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The Daniel Adamson Preservation Society		
		
No. 13	August 2007	Editor: John H. Luxton
<h1><i>The Tow Line</i></h1>		
		
<i>Daniel Adamson upper saloon 1936</i>		
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 Supported by the Heritage Lottery Fund		www.danieladamson.co.uk

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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
Like buses, one waits for ages then they all come at once! – What am I referring to? – Yes, you have guessed, members' contributions for 'The Tow Line' of course!
My regular appeal for members to submit material appears to be bearing fruit with the receipt, since the publication of edition 12, of several items of interest.
Due to pressure of space it is not possible to use all the material in this issue, but that which has been received has been filed away for use in future editions. I would like to thank those who have submitted material and I am always ready to receive new submissions, though please bear in mind that these may not appear immediately. However, from an editor's point of view it is always better to have more material than needed to fill the news letter rather than not have enough!
- 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.

The good old Chief and his Engineers have managed to keep the engines going. Yes the wind is definitely moderating, and also the sea and swell are much reduced now that we are in the lee of the coast, so we are able to steer for our destination at normal speed. "Sparks informs me that all is now well with the vessel which was in distress. Whilst he is on the bridge I ask him to phone our Office and tell them that we will be alongside the quay in three hours time. The Steward has come on the bridge with a mug of tea and a plate of toast – suddenly life is not so bad after all!

As we sail into calm waters and think about the past twelve hours, it brings back memories of the time when I was an Apprentice boy some forty years ago. The Captain, who I thought was very old at that time, was telling me about the time that he had experienced severe weather conditions. He had however been less fortunate and had been shipwrecked. I asked him if he had prayed at the time, to which he replied "There are no Atheists at a shipwreck lad"

- Derrick Entwistle (201)

Laxey Towing Company - Karina



Departing Douglas – July 23, 2005 – John H. Luxton

Laxey Towing Company of Douglas, Isle of Man has operated 'Karina' since 2001. During the summer months she operates advertised coastal cruises and private charter sailings. She is also engaged from time to time for the transport of contractors to coastal works projects. 'Karina' also performs tendering duties from time to time to vessels which are unable to enter Douglas Harbour. Photo:

'Karina' was constructed by Philip & Sons Ltd of Dartmouth in 1946 for the Oreston & Plymouth Steam Boat Co. Ltd. Renamed 'Eastern Belle' in 1955 she was sold two years later to the Millbrook Steamboat Co. of Plymouth. In 1985 she was acquired by Dart Pleasure Craft before passing to Plymouth Boat Cruises. G.H. Ridalls & Sons Ltd of Dartmouth acquired her in 1989 and renamed her 'Totnes Princess'.

In 1999 The Dart Valley Railway plc acquired the Ridalls Business and merged the Ridall's fleet with that of the Dart Pleasure Craft Company disposing of several older vessels. This led to the sale of 'Totnes Princess' to Laxey Towing Company in 2000 and her transfer to the Isle of Man where she entered service as 'Karina' in 2001 taking a name associated with a popular pleasure cruise ship which once operated between Douglas and Port Soderick.

- John H. Luxton

A "Ferry" Rough Night

It's a dirty night, black as the ace of spades. The wind is NorthWest force 11 with a very rough sea, and a heavy swell is running. My ship is rolling and pitching heavily and only managing to make a speed of 6 knots. We are on passage from Belgium to England, but at the moment we are unable to steer a direct course due to the weather, in fact the Helmsman is finding it difficult to steer a course which will keep the weather two points on the bow, and thereby making the ship as comfortable as possible under the circumstances.

The Mate and the Sailors are busy in the Vehicle Deck tightening up the chain lashings on the lorries and trailers, to make sure that they don't move or overturn. "Sparks" (our Radio Officer) comes on the bridge with a message to say that there is a vessel in distress some 150 miles to the North of our position and requires assistance. We are too far away to be of immediate help but thankfully a ship in close proximity is proceeding to the distress to "stand by" as required. It is too wild to send a helicopter out tonight and as I look at the sea I think "Poor souls they will have little chance of survival if they have to take to the lifeboats".

A ring from the engine room telephone brings me back to reality- It's the Chief Engineer saying that number 3 cylinder on the starboard engine is running hot and he might have to stop that engine. "Do your best to keep her going Chief, we can do with all the power we can get to keep steerageway".

It is now 3 a.m. and life is at a pretty low ebb - we can't even make a cup of tea because of the heavily rolling, in fact it is with great difficulty that we are able to stay on our feet. But wait - what were those lines of the Sailors version of the 23rd Psalm that the Padre from the Missions to Seamen gave us.

