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<b><u>DAPS STAND VOLUNTEERS REQUIRED</u></b>	
<p><b>Can you help crew the society stand at any of the following events and free up working volunteers to continue the work on board?</b></p> <p><b>Model Boat Show, Birchwood Warrington – August 25<sup>th</sup> / 26<sup>th</sup></b>          (above subject to confirmation)  <b>County of Salop Steam Engine Society Rally - August 26<sup>th</sup> / 27<sup>th</sup></b>  <b>BBC Big History Show – Liverpool - September 14<sup>th</sup> to 16<sup>th</sup></b>  <b>Bus &amp; Tram Show, Birkenhead – October 7<sup>th</sup></b></p> <p>Contact Colin Leonard if you can help – Tel: 01928 790 893</p>	

<b>The Daniel Adamson Preservation Society</b>		
		
No. 12	May 2007	Editor: John H. Luxton
<h1><b><u>The Tow Line</u></b></h1>		
		
<i>Daniel Adamson passes MSC Sovereign – September 26, 1975 – John Slavin</i>		
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 Supported by the <b>Heritage Lottery Fund</b>		<a href="http://www.danieladamson.co.uk">www.danieladamson.co.uk</a>

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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

Once again this month I am going to make my regular appeal to members to consider providing an article for 'The Tow Line'. I feel as though I repeat myself almost every month!

Given the increasing membership there is a distinct lack of members' material appearing in your editor's "inbox" or letter box for inclusion.

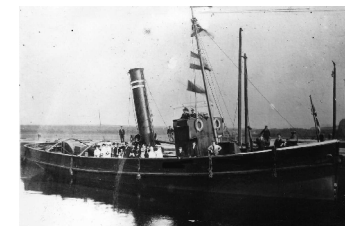
Reminiscences, photographs etc. are all welcome. It doesn't have to be a long article; it doesn't have to be about the Manchester Ship Canal or 'Daniel Adamson'. Member Tom Sheriff has provided much interesting material over the past year or so for which the society is grateful. This is **YOUR** newsletter; **YOUR** contribution to 'The Tow 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

The answer to the last quiz photograph (right) was the tug 'Agnes Seed'. Nigel Bowker won the prize, which was drawn at our committee meeting on May 04 by Tony Hirst.



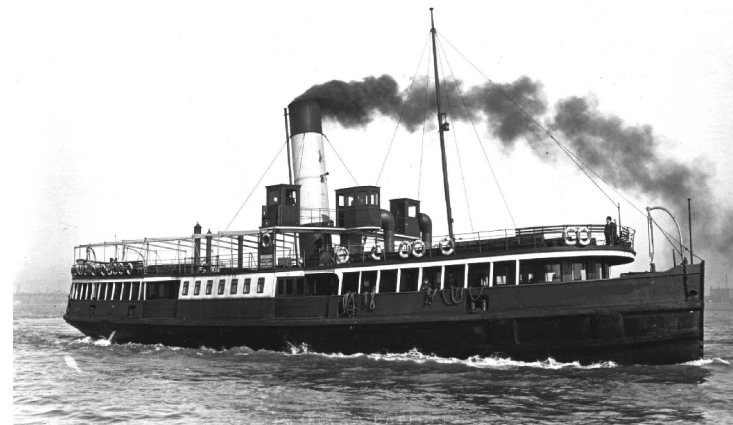
The 'Agnes Seed' was built in 1892 by Willoughby Bros of Plymouth for Captain Thomas A Seed of Birkenhead.

She was a single screw steel vessel 86ft long 17ft beam depth 9ft 60NHP. registered at Liverpool. She was hired to the Manchester Ship Canal Co in December 1893 for £30 per month. In October 1895 she was again hired by the MSC for £40 per month, 12 months in advance. The MSC to pay all expenses and wages, the crew to be engaged by the MSC and the MSC having the option to purchase the vessel for £3,400. On the 16th November 1896 a new agreement to hire on the same terms was made. The MSC purchased the vessel for £2,704 on 31<sup>st</sup> March 1899. Her port of registry changing to Manchester.

She was sold in 1930 to Henry Hornby of Bradford, who chartered her to J.H. Lamey of Liverpool. In February 1932 her boiler exploded killing at least 2 crew members. It was said at the time that the reason the MSC sold her was that they had problems with her boiler, after this terrible tragedy a new law came into force, requiring that if a boiler was condemned a hole should be burnt in it.

She was broken up at Tranmere in August 1932.

## May 2007 Photo Quiz



Can you identify this Mersey Ferry and its builder? Please send your answer to Alan Hughes - 11, Rockwood Drive, Skipton, N.Yorks, BD23 1NF, by July 30, 2007.

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

## 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.

## MAYORAL VISIT

On Tuesday 10<sup>th</sup> April we welcomed the Lord Mayor and Lady Mayoress of Halton aboard for a return visit to the 'Daniel Adamson' along with Councillor Steff Nelson and Funding Development Officer Mrs Agnes Smith.

Halton Borough Council have been keen supporters of the project to restore the 'Daniel Adamson' and over the last twelve months have donated over £7,000 to the restoration funds, a most valuable and very welcome contribution. So it was only right and proper that we were provided with an opportunity to show our visitors how their contributions had been used in progressing the restoration since their first visit.

On this occasion we were also delighted to meet Mr Peter Swain, who had accompanied his brother the Lord Mayor on this visit. Peter, a former marine engineer and today a boiler surveyor was, as might be expected entirely 'in his element' on board and you can be assured he was handed numerous membership forms by our volunteers during his tour of the ship!



The Mayor's party, Council Members, Port of Liverpool Police and DAPS members gather for a 'group' photograph at the bow.

