Applegarth’”



I was on radio watch in the wheelhouse of the ‘Willowgarth’ which was fitted with both MF and VHF radios and we kept a listening watch on 2182 kc/s which was the normal distress channel used by seagoing ships. Suddenly our local coast radio station, Anglesey Radio, started broadcasting a MAYDAY stating that the ship ‘Perthshire’ had sunk a tug in the River Mersey off Woodside landing stage. I immediately summoned the skipper and the rest of the crew and we got under way with all speed. We were told that the sunken tug was indeed the ‘Applegarth’ which had been run down by the ‘Perthshire’ whilst attempting to pass their towline to the bow of the ship in order to dock her into Birkenhead docks on the evening tide.

The ‘Applegarth’ carried a crew of six under the command of Capt. Les Fenby. Of these, only the mate was rescued from the river by the crew of the tug ‘Throstlegarth’. Unfortunately, due to the extreme cold (it was the coldest night of the year) he died aboard the ‘Throstlegarth’ before he could be landed ashore. Our tug along with other tugs and the New Brighton lifeboat searched the river in vain for other survivors. Unfortunately all the “Applegarth's” crew perished on this awful night. The crew were: Ernie Perry (Mate); Matt Turton (AB); Derek Hughes (Deck lad); James Duncalf (Engineer); John Childs (Fireman); Johnny Dolphin (Trimmer).

On the morning tide of the 14<sup>th</sup> January, 1960, the ‘Willowgarth’ had the sorry task of docking the ‘Perthshire’ into Birkenhead, when we came to recover our tow rope we found that it was frozen solid. - 47 years on and it still seems like yesterday!



The ‘Applegarth’ was raised, refitted and returned to work in 1961. She worked on the Mersey for Rea Towing Company until 1971. She was sold to the Holyhead Towing Company and renamed “AFON CEFNI”. Incidentally I was aboard the “Afon Cefni” as mate when she left Birkenhead for the last time but that's another story. Sold again in 1973 she went to work in Greece as the “ACHILLES”. In 1975 she

became the “VERNICOS CHRISTINA” being finally broken up in Greece in 1980 – a long way from the Mersey.

- Alan Hughes

## Chairman's Letter

It is almost three years since a score of enthusiasts went to the Boat Museum to try and save the Daniel Adamson. More has been achieved than any of us could have imagined at the time. From a sad deteriorating vessel of uncertain soundness we have one that is well on its way to being back in first class condition and operating again. Not only have we a tug - tender but we have a growing, lively, enthusiastic and active society to be proud of.

We are though only part of the way to achieving our objective of conserving the DA for others to enjoy for many years to come. In some ways we are at an in between stage. We have completed all the surveys and are just waiting for the Conservation Management Plan (CMP) to complete the items within Project Planning Grant (PPG) funded by the HLF. We are not resting though, far from it. The Technical Advisory Group under the chairmanship of Dan is developing recommendations based on the results of the PPG work. I have seen some of their reports, they are very professional and far above the standard expected from most volunteer groups. We are so fortunate to have many experts in the required fields who are prepared to put in so much time and share their expertise.

These and other documents will form the basis of our bid for funds to fully restore the Daniel Adamson. Not a quick process to produce these detailed plans, but it is better to get everything right and approved by the appropriate authorities before submitting a bid. Once we have the complete package and before the Directors finally agree them, we will hold a general meeting for all members to present these plans and seek their views on the proposals they contain.

All is though not quiet on board. Working parties continue with a range of activities. The major one is the full restoration of the engines and associated equipment. We have decided to undertake this as a stand-alone project before submitting our main funding bid. Much has already been achieved and a costed plan developed to complete the work. The cost for the engines is estimated to be less than £15,000 with possibly a further £5,000 for the associated equipment. We already have some money available for this project but we will need more and we shall soon be seeking modest grants (compared to those for the full vessel restoration) from a number of organisations to fund all of the work. Our members are though undertaking the majority of work.

Among other work off the tug, work has been ongoing promoting DAPS. Dan has done a deal with the East Lancashire Railway for a swap of leaflets in our magazines, hence the ELR insert in your copy. We believe our best source of new members will be from enthusiasts with like objectives, it's ‘the power and lure of steam’. We have new display stands and photographs and our **Limited Edition Print** of which there is more on a separate leaflet.

I believe the above demonstrates how active our members are on many fronts, thank you to all who have contributed in any way towards the success of DAPS over the last three years.

- Tony Hirst  
February 2006

## Half a Century of Change - London's Docks 1949 – 2006

### PART 1

I was born in Glasgow, and although we lived in a residential area, the hammerhead cranes of the shipyards could be seen beyond the trees on the other side of Victoria Park. My earliest memories included looking through my bedroom window watching my father walking through the park to catch the tram at Dumbarton Road on his way to join his ship. As little boys my younger brother and I would run alongside the big steam road locomotives towing a trailer with a product of the North British Locomotive Works on its way to the docks. At that time the Clyde all the way down from the Broomielaw to the sea was busy with commercial shipping from puffers to the passenger liners that sailed to Canada. I am sure that it was my early childhood in Glasgow that germinated my deep interest in heavy engineering.