"The Lord is my pilot, therefore I shall not drift. He lighteth me across the dark waters:

He steereth me in the deep channels: He keepeth my Log. He quideth me by the star of holiness for his name's sake.

Yea, though I sail amid the thunders and tempests of life, I shall dread no danger: for thou art with me, thy love and thy care they shelter me.

Thou preparest a harbour before me in the homeland of eternity. Thou anointest the waves with oil, my ship rideth calmly. Surely sunlight and starlight shall favour me on the voyage I take and I will rest in the port of my God forever".

What is that light to the East? Gosh, it's the dawn breaking at last. The Lookout reports a light from a low flying aircraft – it isn't an aircraft it is Venus, which is a good sign, because it means the front has passed through and the sky is clearing.. The Lookout makes no mistake with his next reporting –"Land ahead". What a welcome sight is the Suffolk coast.

Chairman's Letter

As you will have seen the envelope containing the Towline includes details of the AGM and all the associated paperwork for it. Again we have planned to have the tug open to members followed by the meeting in the Maritime Museum. I am pleased to say that I am told the parking for the museum has improved with the completion of the new multi storey car park, for which the price is reasonable. A map identifying the location of the tug will be posted on the web site in September.

This report is being written in early August. By the AGM there may be some changes to the access and or location of the tug so please check the web site where there will be a map to guide you to the tug. *[If you do not have access to the internet please contact a member of the committee nearer the date to verify the details.]*

Work is quietly progressing, no major projects of the boat, principally the restoration of the engines and removal of much of the belting around the hull.

Ashore though, the theory, planning and paperwork have been fairly frantic. The TAG (the Technical Advisory Group) has been very busy producing specifications and seeking quotations for the work needed for the full restoration. The new HLF application for consultants to develop an Audience Development Plan, an Access Plan and an Education/Training Plan has been submitted and we await their decision, without these we will not be able to submit our main application to support the full restoration.

Details of all the activities over the last year and a bit will be presented in illustrated presentations at the AGM. So please come along and meet other members who may not be able to meet as regularly as some others. I and other members of the Council look forward to meeting as many as possible of you on the 6th of October.

**- Tony Hirst
August 2007**

Membership Matters

I'm pleased to say that enrolments have passed the 300 threshold, standing at 308.

However, quite a number of members have not yet renewed - though reminders were late and holidays have intervened - so please contact me if you haven't! We do hope to have approaching 300 'paid-up' as soon as possible.

As ever I would like to remind you that a growing membership is vital for getting grants. Now a hearty welcome to new members since the last newsletter:

294	Les & Glenis Green	Warrington, Cheshire
295	Andrew Swift	N. Ferriby, E.Yorks
296	Martin Lees	Runcorn, Cheshire
297	Denis Bushell	Ellesmere Port, Cheshire
298	Ron Dumbell	Ormskirk, Lancashire
299	Leigh Doeg	Victoria, Australia

300	John Sylvester	Barry, V/Glamorgan
301	Norah Peach	Runcorn, Cheshire
302	Sue & John Jackson	Christleton, Cheshire
303	George Heyes	Warrington, Cheshire
304	R.D.W. Ansell	Oxford, Oxon
305	Laurence Cade	London, SE
306	G. Daley	Prestatyn, Denbighshire
307	David Spencer	Ellesmere Port, Cheshire
308	James Smith	Sefton, Liverpool

We hope you will all enjoy the newsletters, and visit 'your' boat (by arrangement) - especially if you can get to the AGM (detailed elsewhere).

Last time I mentioned the need for help with 'off-boat' activities (although the 'black hand gang' will always welcome help there too). I'm pleased to say that the Price family (members 256) have helped with delivery of this newsletter, and plans are growing to provide meeting talks over the winter. If you wish to help in some way (though near or far) and don't know how, do contact me - there are too many opportunities to list here!

So, membership does matter - thanks for your valuable support.

- Pat Crecraft Secretary

A Remarkable Survivor – Part 7

In this the concluding article of the series, I do not propose to give a 'blow by blow' account of the operational life of the 'Daniel Adamson' following her 1953 modifications. There are amongst our membership, several former crew members who's first hand knowledge of this period and the operations of the vessel provide them with far superior qualifications to write on this period of the vessel's life, so I will not attempt to do so. I do hope to persuade one or more to contribute in due course and believe an account of a typical trip would be of interest for those, like me, not having experienced what was involved.

Instead I hope to conclude this series with some observations concerning the past, present and future of the 'Daniel Adamson' and in the process, to identify some of the elements that I believe justify the vessel as a truly 'Remarkable Survivor.'