The visitors were given a detailed tour of the vessel and were shown much of the ongoing work undertaken since their previous visit. I can happily report that they DID see a difference and spoke in approving terms of the progress made.

Following the tour and before taking refreshments Chairman Tony Hirst, by way of thanks to Halton Council, presented Lord Mayor, John Swain with a framed copy of our Limited Edition print of the ship by marine artist John Christiansen.

Despite the Easter Weekend immediately prior to the visit, DAPS Member, Phil Janion was able to produce an excellent cold buffet for our guests and volunteers on the day. This went down very well and was much appreciated by one and all.

We are most grateful to Halton Borough Council for their support and especially to the Lord Mayor and his party for taking the time in a very busy schedule to visit the project. We know that the 'Daniel Adamson' is held with much affection by the people of Halton and perhaps when one considers the motto which accompanies the Borough's Coat of Arms, '*INDUSTRIA NAVEM IMPLET*' (Translation; 'Industry fills the ships') perhaps we can understand why.

## Chairman's Letter

We are now into our third year and reaching a critical period in developing the specification for our next round of bidding for funds. Mention has already been made of the TAG (technical advisory group), which has started to look at all the options available to us to make the tug fit for modern passenger carrying yet maintain its historic integrity, not an easy task but essential if we are to meet the requirements of funders and our consciences.

The more one looks at these issues the more factors have to be considered. Not an easy task or a quick one. We had rather optimistically set ourselves a deadline of having all this work complete in the autumn for a possible HLF approval in March 2008. This was driven by outside pressures to have the tug steaming in the autumn of 2008. These pressures have eased and we will be much better prepared to meet the requirements of all the funders and regulatory bodies by spending more time undertaking these tasks.

This longer timetable will also put less pressure on those involved, a very important matter otherwise people could get fed up of the continual pressure and commitment of time, after all we are all doing this as a pleasurable activity not a job.

We met with our HLF case officer a couple of weeks ago to round off the survey project and discuss further funding for both some consultancy for researching and producing, Audience Development, Access and Training (includes young peoples education) Plans. These may seem to be away from our core activity that is why we need others with our input to develop them. They are essential to receive major funding from HLF and others.

While all this is going on work continues on the tug, we are expanding our promotional activities and raising the awareness of the Daniel Adamson wherever we can. Colin is looking for people who would rather help with this clean and pleasant activity, forming a new team to enable the boat team to concentrate on their work.

If you would like to become involved with activities mainly off the boat please contact him, you will receive a warm welcome to this important activity

- Tony Hirst  
May 2007

## Membership Matters

At the end of our third year, we have nearly reached 300 enrolments, with almost 250 active members. As you know, a substantial and growing membership is a requirement to obtaining the big grants, so membership renewals are vital to get the *Danny* steaming again.

We are most grateful for your faith in the project, which has enabled our volunteers to get this far, and we look forward to having your continued support for the massive undertakings soon to commence.

This edition contains a loose renewal form. It's all too easy to put it aside for a day or too - and mislay it - so please do grab a pen and deal with it straight away!

Please remember that one other really important thing you can do from afar is to recruit another member! You can use the enclosed leaflet.

Once again it is a real pleasure to welcome new members since the last Tow Line:

283 Paul Andow, Penarth	289 Chris Todd, Warrington
284 Keith Mears, Halton, Runcorn	290 Ken. Lahay, Warrington
285 Richard Hayne, Dolgellau	291 P.A. Welsh, Moreton, Wirral
286 R.I. Womersley, Huddersfield	292 Kevin Bargaen, Formby
287 Arnold Bettess Clitheroe	293 Clr. B. Turner, Liverpool
288 C.J. Davies, Malton, Yorks	

## Spreading the Load

The 'Danny' is of course in safe hands, with our volunteers having carried out well over 21,000 hours of skilled and demanding work, as well as intensive restoration planning. However, their efforts are being diverted into other 'off-boat' society matters.

Help with such jobs as 'stuffing' the *Tow Line's* in envelopes, and preparing for rallies (or helping man the stand), would materially help the restoration, by freeing up the 'boat mob' to get on with their work.

While membership alone is very much valued, and many members live far away and have other responsibilities, there are 'light' clean jobs, where you could help, if you can, and would like to.

I will be developing such plans, and would very much like to hear from those of you who are in a position to help.

- **Pat Crecraft Secretary**

## PPG Update / Lottery application update

It is nice to report that finally the PPG (Project Planning Grant) phase of the restoration process is now complete and signed off. This was marked with, in March, the delivery to the society of the final, approved version of our much awaited Conservation Management (CMP) Plan by David McDougall. The plan was the last item to be delivered and paid for from the HLF's Project Planning Grant.

This grant as you may well recall paid for, along with other funding raised, dry-docking of the Danny for survey, surveyors fees, asbestos removal and the production to a HLF approved brief, of a Conservation Management Plan.

Conservation Management Plans are an integral part of any application for funding where restoration of an historic item, whether it is a building, locomotive, boat or vehicle is to be considered.

The report, entitled "Daniel Adamson: Heritage Survey and Condition Assessment Towards A Conservation Management Plan" runs to over 200 pages and looks in detail at the vessel's past, present and future. David left no stone un-turned and the

assembled and test run on air, but this was the first test with the engine coupled to its centrifugal pump.

Bear in mind that both machines date from 1903 and have not turned since 1984/5, then the audible 'clanking' which was heard may be excused for the moment.

Please note that the test used compressed air and not steam, so adding to the noise, then we take into account the temporary mounting and the absence of a fully restored lubricating system at the moment and I hope we will be excused for the none 'sewing machine' like sound.

Be assured the bearings are fine, but new piston rings, a stable mounting and some 'load' will make a big difference as we hope to illustrate in due course. Meanwhile it's nice to watch!!