We had moved south to London in 1942, and in addition to his main occupation, my father was expected to take on additional duties for the War Department, which included assessing the war damage to merchant ships, and later supervising the construction of pontoons for Mulberry Harbour, ml 945 we moved to Park Langley in Beckenham, if you lived in Park Langley you worked in the Stock Exchange, Banking, Commerce in the City, or you were a Barrister; not in something as common as engineering or shipping. My Headmaster was deeply shocked when it was brought to his attention that not only was I to start an apprenticeship in a ship repair yard, but that I intended to go to sea as an engineer at the end of it, to enter the Royal Naval College at Dartmouth was one thing but to work in a ship yard was totally unacceptable. After all; he had seen films at the local cinema and listened to plays on the wireless, where when the ship was in trouble the engineers panicked running around like headless chickens, while one of the passengers usually a writer of romantic fiction would go down into the engine room to resolve the problem.

It was on a bitterly cold morning on the 25<sup>th</sup> April 1949 that my parents woke me up at five in the morning on my first day at work. I left home at 0600 hrs walking to the local bus stop where I would take the 126 bus to Bromley North, dressed in old clothes and clutching a paper bag with my first boiler suit, and after purchasing a workman's early morning return ticket for one shilling, I boarded the train to New Cross changing there to the East London line for Surrey Docks. The trains that worked this line had been part of the stock that worked the Metropolitan Line when it was first electrified, they comprised four wooden carriages with hand operated sliding doors; these doors would be left open until the last moment, late arrivals running alongside and jumping on as the train accelerated out of the station. After leaving New Cross we would pass Stones works on the right hand side, and the Surrey Canal with its long line of timber sheds on the other.

Across the road from Surrey Docks Station was the entrance gate to the Canada Dock; the level of the docks was above that of the surrounding land. The Canada Dock was the main dock for unloading timber where it was either stored in large open sided sheds, or it was loaded into swim ended barges for transshipment to the Surrey Canal or to wharves further up the Thames. Today half of the dock has been filled and it is now known as Canada Water and has a large Tesco's, Shopping mall, cinema complex and a bus station.

Redriffe Road leading into the docks crossed the cut leading from the Greenland Dock to the Canada Dock by means of a hydraulically operated swing bridge, as the docks ran down, it was no longer a viable proposition to keep the hydraulic pumping station in service, and the hydraulic bridge was replaced by an electrically operated bascule bridge, second hand from another part of the docks. The other swing bridge on Redriffe Road was removed and replaced by a permanent

easily (once those nuts were off!!) along with the rings springs and so on which just left the bottom halves! The basic idea is to secure a 'strongback' across the top of the piston rod and secure it to bolts set into the piston itself. The piston sits on a tapered section of the rod and in theory, by tightening nuts attached to the bolts, the strongback 'pops' the piston off the rod! Simplicity itself one might think, but this is the 'Daniel Adamson'!! We know that the rods and pistons move freely in the cylinders, we have drawings showing the taper, what we don't have is movement!! Our first strongback wasn't strong enough! It buckled. Back to the drawing board, new strongbacks were manufactured thanks to TTE, these are fairly substantial and believe me heavy enough to suggest more than being ample to the task!

By the end of 2006 an impressive 18,300 'volunteer hours' had been amassed since the project began in April 2004. Of these over 950 hours has so far been spent on the condenser overhaul. The savings represented by these 'volunteer hours' is phenomenal when set against what such a major refurbishment might cost if put out to contract. This work may prove even more valuable later as we seek to keep bids for funding within budget parameters.

### January

Working parties resumed on Tuesday 9th January with our volunteers ready to get stuck in and work off the excesses of the Christmas break! No fewer than eighteen eager volunteers attended on the Tuesday with thirteen on the Thursday, this resulted in a total of 172 hours work in the first week, which considering the weather is amazing! Yet again I must commend John Deakin our Working Party Coordinator who always manages to find plenty of work for everyone, not an easy task by any means.

Much of January's work involved the removal and cleaning of all four pistons, removing their respective piston rods and attending to these in some detail, along with the various crossheads, crosshead guides, glands and so forth. Cleaning the cylinder bores was another important task, along with checking for wear on all components.

We had been advised that the development of the Salisbury Dock area was imminent, so that we expected to be on the move to a new berth in the near future. However, another break-in at Salisbury Dock at the end of January led to the decision to move as soon as possible.

With assistance from Adsteam's "Bramley Moore" the "Daniel Adamson" was moved to our new berth in Sandon Dock on January 30, the road storage trailer being moved during the evening.

- Neil Marsden

### Working Parties

**Tuesdays and Thursdays and alternate Saturdays.**

Those wishing to attend working parties should contact:

Neil Marsden - Tel: 01516082868 Email: neil.marsden3@ntlworld.com

John Deakin - Tel: 01928573877.

However, in the case of the condensers, we are confident that the bulk of the work can be carried out by our own volunteers, who it must be said are rapidly gaining a level of expertise second to none in the field.

Work continued on the overhaul of the Drysdale circulating pumps and their steam engines which, like the main engines, also date from 1903. We are pretty pleased with the results of this work as one pump has already been test run.

With the weather likely to get worse rather than better over the winter, we were able to organise the replacement of the aft deck covers during November. Once again our great supporter Bill Thompson and the lads at JPS Scaffolding unhesitatingly came to our aid assisted by our volunteers. A very big thank-you to Billy and the Boys of JPS once again!

In the midst of all this 'activity' we had a visit from Mr Bob Long, another dedicated steam ship 'preserver' and a member of the volunteers who maintain and operate the steam tug and Dunkirk veteran, 'Challenge' It was a valuable meeting for all of us, being able to exchange ideas and share experiences.

## December

In early December we set about the Herculean task of moving the boiler feed pump ready for stripping and overhaul.