In the case of the 'Daniel Adamson' the engines were left unattended during the period of her 'lay-up' in Ellesmere Port, accordingly the engines were not periodically turned nor was the packing removed from the main engine piston rod glands, as a result residual water remaining from the last steaming, held by the old decaying packing has corroded the rods. In addition it appears further damage has been caused during the removal of the old packing.

To resolve this problem there are two options, the first where sufficient material remains to allow it without affecting the tapered rod ends, a light skimming in a suitable lathe or alternatively more drastic repairs in the form of spiral welding to the affected areas and machining back to the original profile. Both methods require specialist engineering facilities and will require contracting out. As well as the rods, the machining process will necessitate attention to the relevant neck bushes and glands, which dependent on the repair method used may require replacement bushes to be made.

Repairs using the spiral welding technique are already under consideration for the propeller tail shafts, which as was reported during the last dry-docking failed MCA survey. This process is highly specialised and only very few firms are capable of carrying out the work to the exacting standards demanded by the MCA, Lloyd's and other bodies. Accordingly the work comes at a price and not surprisingly a high price, but still cheaper than new replacements. The final decision ultimately lies with the HLF who after all we shall be asking to pay. They may choose to opt for new parts rather than effective, but costly repairs, although as in the case of the boiler, we hope that they will take into account the consultancy process we have adopted at every stage.

In some respects the sheer absence today of the requisite skills, machinery and expertise may mean repair is the best option to a poor quality replacement part, but we must still present our case for best value and long term sustainability.

- **Neil Marsden**

## Obituary

The Daniel Adamson Preservation Society wishes to offer condolences to the family of member Alan Boardman of Runcorn who passed away recently.

His father Vin was skipper of the Daniel Adamson during the late 1940s and early 50s.

The great sadness must lie with the fact that as 'Tranmere Bay Development Company' /John Jones & Sons' plates so few were originally produced that is unlikely any others survive anywhere today. It is also a fair bet that no person alive today could genuinely claim a nostalgic link to them, perhaps the vessel maybe, but to the builders, I very much doubt it! Either way the chances are that if either plate still exists it will be adorning a shed or garage wall somewhere, probably forgotten or its significance unrecognised.

Hopefully some reader(s) may be able to assist in locating some of these items or at least their replacements, please get in touch if you can help

## Restoration Diary

### February

The working party on Saturday February 3<sup>rd</sup> gave us the opportunity to make a start on settling in to our new berth at Sandon Dock. Our earlier than expected move meant that instead of the berth which we had been originally allocated, we are lying close by pending the actual berth becoming available. We have been literally 'shoe-horned' into the space available and the marked difference from our isolation in Salisbury Dock, to a much busier scene at Sandon.

### March

Despite the rain, high winds and even our thankfully very brief fall of snow, work carried on unabated so that not a single working party has been missed due to the weather, a great tribute to the volunteers who turn out whatever the conditions.

We have made much progress towards identifying the extent of work to be carried out by contractors, so that tenders can be sought and the process of building up a clear picture of overall costs can be compiled as we move toward the preparation of the major funding bid. Of these elements of the restoration phase, probably the most critical will be the boiler work, upon which just about everything else depends. Surveys suggest that the boiler can be repaired and restored to something closely approaching an 'as built' condition.

The final element of the Project Planning stage, namely the Conservation Management Plan has been completed, so that it can be utilised wherever possible to maximise the originality of the vessel in the restoration phase. Naturally in some areas a balance will need to be found between what is desirable from the conservation aspect against what is required for compliance with today's safety regulations required by both our Insurers and the MCA.

In addition the restoration allows us to improve upon insulation, surface treatments and wherever possible the latest methods to preserve the fabric of the vessel for the future, utilising materials and techniques not available in the past. The majority of this will be out of sight and will not detract from the authenticity of the restoration, but will hopefully play an important part in preserving the vessel's long term future.

The Drysdale pump and its engine were re-coupled to check alignment and the free operation of the impeller. Both port and starboard engines have now been stripped, re-

vessel's past layout, uses and maintenance regime were examined and scrutinised. All survey work carried out last year both to the vessel and major items such as the boiler are included. Heritage impact assessment is a major section and looks at restoration options that would be agreeable to HLF's assessors in terms of what we, the society would like to do with the vessel and how we do that in terms of returning her to operational condition.

David's many years in the Waterways/ Maritime museum sector made him well placed to produce what is an excellent document, one which will be absorbed in great detail. The .pdf version is around 14mb and we hope to place it on our website for download for those interested very shortly. Those with a dial-up internet connection need not bother however!

Friday 11<sup>th</sup> April saw Tony Hirst, John Griffiths and me attend a meeting in Manchester with our HLF appointed desk officer, Georgina Finn. The meeting was primarily review progress now the PPG had been signed off and hand over a bunch of reports including the CMP for which HLF had ultimately paid.

We also discussed at great length the way forward for the society in terms of submitting an application for full restoration funding. Obviously HLF are fully expecting us to submit an application in the future, so a full and frank discussion took place in terms of the Society's aspirations and those of HLF.

For those of you who have not read in the press recently, HLF will by 2010 have their budget cut by approximately £250 million to an overall annual budget of around £100 million, all to pay for the Olympics in London (I'll refrain from passing comment!).

HLF are in the middle of developing a new strategic plan that will be implemented from April 2008 that will in turn, phase in budget cuts as well as apparently making the application process less onerous (sounds great but not in time for us) and altering the way projects are funded.

That we do not expect the total cost of the restoration to cost £1 million or over fitted in very well with HLF's plan. Many smaller projects will be funded in the future and less of the multi million pound ones will be looking to HLF for huge amounts of cash.

We discussed the other number of plans and documents that will have to be submitted along with our application, some of which will require funding from DAPS to pay for consultants. Plans required will also include Access, Audience development, Business, Education and Training. Unfortunately being in the hands of consultants can as we know, slow the process down. However, four separate consultancy firms have been contacted and briefs sent out. We are however awaiting progress but meetings are planned with them all at varying points in the future.

As far as education is concerned, HLF gave very clear indications that, as suspected, education should play a large role in our application. Initially we have made great progress and the Barlow R.C. Senior School in Didsbury are working closely with us.

The reason we chose this school initially was that it is literally two minutes walk from the famous home of the late Daniel Adamson, the Towers at Didsbury. The head teacher, Mike O'Brien is due to visit the vessel as this goes to press.

The idea being that initially Key Stage 3 + 4 pupils will be targeted in a pilot project to centre GCSE subjects, initially History and the new Citizenship around the vessel and all it did and stood for in terms of it's past present and future. Obviously many other subjects will eventually be incorporated. Teachers from the school in conjunction with the local LEA will write a syllabus and this will be "rolled out" as a pilot and Barlow R.C in September this year.

This will of course be bearing in mind the boat is non-operational at present but if a success, the following year it will be rolled out across the LEA and then ultimately, once the boat is accessible and operational the developed concept will hopefully be rolled out across the LEA's whose catchments area borders the Daniel Adamson's area of operation.

This of course is a very exciting development but we understand that the education potential doesn't stop there. We are therefore proposing that an "Education & Training group" be set up and Di Skilbeck will ultimately be co-ordinating this element. For anybody interested in becoming involved in this area or has any ideas, please contact Di direct – details on inside front page.

The meeting then moved onto timescales and deadlines. We are conscious that within the society we have never firmly committed our selves to timescale in terms of restoration. Before I comment further, everybody at the meeting but lead by Georgina agreed that a hastily put together application can ultimately lead to a poorly put together application and a rejection to match. This is something I, Tony and the rest of the Council and TAG (Technical advisory group) members are now acutely aware of.

Moving back to timescales, to simplify the complex nature of the application process and all that goes with it, our application would have to be presented before and considered by the North West Trustees for HLF who meet four times a year. Any application, to allow for thorough research, review and assessment by a panel of expert(s) would have to be submitted no less than six months before one of the trustee meetings.

Therefore, a desire to have the Danny operational at some point during 2008 was discussed and the upshot was that an application along with all supporting documentation would have to be submitted by October 2007. This would eventually go before the trustees in the March 2008 meeting. The next option would be submission by Christmas 2007 for hearing in June 2008 but then obviously by the time work is done and paid for, operational status during 2008 would be frankly impossible.

As a result the Council and TAG members had a very productive joint meeting on Friday 4<sup>th</sup> May to discuss the veritable mountain that lies before us. Not just in terms of extra reports but production of dry-dock specifications and all that is involved.

Remember we are not just repairing a ship- we are restoring an historic artefact and we are all mindful that any alteration or proposal will result in rejection by HLF assessors if anything radical or against the heritage impact assessment is proposed.

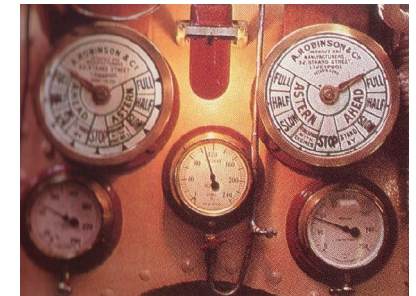
We also have modern legislation to comply with and the creation of sanitary tanks, fresh water tanks and bilge water holding tanks are but a few of the items that are receiving careful consideration. We resolved at the end of the meeting to work towards an October 2007 deadline but we are all in agreement that due to the phenomenal amount of work required, we should by August, be in a position to be honest with our

Okay then, the bridge telegraph we do possess now is still a very suitable replacement, but ideally we could do with another.....

This one is a 'Robinson' (and since cleaning looks tremendous!!) it is a 'twin' (i.e. operates two engines) so if you know of the whereabouts of another we would be absolutely delighted.

Moving below to the engine room this is the area where our telegraphs or the lack of them is of the greatest concern, the photo shows the missing items:

As can be seen the engine room 'repeaters' are by 'Robinson' and 'handed' in other words the arrangement of the orders is reversed on the port telegraph (left) to those on the starboard (right) instrument. The photo also shows the three principal steam pressure gauges, centre main steam (boiler) pressure gauge, also port and starboard HP piston inlet pressure gauges. For scale the gauges are approximately 7" diameter. In the case of these telegraphs only the dial face, pointers, brass rims, internal bells and glasses are missing. The back-plates and striker mechanisms remain in situ.



Clearly the stolen items can only be used as none functioning ornaments and otherwise useless to their present owners, in fact the chances are that on discovering this, the thief may have actually discarded them, thus serving no purpose to the theft at all.

Nostalgia does play a part in all this; otherwise there would be no possibility of replacing our stolen items with others to be occasionally found in antique shops, on e-Bay and elsewhere, but at what price? Invariably demand is high and the supply increasingly limited. It would be sad to discover that our missing items were taken as genuine souvenirs of some relevance to the new owner, but even worse to know they hold no significance to those who have them other than as an ornament!

This must surely be the case with items like the lubricators, oil boxes, gauge and drain cocks, which in reality were most probably taken for their nominal scrap value, the total of which would likely not pay for a single replacement item.

Finally the most significant missing items are the two builder's plates. These cannot be replaced, no others exist. They were by their nature unique, we know only that they were rectangular in shape and measured roughly 8" x 10" presumably of brass; though whether this was cast or engraved we cannot be sure. It is unlikely that anyone can now recall with certainty the wording or how this was set out. As far as I am aware no photograph exists of either plate of sufficient clarity to show this detail.