The feed pump is rather a large piece of machinery and a substantially larger replacement for the original 'Weir' type which was damaged many years ago when the 'DA' was in service. This 'duplex' type pump was manufactured by the firm of Dawson Downie, of Clydebank, Scotland and dates to the early 1930's. As such it is the only none 'original' pump aboard the vessel. It would seem pump's 'plumbing' was carried out once it had been set in place, as extricating it from its location was not easy!

Dawson, Downie, Lamont – successors to the original manufacturer of this pump has already provided much valuable advice and assistance and I hope to report more fully on this in due course.

In the meantime, having released all connections and holding down bolts, two chain blocks were set in place and an assortment of strops were carefully attached to the pump so that it could be first lifted from its seating and then re-positioned horizontally to allow the vertical lift to the stokehold door. While it takes few words to describe the process the actual business of doing it safely, took the best part of the day and the co-ordinated efforts of most of the volunteers present. That said, I can honestly say not a single bad word was uttered and we achieved all we set out to do, much to the relief of all concerned!

I cannot recall an occasion when I have reported ' *the machine was easily and rapidly stripped down to its component parts*' and the main engine pistons are no exception. You may recall we showed how it took the combined application of heat, an air hammer and a very substantial socket set just to release the piston securing nuts, a task taking the best part of a full day. So then it will come as no surprise that the task of actually removing the pistons themselves is even more daunting.

The pistons comprise a number of separate components, a top and bottom half and the rings themselves, secured in between. The piston tops came away reasonably

bridge, though the hydraulic mechanism remains. Just as you walk up Redriffe Road on the left hand side stands the Dockers Shelter where they used to wait for "calling on".

The Greenland Dock was still quite busy in the mid 1950's, and as a teenager I used to walk along the wharves lined with hydraulic cranes, to look at the ships from companies such as the South American Saint Line, British India, Lykes Lines, Cunard, Ropers' (distinctive with their dark green hulls and funnels, counter sterns, unbalanced rudders and tall natural draught funnels), T&J Harrisons, Hamburg Lloyd, the Soviet Union and many others long since gone. The cargos they discharged included fruit, raw latex, bales of cotton, and grain etc. The PLA owned and operated two floating grain elevators, one steam with a twin tub-reciprocating blower driven by a compound steam engine by Sissons of Gloucester; the other had a centrifugal blower driven by a semi diesel engine.

The lay by next to the Greenland Dock Entrance Locks, is now filled with barges that are homes to actors, artists and members of the fashion world. Mature trees now grow along the dockside where the cranes once stood, and yuppie flats and houses now occupy the sites where there were warehouses, the Dock Office and the Pumping Station are now yuppie flats. The Norway Dock where we had a floating dry dock and repaired the PLA fleet is now an ornamental lake surrounded by luxury houses built on piles; beds of rushes now grow around the perimeter, while swans, mandarin ducks and ornamental carp swim in what was once a working dock.

There were two dockers pubs on the old Redriffe Estate, one is now an expensive trendy wine bar the other that used to be leather belts and braces, spit and sawdust, is now deep pile carpets, pin stripe city suits and trendy gear and trades under the name "The Olde Barke Yorke". However! You can get a decent meal in there at a reasonable price, I happened to mention that "Things had changed a lot around here" to four characters at the end of the bar when one of them replied in a haughty tone "well that's a change for the better don't you think", my response that this was not entirely a good thing was not well received. As one was an actor and the other three were producers for Thames Television, they probably would have found it hard to understand that in the small No2 Works in addition to the yard manager were, timekeepers, a book-keeper, wages clerk, foremen, fitters and turners, electricians, platers, boiler makers, blacksmiths, a plumber, coppersmith, tinsmith, shipwrights, carpenters, painters, a sail maker, pattern maker, welders, riveters, sealers, a crane driver and banks man, a lorry driver, a boatman, and a gate keeper. Green and Siley Weir had a small works at the bottom of the Greenland Dock, and many small trades and businesses provide services to shipping using the docks.

The PLA operated a large catering department providing hot drinks, meals and snacks for the workforce in the dock area, and at Surrey Docks on the opposite side of Redriffe Road was a large prefabricated building forming the canteen, kitchens and offices for the Surrey Docks Canteen, it was also the base for a small fleet of about four mobile canteens, each one manned by a driver with a girl to serve hot tea, pies, and sandwiches at various locations around the docks; these mobile canteens would have been a welcome sight on a cold blustery winters day in a spot where there would be little or no shelter from the weather. The girl would be dressed in white overalls with her hair piled into a white turban, which was standard headgear for women working in factories and canteens in those days, and the site of a pretty girl did much to brighten up the day for the men working in sometimes very gloomy weather. A bowl of soup in this canteen cost tuppence, the main course one shilling, pudding sixpence and a pint mug of strong tea was one penny, these prices were all of course in old money.

The Thames in those days was much busier than it is today; over 90% of the traffic on the river would have been commercial. Flat Irons loaded with coal from the North East ran down the East Coast and into the Thames to serve the power stations, gas works, and factories, the furthest point upstream that these vessels could reach was Wandsworth Gas Works, and to reach

Kingston and beyond tugs with a string of swim ended barges were required. There were a large number of barge handling tugs on the Thames operated by Lightermen and Watermen Companies, those that stand out in my mind are Cory, Odell's and Gaisley's. The North Thames Gas Board also owned and operated a fleet of elderly steam tugs. Wm Cory & Ltd operated a number of coal discharging stations along the lower reaches of the Thames, and one of these was located at Purfleet Wharf, it was capable berthing quite large ships and was equipped with three large cranes fitted with grabs, as well a connection to the British Railways network.

During the early years of the Second World War a service was started to relieve the traffic congestion of that time. Six up-river boats were obtained from J Mears, Ltd of Richmond, and from 13<sup>th</sup> September 1940, they worked between North Woolwich and Westminster, calling at Brunswick, West India Dock, Blackwall Tunnel, Cherry Garden and Tower Piers. The first boats departed at 0630 hours in each direction to cater for the early morning workers.

In 1951 we had the "Festival of Britain" and Odell's introduced a water bus service to serve the various attractions along the Thames between Charing Cross, Westminster and Kew, and for this service they introduced a fleet of specially designed vessels fitted out with bus type seats. Tickets were issued on board by a conductor with a bell punch ticket machine and a leather satchel. This was not entirely a new idea as the London County Council had operated a fleet of small paddle steamers known as the "Penny Steamboats", they could also accelerate rapidly away from the piers and probably offered a better service than that of the horse busses or electric trams of the day, a violent boiler explosion on one of these vessels brought the service to an end. Today a company operates a fleet of high-speed catamaran vessels between Savoy Pier, Westminster, and Greenwich with an occasional service to Woolwich under the name "Thames Clippers". In 1951 there were still a few large steam pleasure launches operating from Westminster up the Thames to Kew and Richmond, propelled by beautiful little triple expansion engines, many are still around though now they are fitted with diesel engines.

The "Royal Daffodil" of the General Steam Navigation Company, would embark her passengers at the Tower Pier, as did the PLA steam yacht "St Katherine", during the summer months she would take her passengers down to the Royal Docks to look at the passenger liners and the large refrigerated cargo ships that berthed there; while she was passing through the King George V entrance lock she was held in the middle of the lock by mooring ropes to prevent damage to her paintwork as she passed through the locks. She was also used as an inspection and survey vessel. After being sold out of PLA service she was moored in St Katherine's dock in service as a conference centre, she is now moored downstream of Waterloo Bridge where she is now a floating Thai Restaurant, not as pristine as she was in her PLA days, a sad end for a neat little craft.

Another of the General Steam Navigation vessels was the "Royal Sovereign" built by W, Denny of Dumbarton; she arrived on the Thames on 17<sup>th</sup> July 1948, being the third vessel on the Thames to bear that name. It had been the owner's intention to employ her on the cross-Channel service to Ostend, Calais and Boulogne when circumstances permitted. This vessel had been built to replace the former vessel of that name that was lost during the Second World War, and she was the last word in cross-Channel excursion steamers. She had an overall length of 285'-0", moulded breadth 48'-0", with a mean draft of 8'-9", on her trials she achieved a speed of 20.5 knots, her gross tonnage was 1,8950 and she had accommodation for 1,783 passengers. She was propelled by two sets of 12 cylinder Sulzer engines each generating 2,250 bhp, all her auxiliaries were electrically operated, including the windlass, capstan and steering gear.

On the south bank of the river is Hays Wharf, tea and coffee was once received here but it now a Shopping Mall and the bonded tea warehouse has been refurbished and is now The London Bridge Hospital, a private hospital. The passenger cargo steam ships from the Baltic Ports, flying

Work is progressing well within the group and as a consequence work aboard is progressing well and I thank everyone within the group and on the working parties for their hard work.

- Dan Cross

## Restoration Diary

### November

The main ongoing task in early November continued to be the dismantling of the condensers - a mammoth job. In all 1472 ferrules had to be removed, every piece of packing and 736 tubes drawn out before the tube plates could be removed and the interior of each condenser thoroughly cleaned and examined to establish what internal repairs are needed before the whole process is reversed.

Removing the condenser tubes was not simply a case of unscrewing the ferrules, as virtually without exception every one was determined to resist to the end. In almost every case, such is the effort required to remove them, most were damaged in the process and cannot be re-used.

Late on the afternoon of Tuesday 14<sup>th</sup> November the last of the 1500 now very familiar ferrules were removed. It came as something of a shock to realise that work on the condensers has commenced as far back as 27<sup>th</sup> July!

The figures are quite surprising, as well as all those ferrules, over 700 tubes have been withdrawn, cleaned and safely stored. The four tube plates have now been released.

Of course we have only reached the half way stage and everything needs to go back together again in due course, but so far 783 man hours have been expended in reaching our present stage!

That roughly equates to 98 (full) days work so far, imagine what that might cost if we had to pay a contractor to carry out this work. Believe me, there was no quicker or easier way to do this either, so I think congratulations and many thanks are in order to our volunteers who have never given up on this task from the first day until the last.

Opening up the condensers disclosed some corrosion damage to the lower centre tube plates on both condensers. Like most items of 1903 vintage, 'off the shelf' spares do not exist, so these must be made, quite a task when one considers that over 180 holes must be bored in each plate, all perfectly aligned to allow the tubes to pass through and marry up with both tube end plates!!

Re-tubing the boiler will form part of the boiler restoration itself and will be carried out by specialist contractors who will be responsible for all repairs. Already a number of potential contractors have been identified and some have already assessed the work required.