I am given to understand that as was the practice the builder's plate was affixed to the wheelhouse front, while the engine maker's plate was affixed to a wooden plinth adjacent to the engine room entrance. Should anyone have more information regarding these plates it would be most valuable to the project in at least replicating them as accurately as possible in the future.

be the 'benchmark' we will strive to achieve, naturally of course some allowance for modern requirements must be taken into account, although wherever possible the impact of these alterations will be kept to a minimum and as unobtrusive as possible.

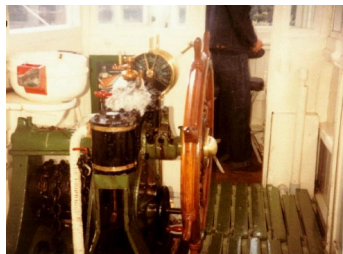
Regrettably since being withdrawn from service and prior to our acquisition of the vessel, some vital items of equipment have been removed, possibly by 'souvenir hunters' or more likely those intent on making a quick profit, either way the net result is that we lack some essential equipment needed to operate the vessel in the traditional manner. I refer principally to the telegraphs, both bridge and engine room repeaters, none of which remain.

As has been previously we have acquired a single bridge telegraph of the correct pattern, which if a second cannot be sourced may suffice to provide the basic means of communication between bridge and engine room, but we still lack the engine-room receivers to make the system work. There are modern alternatives but these would really amount to a last resort answer and would detract considerably from the level of authenticity we hope to recreate.

Sadly despite appeals and much 'detective work' we can find no trace of the missing, or to put it bluntly the *stolen* items, which is a great shame when one considers that it is likely that if they do survive somewhere, they are merely used as ornaments, serving no useful purpose other than an occasional conversation piece for someone or other.

It is particularly annoying that we are not alone in suffering this fate and that most similar projects face the same problems in replacing such stolen items. Of course being a twin screwed vessel our problem is doubled, needing as we do two of everything! It is difficult enough to replace a single item, so imagine the problem of sourcing a matched pair.

So much of the 'Daniel Adamson' is totally unique that no spares exist, there are no 'off the shelf' items, there are no manufacturers available to provide replacements and modern 'replicas' are simply that, replicas and cannot be adapted to operate. Even the chain linkage between telegraphs is no longer manufactured, so while we can restore the boiler, refurbish the saloons, replicate the furnishings, replace worn and damaged steelwork, it will be almost impossible to replace these items, but we are doing everything we can to try and your help would be appreciated.



So what are we looking for? Well firstly another bridge telegraph, the 'DA' had two, they were made by 'Chadburns' of Liverpool and the following photograph shows the starboard instrument:-

As can be seen it has two handles, one for each engine. The port side instrument was identical and the two were linked together to act in unison. The same photo also shows a 'tallow cup lubricator' this is the 'thistle' shaped brass

item atop the steering engine, partly obscured by the white rag, all of these have been 'liberated' by thieves too! They can be sourced today but naturally at a considerable cost, some readers may know of the whereabouts of some of these and again we'd love to hear from you.

selves, review progress and decide if the deadline is achievable. Again, the use of consultants and their workloads could be a deciding factor.

I can honestly say that, both TAG and Council members are committed and are devoting large amounts of time to see if we can indeed pull it off. We are however mindful of HLF's advice on rushed applications usually being rejected and I think everyone will agree we would rather see the Daniel Adamson steaming once again carrying passengers, restored correctly with nothing overlooked than rushing and being put back twelve to eighteen months.

The timescale is something I have considered and been questioned upon many times. Yes- we all want to see the Danny operational again but the fact that we only formed as a group in 2004 was brought home to me on a steam railway. I took my train-mad young son to the excellent Llangollen Railway for the "Steel, Steam & Stars" event. The official programme had extensive details of all eleven locomotives taking part. The overriding message from nearly all was the average time taken to restore most locos was around 23 years!

Finally, a quick word about the boiler: A detailed repair spec was drawn up by the TAG group lead by Steve Lawrinson which incorporated all the survey findings. Eight companies were initially contacted, five requested tender documents and a full set of plans, four visited the vessel to assess the boiler and eventually, after four months only one- Wellman Robey were prepared to take the job on and give a price. I must point out that this is largely due to the size of the boiler and not so much the work involved. Wellman's first quote is for £120,000 which is in line with expectations but we feel that a final figure of around £150,000 should be considered with a healthy contingency built in to allow for the un-expected. We will be working with Wellman's in the future to confirm exacting details.

Hopefully by the next issue we should be able to devote a lot more space to the work of the TAG group and the Council.

Dan Cross

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

### PART 2

After leaving Greenwich Pier there is a complete change of scenery, the expensive restaurants, high-rise offices, and residential property is replaced by derelict industrial buildings with the occasional slipway with a small motor coaster under repair. Over 50 years ago I was working with the Consulting Engineers at Brunswick Wharf Power Station on the opposite side of the river to Blackwall Point; the site of Blackwall Point is now occupied by the Millennium Dome, I could not recognise where the site of Brunswick Wharf might be. Passing Tate & Lyle's Sugar Refinery there were two bulk carriers of around 12,000 tons discharging raw sugar from the West Indies, I was not able to identify the owners of these vessels though in the 1950's Tate & Lyle operated their own ships for this purpose. The Thames Clippers berth at their own pier, which is about half a mile from the Woolwich Free Ferry.