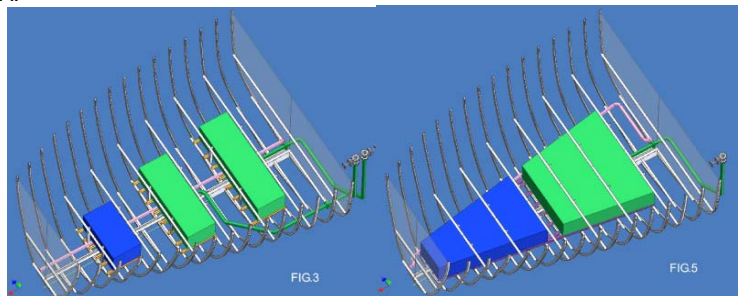
accommodated/ interpreted aboard the tug. One small example of this process will be the fitting of fresh water tanks and grey water (sewage) tanks. No one doubts the need for these but neither was previously fitted before.

It is expected that the TAG will take forward ideas and requirements and also provide information on the required funding, by such as obtaining quotes for work and deciding crucially what can and cannot be carried out by working party volunteers. A brief example of this is the engine room refurbishment. We are very lucky in having so many skilled and willing volunteers to work in there but eventually certain tasks will require significant capital expenditure and/or the use of contractors. TAG members will report to Council what funding if any, will be required to complete the engine room re-building process.

Nobody, however, on the TAG including the co-ordinator will be permitted to make decisions/ place orders without consultation with other members and ultimately if required, the Council (DAPS management committee). We must remember that overall management of the society in line with our articles of association lies with the "Council".

Work is progressing well and one example is the design and specifications of several new tanks required aboard. These include sanitary waste tanks, Fresh water tanks and bilge water holding tanks as the disposal of untreated bilge water overboard is now illegal.

Dave Pickup (ex-MCA lead surveyor and naval architect) and Mike Williams (Design engineer) have been working extensively on first of all producing a new set of lines drawings and a new GA plan of the vessel as the originals appeared to contain errors. This was mainly due to the fact we think, that the original 1903 drawing was adapted and butchered many times over the vessels history. With other members' assistance, these new plans are now complete and work on tankage etc has begun. Some examples of Mike's excellent work are detailed below. These diagrams show in 3d Colour the options for under the saloon tankage. One shown one fresh water tank and one sanitary tank, the other one fresh water and two sanitary tanks. All relevant pipe work is shown and will eventually be detailed for approval by DAPS and eventually MCA.



Our last meeting took place aboard the Adamson and was combined with a final meeting with our MCA surveyors, Alan Holmes and Andy Sheen. Emergency lighting, LSA, Bilge pumping, tankage, crew accommodation and emergency lighting along with sighting of a diesel silenced generator and fuel tank were discussed. The main engine cylinders that were eventually removed were also inspected during this visit.

Finnish and Soviet Russian flags berthed here, the Russian ships were painted white all over with a red band with a gold hammer and sickle on their funnels.

To the south side of the Thames after passing through the Tower Bridge was the Anchor Brewery with its odd looking boiler house, its outside appearance has not changed very much, but inside these buildings have been converted to luxury flats. On the north side fleets of spritsail barges would moor in the Thames at this point, though many of them had been converted to motor barges and had their masts removed, quite a number during the early 1950's still traded under sail with a crew of two, many trading between the Thames and small ports in Suffolk up tidal rivers like the Blackwater. When fully laden their decks would be awash amidships, the water lapping against the sides of the hatch coaming. It is remarkable that these craft carried only a crew of two to work them. Recently I took the "Hurricane Clipper" downstream to Greenwich, and as we came alongside Bankside Pier we berthed next to the sailing barge "Gladys" registered in Harwich, she was in spotless condition looking as if she had just left the builders yard, her spritsail boom had been replaced by one fabricated from two sizes of steel tubing, a reception for art critics was being held on board, the participants standing around with a glass of wine in one hand and a dainty snack in the other.

The "Gladys" was built in 1901 by Cann brothers at Harwich as a spritsail yawl, her original owners were Wm Thomas Whitmore of Harwich, she had an overall length of her hull of 83.93' with a net tonnage of 68 tons. During her career she was cut down to a motor barge by having her masts removed and she was fitted with a Kelvin K66 diesel engine. She was later sold to Mardorf Peach Limited of Mark Lane, London, EC4, who rigged her as a spritsail barge and chartered her out for promotional events or television.

Several spritsail barges remain on the Thames the most famous is probably the "Cambria", built in 1906 by William Everard, of F T Everard and Sons of Greenhithe, built of pitch pine with oak superstructure, and rigged as a sprit mainsail and gaff mizzen ketch, her overall hull length was 91'-0" with a beam of 22'-0", 109 gross tons, she was the last working sailing barge in revenue earning service in the British Isles. Frederick T Everard had founded Everards and it grew to become the largest company in the world to operate a fleet of coasting vessels, he had two sons William and Fred who he sent to Fellows Yard at Yarmouth to be apprenticed as shipwrights.

When they returned to Greenhithe, Everard laid down two new barges and gave his sons the task of supervising the construction of one each; William built the "Cambria" and Fred the "Hibemia". They were built of English oak frames, floors and deck beams, with hull planking of pitch pine in two skins, and both were launched on the same day.

These two vessels traded between London, the East Coast ports, down-Channel and across to the Continent. The Everard family continued to operate the "Cambria" even after their large fleet had changed to power, until the ownership was passed over to her master Bob Roberts. He continued working her under sail for another six years, after other barges had gone out of service through lack of trade and experienced crews. The "Cambria" becoming the last sailing vessel trading under the Red Ensign; and she was thought to be the only vessel trading under sail in the whole of Western Europe, until she was purchased by the Maritime Trust in 1971.

The "Cambria" carried coal out of the Humber to Harwich, Colchester, and Margate, cattle feed from London to Yarmouth and Ipswich, pulp to Dover and barley and maize from the new grain terminal at Tilbury to the small ports up the rivers and creeks of the East Coast. Her crew comprised a master and mate, though on occasions when trade was booming she carried a boy as third hand. During her final years the "third hand" was a small collie dog that was able to sense buoys, beacons and landmarks in foggy weather and alert the crew with a warning bark.

"Cambria" was able to carry 170 tons of cargo and she had been known to achieve 11 knots under favourable conditions.

By 1951 very little traffic was entering the St Katherine's Docks, being reduced to small family run Dutch coasters and those operated by Everards or the General Steam Navigation Company. In the November of that year we were sent to carry out some repair work on Dredger No 1, the dense smog's experienced during that period gave the old warehouse buildings a depressing and gloomy atmosphere. I understand that these buildings and the dock basins may have been the work of Thomas Telford, and have now been converted to luxury flats, for a number of years after closure this small complex became the home of a collection of historical vessels including the steam tug "Challenge", the steam coaster "Robin", and a Scottish steam drifter "Lydia Eva" with an interesting "monkey" triple expansion engine whereby the HP cylinder was placed in tandem over the IP thereby driving on to two cranks instead of three giving a shorter engine room and allowing more space for a larger fish hold. This vessel had been built by the Kings Lynn Slipway Co Ltd in 1930, her engines being built by Crabtree & Co. Unfortunately this museum has closed and the collection of ships dispersed to other locations, the "Robin" is now at Canary Wharf and has been converted to an art gallery, and a few years ago "Challenge" was lying in Tilbury Docks.

From Tower Bridge down to Greenwich Pier we pass the remains of Deptford Power Station, now a large electricity sub station and switchyard, historically Deptford is a very important site in the power supply industry, it was in August 1887 that the London Electric Supply Corporation Ltd was established and in April 1888 work started on the first Deptford Power Station under the direction of Dr Sebastian Ziani de Ferranti, at the time of its construction it was one of the largest power stations in the world. Just down stream of Deptford are the warehouses of Convoys Wharf still in good condition and apparently still in use. Just off Convoys Wharf are several mooring buoys, and when I took the "Hurricane Clipper" to Greenwich there was a modern cruise ship moored there; The "Voyager of the Seven Seas", registered in the Bahamas, not an attractive ship, rather like a cheap Spanish holiday hotel with rows of small balconies jutting out from her sides on top of a slab sided hull, not at all like the lovely Union Castle liners with their lavender hulls. On the approach to Greenwich Pier I noticed a large harbour masters launch the "Westbourne", I mentioned to her Coxswain that I knew the old "Westbourne", and we entered into a long dialogue on the PLA and the changes we had both seen on the river over the years. He told me that only about four large ship handling tugs are left on the Thames owned by Sun Tugs Ltd, and that the last Knights tug on the river "The Kent" has been preserved and is now at Chatham.

Just down stream of Greenwich Pier is Greenwich power station, opened in 1905 to supply power to the London County Council tramways, the coal jetty where the Cawoods and Cory's colliers berthed has long been out of service, though it was later used for the delivery of fuel oil. Just upstream of Greenwich pier one of Cory's old barge handling tugs lies beached, she appears intact though her propeller has been removed. Cory's are still very much in business, I saw two of their barge tugs the large "General VHP" and the smaller "Recruit", each with a string of large square ended barges loaded with containers of town refuse, it was high tide and the tug masters were taking advantage of the fast flowing current.

A fleet of fast catamarans are now operated by a company known as "Thames Clippers Ltd" and offer a half hourly service between Savoy Pier and Greenwich, with a slightly less frequent service to Woolwich, they also operate smaller craft on a service upstream from Charing Cross to Chelsea and Kew, apart from the Coxswain many of the crew especially the young ladies who collect the fares and give announcements over the loud hailer, appear to be French or German, it tends to make you squirm, if you have had anything to do with ships to hear "will passengers leave from the back of the boat on the left hand side". This service is well patronised and though many tourists make use of it, the majority are commuters or residents living in the new suburbs of

engine movements could be simply controlled from either station when manoeuvring. The wheelhouse was fitted with a basic framework over the helm position, which could support a canvas cover providing some protection from the elements, however, the bridge was essentially wide open to the weather, as had been the case since 1903!



To close this extended 'episode' another photograph courtesy of Alan Hughes / Nigel Farrell showing 'Daniel Adamson' following modifications. (Unfortunately it appears these did not include the use of 'smokeless fuel'!!)

## Project Planning Grant Update

I hope that this will be the last "PPG UPDATE" as all surveys and investigations apart from the sign-off of the Conservation management plan (CMP) are now complete. Dave McDougall, a maritime museum professional is producing our CMP and is being funded primarily by part of the PPG. A Conservation management plan is an integral part of any major application to the HLF and is looked upon as an independent overview and guidance document on preservation options on the project. The CMP has taken a little longer than originally anticipated but we have been assured that a full draft pending DAPS approval should be available by the time you read this.

We are indeed now in a transitional stage and with the end of the PPG work begins the work and lengthy process of researching, planning, discussing and eventually submitting an application to the HLF and other bodies for cash to fund the full restoration. A lot of the groundwork and planning can be done by the DAPS membership from which many skills and professions exist.

- Dan Cross

## Technical Advisory Group

During last year, it became clear that with so much skill amongst the membership, it was a crime not to utilise the asset so to speak. The Technical Advisory Group was formed initially being lead by me and up to now the group have met twice and communicate regularly on certain topics via working parties or telephone/ e-mail.