During my time in the drawing office I would walk through the foot tunnel in the morning, but take the free ferry back in the evening, these vessels were broad beamed, flat bottomed and shallow draught, they had been built in the 1920's by Samuel White

at Cowes on the Me of White, they were paddle driven, each paddle being independent of the other and was driven by its own two cylinder simple expansion double diagonal engine; saturated steam was generated at about 30 psig in two by two furnace Admiralty pattern boilers, burning coke as the main source of fuel, there were two of these boilers one aft the other forward of the engine room. They operated, as a fleet of four vessels that is three in service while the fourth was out for repair. The workshops were typical corrugated iron buildings of the period, on piles over the river on the north side, with a large wooden grid for dry-docking the ferries.

These paddle ferries replaced two similar vessels built by R&H Green and engined by John Perm, Greenwich in 1889. The "Squires" was built in 1922, followed by "Gordon" in 1923, and completed by "John Penn" and "Will Crooks" in 1930. The double diagonal engines were built by J.S.White & Co, Cowes each having two cylinders 33" bore by 2'-9" stroke running at between 28-30 rpm with a steam pressure of 30psig.

The present fleet of three motor ships have most probably been in service for about thirty years, and have specially built approach roads and link spans built to serve them. New workshops and a special dry dock was built to maintain them, Mirlees Blackstone engines driving Voith- Schneider propellers power them.

The Tilbury Dredging Company operated a large fleet of dumb hoppers, self propelling hoppers, dredgers and tugs, they had a fleet of magnificent steam tugs bearing the name Danube followed by a Roman numeral up to about DC, they were maintained in a spotless condition and were employed to tow the large dumb hoppers out to the deeps, as were the self propelling hoppers, these dumb hoppers were quite large and the boiler supplied steam for the steering engine, hopper door engine, the windlass, the generator, deck wash and general service pumps as well as the feed pumps, their crew were predominantly displaced persons from Eastern Europe.

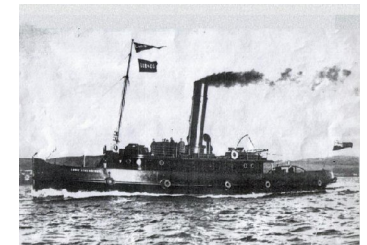
The London County Council operated a fleet of sludge disposal vessels taking treated sewage out to sea for disposal, they were referred to as the "Honey Boats", were rather low in the water, with some deck houses painted white as was the rest of their superstructure, they had a tall natural draught funnel aft painted white with a black top and the LCC crest Their motor propelled successors were in service into the late 1990's when EU Regulations prohibited the disposal of treated sewage at sea, treated sewage is now disposed of by incineration at two modern plants, one at Becton the other at Thames Mead; the heat from this process is used to generate steam to drive 8MW, steam turbine generators, the electricity generated being fed into the National Grid.

During my apprenticeship the Royal Docks were busy with the coming and going of large passenger ships, the largest of which was the Shaw Savill "Dominion Monarch", she was quadruple screw being propelled by four Doxford opposed piston engines, though the largest ship to enter the King George V Dock was RMS Mauritania, clearing the lock gates by only a few inches. Cunard had intended to base her in London but with the threat of the Second World War becoming a reality it was decided that Southampton would be her homeport. The next largest ships to use the Royal docks were most probably P&O Lines "Mooltan" and her sister "Maloja", both over 22500tons propelled by quadruple expansion steam engines with exhaust steam turbines, other lines using these docks were The New Zealand Shipping Company, The Royal Mail Lines, British India, and the Union Castle Lines. Passengers were still Embarked at the King George V dock, and prior to a departure a boat train would arrive on the quayside.

Both ultimately held senior engineering positions with Shell (UK) at Stanlow Refinery before retiring. They were reunited with the 'Daniel Adamson' when they became amongst the first members of 'DAPS' in early 2004 and I am delighted to report, remain two of our most enthusiastic and energetic volunteers.

On occasion it is necessary to remind them that over 50 years have elapsed since their first encounter with the ship, such is their enthusiasm, which of course seems infectious throughout the working party members, many of whom (I hope they will forgive me for saying so!) are of similar 'vintage'!!

It has proved difficult to fix on a date when the promenade deck screens were made permanent, the wood and canvas structure being replaced by glass fibre and plastic panels and most noticeably the adoption of the 'peppermint green' colour scheme. Consultation with members known for their close ties with vessel can only provide a rough estimate of between 1960-65 and no firm date for the change of funnel colour from traditional black to blue. *Once again if any reader can assist, we would be glad to hear from them.*



The website and copies of The Tow Line have shown numerous views of the vessel depicting her in this familiar appearance, so I will not repeat the procedure here. Instead I will close this penultimate instalment with another view of 'Lord Stalbridge' showing her on builder's trials in 1909.

This great shot from the collection of John Slavin, shows her in the colours of the Shropshire Union Railway & Canal Co. whose pennant she flies from her masthead. Generally similar to 'Ralph Brocklebank/Daniel Adamson' I think the fine lines of these vessels, are shown to advantage in this atmospheric shot.

In the concluding part of this series, I hope to discuss more recent times and perhaps a vision or two of what may lie ahead.

## Missing Items

We have now begun the vitally important stage of organising all aspects of the restoration phase, this includes identifying potential contractors, obtaining tenders and determining the multitude of tasks to be undertaken to ensure that the vessel is restored to first class operating condition and as far as is practicable, to a condition which most sympathetically retains the maximum heritage value of the ship. In order to achieve this aim we are already well advanced in restoring the vessel's machinery to a condition much improved over that seen in the vessel's latter stages of service, so that on completion of the restoration we hope the vessel will be as good as 'new' or at least as close to this goal as possible.

Naturally our aim is to produce a fully operating, reliable, safe and well maintained vessel at the end of the day, so that with regular care and attention the vessel's 'active' life can be extended for years to come. Equally public areas, notably the saloons will be restored to their original splendour and done so with close attention to authenticity in order to maximise the overall effect of this unique vessel. Authenticity throughout will

Interestingly, what might be called Britain's first practical steamship, the 'Charlotte Dundas' dating from 1801, was built to operate on the Forth and Clyde Canal, near Glasgow and designed to tow barges. She was in many ways the direct forerunner of 'Ralph Brocklebank' built for a similar role just over 100 years later.

The 'Charlotte Dundas' was basically successful and demonstrated her capability as a towing vessel, however, development was hampered by concerns over damage to the canal banks caused by her wash, so that the trials were discontinued. Unfortunately, the untimely death of the Duke of Bridgewater who had considered an order for eight similar vessels, put paid to any further development at this time. As a consequence, while names like Trevithick and Stephenson are well known today as pioneers of steam propulsion, her designer, William Symington is largely forgotten. (See [www.gsk58.dial.pipex.com/symington/index.shtml](http://www.gsk58.dial.pipex.com/symington/index.shtml) for a fascinating insight into this man's life)

Great advances were made over the next fifty years, but it is probably the development of the 'compound steam engine' that had the greatest impact on maritime transport. Until this development, steamships had been largely restricted to coastal use or service as mail packets, whereby their running costs were heavily subsidised by government mail contracts.

Quite simply, the process whereby steam was used twice in the same engine brought about such economy as to make long ocean voyages, under steam power practical. Combined with the opening of the Suez Canal in 1869, which itself reduced voyages to India and the Far East by 8,000 miles at a stroke, the new compound engine brought about unparalleled growth in trade and the rapid demise of sail on the world's oceans. While the marine steam engine continued to develop with the triple and even the quadruple expansion engine, it was the development of the compound engine, as used aboard 'Daniel Adamson' which provided the great leap forward, to bring about the world-wide network of trade we know today. That two original examples of these pioneering machines exist side by side within the engine-room of 'Daniel Adamson' today, must in my submission; further justify the title of these articles.

The 1953 modifications were not solely confined to the engine and boiler rooms, but included some minor alterations to the saloons, principally the provision of two small cloak/store cupboards at the aft end of the lower saloon, flanking the bar area. These provided storage for passenger's coats and/or items of furniture when not in use. Comparison of the 1936 saloon photographs and recent interior views will show the slight alteration in appearance and saloon dimensions, these changes brought about.

The saloon panelling also received attention and the addition of a plaque commemorating, the man, Daniel Adamson, at the head of the saloon stairs.

A new funnel and most noticeable of all, a fully enclosed wheelhouse completed the modifications. Initially the wheelhouse retained the varnished teak 'look' of the open version and actually comprised an enclosed 'top' fitted to the 1936 structure. The promenade deck screens remained detachable, but did receive some glazed panels to provide added shelter, while retaining a clear unobstructed view for guests.

The two apprentices, John Huxley and Peter Irlam went on to become marine engineers, John ultimately rising to the position of Chief Engineer with Cunard Line.

In those days we thought it would never end, but now the Royal Docks are the City International Airport, and aircraft land on the site of the sheds and cold storage depots between the KG V and the Royal Albert Dock.

The Clyde like the Thames has lost the bulk of its traffic, on a visit about four years ago a small wooden minesweeper, a small sail-training vessel and MacBraynes ferries were the only vessels to be seen on the Firth of the Clyde; as a child we would visit my paternal grandparents at Sandbank, and other relatives in Dunoon and Rothsay, and one of the railway steamers the "Queen Mary II" built in 1933 by W Denny of Dumbarton, is now lying on the Thames moored upstream of Waterloo Bridge in service as a floating restaurant, night club, and pub with a fish and chip shop on the boat deck, in her prime with the Caledonia Shipping Company as a mail steamer she ran a regular daily service throughout the year serving the larger towns down the Clyde such as Gourrock, Dunoon, Rothsay, Largs and Campbeltown.

From her decks during the war could be seen the Cunard "Queens", "Mauritania" and other large and famous passenger ships dressed in wartime grey. During the summer months in the 1930's paddle steamers operated by the LMS and LNER, connected with train services from Glasgow at Gourrock, Wemyss Bay, and Hellensburgh; calling at piers at Hunters Quay, Kirn, Craigendoran, Dunoon, Rothsay, and Largs, on Sundays and public holidays sailing on day trips from the Broomielaw in Glasgow. During the winter months the service would have continued with a reduced frequency. Today many of these piers have closed, Craigendoran pier has rotted away and fallen into the Clyde, while the pier office at Kirn is now a shop. Road traffic has taken most of the passengers from the Clyde though a small ferry operates from Hellensburgh to Dunoon and Gourrock, and MacBraynes run larger vehicular ferries between Gourrock and Dunoon, and Wemyss Bay and Rothsay.

By comparison the rivers of the Far East are thriving, there is now a large container terminal at Kwai Chung and in addition to the ferries operated by Hong Kong and Star terry companies, there is an endless stream of large dumb barges piled high with containers heading to and from the Pearl River Estuary. High-speed catamaran ferries operate from the China Ferry Terminal in Canton Road, Kowloon, heading up the Pearl River and into the Peoples Republic, passing three large floating dry docks along the Shore of Lantau Island.

Once into the estuary, long lines of large ocean going vessels may be seen discharging their cargoes in the quantities once handled in ports like London, Glasgow, Liverpool or Hamburg. Thailand's waterways are also very busy, and in particular on the Mae Nam Chao Phraya small wooden tugs burst their guts towing strings of large heavily laden barges against the strong current, long trains of wooden rice barges are to be seen passing through the heart of the City to the deepwater port further downstream.