The TAG will aim initially to interpret all surveys carried out during the PPG stage and write short reports containing survey findings and restoration/ repair/ replacement proposals. The group will also deal with all requirements associated with the re-building/ restoration of the Daniel Adamson, which have been formally agreed upon by the Council. As discussed at the AGM, specifications for the re-build will be formed through a culmination of many sources of input including statutory bodies (MCA and R+S), heritage input (HLF, English heritage, National Historic Ships Committee and our own Conservation Management Plan), operational requirements and members input.

When ideas and requirements are agreed upon by the Council, it will be the job of the TAG to take these proposals forward and see how they can be implemented/

As has been stated the alteration to the upper saloon was considerable, as the plan shows, the forward bulkhead was extended forward and all ports replaced with rectangular windows. These were fitted with sliding glass panes, set into individual wooden panels. Two knurled brass handles per window secured them in the desired position, a further brass insert, set in the upper part of the glass allowed it to be moved safely.

Towards the after part of the upper saloon, the removal of the old galley afforded a free passageway to the stairway leading down to the lower saloon, whilst the toilet facilities were adapted so that the ladies was accessible from within the saloon, while the gentlemen's facility was only accessible from outside on the main deck. Both were contoured to allow free passage around the upper saloon and to the entrance doors to port and starboard.

The central stairway became a more prominent feature and the area of the saloon around it effectively became a mezzanine, fitted out with armchairs and round-topped tables. All bulkheads and the stairway were panelled with assorted veneers in complimentary colours, these in turn were emphasised by boldly contrasting strips of ebonised wood inlay. Similar ebonised pieces were used in the lower saloon, to form a 'stepped effect' to the side panels. The forward panel of the lower saloon comprised a full length engraved mirror, which served to enhance the effect of space.

The saloons were fully carpeted throughout and furnished with armchairs upholstered in a complimentary fabric. In the lower saloon the chairs were set in groups around similar round-topped tables to those used in the upper saloon. A large central light set in a fabric shade illuminated the stairway, while shaded 'wall' lights comprised the remaining illumination. All fittings in the lower saloon were in chrome and included the stairway handrails, whilst those in the upper saloon were of polished brass. Veneered pelmets trimmed with ebonised edgings, fitted with curtains and tiebacks completed the décor.

A report by a visiting conservator, suggested that no less than seven different veneers made up the main panels, which must have been an impressive sight. We fully intend that the restoration will reproduce this sumptuous interior as closely as is possible.

As mentioned, the fitting of fixed awning supports, the extension of the upper saloon and the displacement of the steering engine, crew heads and lamp room to allow installation of stairways, port and starboard to the promenade deck, all contributed to the need to raise the ship's steering position. This open wheelhouse was fashioned from teak and extended the whole width of the promenade deck. The steam steering engine (by Alley & McClellan and of the 'Sentinel' pattern) was designed so that steering could be accomplished, either with the engine engaged, (normal use) or by hand in an emergency. Chains led from the steering engine, in channels to the bridge wings; from here they descended through pipes attached to the wheelhouse support frames to main deck level. Chain wheels at this location allowed the chain to turn through 90 degrees, then via a combination of adjustable rod links and additional chain sections to connect to the rudder quadrant.

Twin (Robinson) engine-room telegraphs were installed, each capable of providing engine orders for both main engines and connected to operate in tandem. The operating chains from the telegraphs were routed down below via a boxed section of the wheelhouse steps, which also carried a voice pipe to the engineer's position. The telegraphs were located adjacent to the port and starboard bridge wings, so that

Surrey Quays and Canary Wharf, this company also operate a ferry service from Canary Wharf to Hilton just upstream of the Greenland Dock Entrance Lock Gates. A few large pleasure boats may be seen on this stretch of river, a couple look like large greenhouses mounted on a large barge with rows of tables set with spotless white tablecloths, where waiters served dinner to tourists at exorbitant prices, another pair of pleasure boats have been tarted up to look like Mississippi stern wheel show boats, by adding a dummy stern wheel aft and two tall dummy funnels up forward. On the way to Greenwich we had passed "HMS Belfast" in the Pool with a Brazilian frigate the "Brasil" moored along side.

- Thomas Sherriff (196)

## Membership Matters

Again, I'm pleased to say that there has been a steady trickle of new members, at what is usually expected to be a very slack time. Our revised leaflet helps us to know how you came to join. Many of you ticked 'recruited' so many thanks to members who have encouraged someone else to join us - this is an excellent way to help the Danny along.

One even received his membership as a birthday present - and I had the pleasure of including a birthday card with the joining pack - that's solved all your pressy problems!

So, as ever, a very warm welcome to those who've recently joined us:

270	Tom Kelly, Runcorn	277	James Bannell, Salisbury
272	William Rathbone, Runcorn	278	Fred & Vera Allen, Runcorn
273	Philip Booth, Wirral	279	Crosby R.N. Association
274	Fred Yeo, Wavertree	280	Maurice Hayes, Runcorn
275	Ron & Sue Cross, Warrington	281	John Christiansen, Wallasey
276	Ian Harkness, Maidstone		

Sadly the remaining members who were in arrears have had to be written off now, but numbers have still increased to over 230 (but if you know of anyone who just keeps forgetting - give them a nudge, its never too late...).

Please remember that the renewal date for everyone is 1st of May each year. There will be a renewal form in the next Tow-Line. However, from now we can accept new memberships lasting to May 2008 - especially good value for 'recruiting'!

Once again, a huge "thank you" to all our loyal members, who have enabled our hardy volunteers to make restoring the Danny a reality (a success which still amazes a lot of people!).

- Pat Crecraft Secretary

## A Remarkable Survivor – Part 5

In 1936, 'Ralph Brocklebank' as she was named until that year, had been afloat for thirty three years and as we have seen already, had undergone a number of changes and alterations to adapt her for the differing roles for which she had been used.

We saw in Part 4 that her predecessor, 'Charles Galloway' a vessel, which would seem to have been specifically designed for the dual role of 'Inspection Vessel' and tug had been scrapped in 1929, when just a year older than 'Ralph Brocklebank'.

In Part 1, I referred to 'average lifespan' for ships in general terms as about 30 years, thus the scrapping of 'Charles Galloway' at 34 years and as we now know, the breaking up of 'W.E.Dorrington' a year on in 1937, when just 31 years old, would seem to conform with this theory.

The 1930's certainly seems to have been a significant decade for British shipping, the beginning being marked by the effects of a worldwide depression, with hundreds of ships laid up and thousands of seafarers without work. We know of instances of ships manned almost entirely by highly qualified crews, cases of every engineer with a Chief's ticket and deck crews with similar proportions of qualified Masters. With the largest Merchant fleet in the world at that time, the drop in trade would have had a devastating effect, not only to shipping companies large and small, but to so many other related industries, not least amongst these the shipyards with greatly reduced order books. The overall effect must have impacted upon the entire industry and beyond.

Government efforts to kick start a recovery, with schemes such as the 'Scrap and Build' programme and other inducements to slim down what clearly was a case of excess capacity must have left owners in a quandary of what to do for the best.

It was a period when hundreds of ships were scrapped long before the end of their useful lives, only to be replaced, in many cases by vessels only marginally improved over them. There were some innovative exceptions, but in the main, most were simple 'like for like' replacements, utilising virtually identical designs and building methods. In later years it was this resistance to change, that allowed other nations with little or no shipbuilding experience to capitalise on techniques developed during WWII for the rapid construction of new vessels and to develop whilst UK yards went into decline.

In the midst of all this, one project, which was to have a very relevant side effect to this story, was struggling for its own survival. At the yard of John Brown Shipbuilders, Clydebank, work on 'Hull 534' started in late 1930, had been halted within just a year. Thousands of shipyard workers were laid off. It was a similar story in the Belfast yard of Harland & Wolff, where the newly laid keel of what had been planned as the largest 'White Star' Liner ('*Oceanic*' (III)) at over 60,000 Tons, was broken up as the contract was cancelled. Public pressure on the Government of the day to re-start work, provide employment and regain British pride was conditional on the two ship-owners involved agreeing to a merger. White Star Line resisted, but their financial position was such that the merger was inevitable and in May 1934, White Star and Cunard emerged as the 'Cunard White Star Line' In September that year 'Hull 534' was launched and named 'Queen Mary'



The vessel was completed and made her maiden voyage in May 1936. Shortly afterward she regained the coveted 'Blue Riband' for Britain and the rest is, as they say, history.

Well perhaps not all, the merger resulted in the disposal of a number of White Star ships and perhaps just as noteworthy, again in 1934 the Company's offices in James Street, Liverpool (left). Dating from 1897, this instantly recognizable building still stands as possibly the last most tangible piece of White Star history.

So it is possible that many factors influenced the decision to refurbish the 'Ralph Brocklebank.' Although new tugs joined the MSC Co. in this period, these were more powerful, traffic tugs, better suited to the every day needs of the canal company. With similar machinery they did not actually represent any major technical advance, nor is it likely, they could be easily adapted to perform the dual role performed by 'Ralph Brocklebank'

I can only speculate on the facts which determined the modifications, but I believe, in the economic climate of the time, whilst a 'new build' would have been a risky venture, a major alteration would improve the vessel considerably and with the depressed market, could be had at a considerably lesser cost than in more buoyant times.

The story goes that a Director of the MSC Co. was an early passenger on board 'Queen Mary' or that he may have seen some of the interiors during construction. Whatever the chronology, it seems that the workmanship of 'John Brown's' craftsmen so impressed the individual, that he suggested their skills could transform the saloon interiors of his own company's vessel.

It is safe to assume that the MSC Co's budget was not quite on a par with that of the Government supported Cunard, White Star Line, but I think a look at the following interior view of 'Queen Mary's' main staircase, will show to some degree the influence it may have had in providing the 'image' they wished to project?

There may be better illustrations of the point I am trying to make, but in a nutshell, I would venture to suggest that some of the well reported 'Art Deco' features we find aboard 'Daniel Adamson' certainly appear to have been inspired by those found in 'Queen Mary' (right) I will leave the reader to judge for themselves.



I have basically covered the main alterations in previous articles, so will only add some detail, as I understand it or know to be the case from the actual vessel.

Starting with the lower saloon, the overall dimensions have obviously been confined to those imposed by the ship's original design, so that aside from the décor change, the main difference is the absence of a chain locker and the removal of the fresh water tank (originally fitted for the use of the midships galley).

As I understand it, the anchor windlass was retained until the early 1980's although with no chain locker, I cannot be sure of the use to which it was put after 1936. A set of large double cruciform bits were mounted forward of the windlass and these remain today.

According to some reports, the extended upper saloon certainly made working around the windlass difficult and it was said to have been a tight squeeze on occasion.

*[We do anticipate that for our restoration and proposed area of operation, the windlass and anchor(s) will need to be re-fitted, this will be subject to some very careful consideration made in conjunction with the Maritime & Coastguard Agency]*