Up until the mid 1970,s large motorised barges travelled from the port at Hull up the River Trent and into the Foss Navigation loaded with grain for Doughties Oil Mill and the Co-op flourmills in Lincoln, the former are now flats and the latter offices. The only traffic on the Foss Navigation and the River Witham is confined to pleasure boats, while heavily loaded lorries thunder through the City.

- **Thomas Sherriff (196)**

## A Remarkable Survivor – Part 6

In Parts 4 & 5 we covered the main elements of the 1936 modifications, from which the vessel we now know as 'Daniel Adamson' emerged.

It is unlikely we shall ever know the long term plans that the Manchester Ship Canal Company had for this vessel back then, but it is fair to assume that on completion of the modifications the outlook was of some optimism, albeit the improvement in world trade was to some extent driven by the gathering clouds of war.

When war came, Britain's reliance on its fleet, Naval and Merchant, could not have been more dramatically illustrated than by the loss of the liner 'Athenia' on the very day Britain declared war, on 3<sup>rd</sup> September 1939. Torpedoed without warning by U30 (Oberleutnant, Fritz-Julius Lemp) within hours of the announcement, it was a clear foretaste of what was to come. One hundred and eighteen passengers and crew from 'Athenia' were lost in the sinking, a figure which would ultimately rise to over 24,000 or 1 in 3 of all MN personnel engaged in the conflict.

Unlike the First War, where the sea war had largely been confined to the world's oceans, seas and coastal waters, the aerial bombardment of ports and harbours the length and breadth of the country, meant that nowhere could be considered entirely safe. Indeed the port of Manchester and the industrial sites concentrated along the banks of the ship canal were frequent targets for the Luftwaffe.



'Daniel Adamson' played her part as a traffic tug during the conflict and is pictured here in this rather grainy photograph, dating from April 1940. It shows her (to the right of the picture) assisting an unidentified Danish or Norwegian vessel berthing in Manchester following the occupation of those countries. (Photo. From the collection of Pat Brennan)

In truth, little is known of 'Daniel Adamson's' war, although it must be reasonably supposed that in both the First and Second World Wars it is likely she was more actively employed on a regular basis than at any other time in her long career.

World War II did see her engaged on at least one occasion, when her passenger facilities would have been put to their intended use, when she carried the Supreme Allied Commander, General (later President) Eisenhower on a tour of inspection.

*Should any reader have information concerning the war years (WWI or WWII) of the 'Ralph Brocklebank'/'Daniel Adamson' we would be most grateful to hear from them, in the hope to one day fully record the vessel's history. Thank You.*

The war over, it seems that the 'Adamson' returned to more or less her normal routine of traffic tug and VIP tender, as the occasion required.

In 1953, already 50 years old, she was placed into dockyard hands once more, on this occasion to undergo her 'final' transformation. It must be assumed that a decision had been reached on the economics of extending the life of the vessel, over the possibility

of a new replacement. Fortunately for us, that decision was to conduct a major overhaul to extend the vessel's working life, though it seems improbable anyone involved could have foreseen that 'Daniel Adamson' would remain afloat over fifty years later!

Much of the work was carried out by the Manchester Drydock Company and it was during this period that 'DAPS' members and regular working party volunteers, John Huxley and Peter Irlam, first made their acquaintance with the ship. As apprentices with MDC they assisted in the renewal of the boiler and overhaul of the vessel's main engines during this period.

The work was extensive and again required the removal of the funnel and part of the promenade deck. The new boiler, built by Kincaid of Glasgow is that which remains aboard today and will, all being well, be returned to operation during the restoration phase. This boiler is in all probability one of the most important parts of the ship today. Although only half the age of the vessel itself, it must rank amongst the last coal fired 'Scotch' boilers manufactured for marine use in the UK. It is almost certainly the largest, with three furnaces, of the type afloat in Europe today. While many examples of 'Scotch' boiler remain, most if not all coal fired examples are of single or twin furnace type. I stand to be corrected, but as far as I am aware all other, marine, three furnace 'Scotch' boilers surviving today are oil fired. It is one more very important aspect of the vessel, which in my opinion makes her such a unique example of Britain's maritime heritage. A point certainly considered an essential element of the restoration process by consultants for the HLF.

The question of a 'conversion to oil firing' has been posed on more than one occasion and it may be fair to assume this thought may have crossed the minds of those who ordered the 1953 boiler replacement. We can only speculate as to the reasons they opted to remain with coal. Clearly the installation of a completely new boiler would have presented the ideal opportunity, although the cost implications must have played an important part. The boiler aside, the need to make major alterations to bunkers and auxiliaries would have involved considerable extra work and expense. Coal on the other hand was plentiful, widely used and competitively priced. All things considered, it probably was the wise choice at the time. Certainly by this time, oil firing at sea was commonplace, most certainly aboard vessels engaged in 'foreign trade' where a number of advantages could be had, not least the reduced numbers of crew to tend the fires, but the availability of 'cheap' oil fuel abroad being another major factor.

Neither benefit would have been available to the 'Daniel Adamson.' Fuel costs apart, whether coal or oil fired, she still required one fireman.

Whatever the reasoning behind the decision to retain coal firing, I for one am delighted that its continued use, will allow 'Daniel Adamson' to operate 'as built' not only with her original engines, but using steam generated in a traditional coal fired boiler. In this respect, she will provide the most fully authentic example of a ship's machinery of the 'Edwardian era' in the UK. Moreover, the commonly used analogy to the machinery 'fitted to RMS Titanic' frequently found in reference to other much later preserved vessels, might in this case, actually have some relevance, notwithstanding, the fact that 'Daniel Adamson' pre-dates the short lived 'White Star Liner' by fully nine years!

It is the machinery's historical and scientific significance, which to my mind is of far greater relevance. It was the development of 'compounding' or the multiple use of steam that revolutionised Victorian Britain.