In Part 6, I remarked that the adoption of the pale green upper works to the promenade deck, dated roughly to the early 1960's, so that my earliest recollections of the vessel, as described in Part 1 of the series, would date from about the same period. I recalled how this distinctive feature caused the vessel to 'stand out' from her companions moored along the 'Old Quay' wall at Runcorn.

I cannot remember my first sighting, but the chances are it was the more leisurely view afforded from the suspended road-deck, of the long dismantled 'Transporter Bridge' no doubt while en route to visit relatives in Crewe. The crossing on this amazing structure was the highlight of what then seemed an 'eternal journey' and well worth the long queues of traffic on either bank. It also provided time for a breath of much needed fresh air (In Widnes? Well okay, you know what I mean!) As one could alight from the

Weighing in at 465 grt 'Royal Daffodil' could accommodate up to 1,735 passengers.

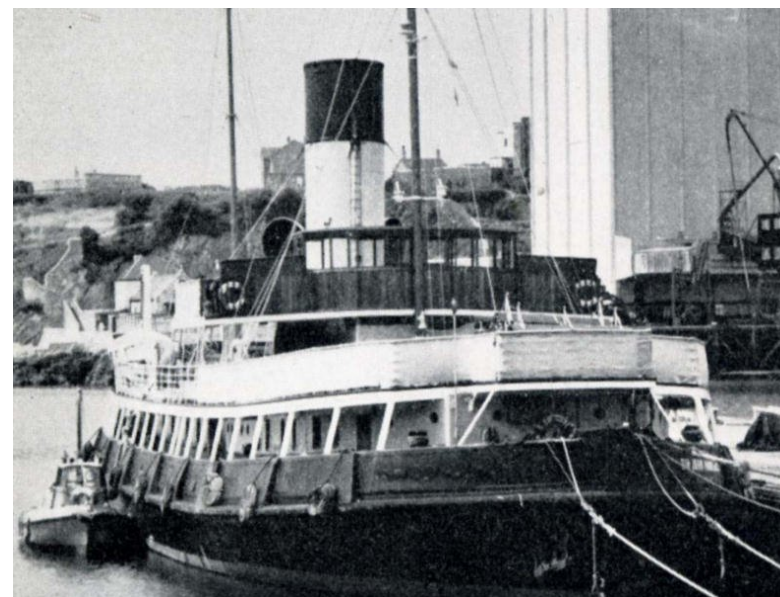
'Daffodil' and sister ship 'Iris' were requisitioned by the Admiralty for service during the latter part of the First World War and fitted with armour plating. The sisters played a prominent role in the Zeebrugge Raid on April 23, 1918

'Daffodil' acquired the prefix 'Royal' along with sister ship 'Iris' following her war time service in 1919. She was sold to the New Medway Steam Packet Company in 1934 for £1,000 and scrapped at Ghent in 1938.

Unfortunately there were no winners to the May quiz!

August 2007 Photo Quiz

The August Mystery Photo Quiz features a British passenger tender.



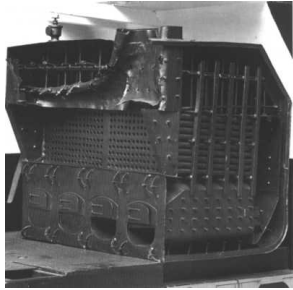
Can anyone identify which one?

Send your answer by post to John H. Luxton (DAPS), 236 Smithdown Road, Liverpool, L15 5AH or email luxtonjh@btinternet.com . Closing date is September 30.

There will be a prize of a bottle of whisky for the first correct answer drawn.

The draw will take place at the DAPS AGM on October 6th, 2007.

jammed shut and the other overloaded. The boiler was designed to operate at 30 pounds per square inch but was being incorrectly operated at 44 pounds per square inch. The boiler blew up, killing the men sitting on top of it and then it took off and travelled 250 yards through the air to land on the sailing vessel 'Clotilda B' where it killed a crew member.



The Boiler of 'HMS Thunderer' exploded in 1876 killing her commander and over 40 crew.

The author worked in the Cammell Laird Shipyard at Birkenhead where (we are talking of the late sixties) there were several small steam cranes running upon rails in the yard. Even the little vertical boilers of these could give a good account of themselves when in the mood, one being on record as having travelled 70 feet after exploding, demolishing a brick wall in the course of its passage.

However, the boiler that did the most dramatic "running amok" on a ship was probably the donkey boiler of the cargo steamship 'Kingswood' which was at anchor off the Australian coast in 1937. The boiler exploded and, from its position in the engine room amidships, passed through the steel

watertight bulkhead at the after end of No2 hold, completely wrecked a wooden partition bulkhead in No 2 hold, struck end on and completely carried away the steel centreline bulkhead between nos 2 and 3 hatchways, passed through the steel watertight bulkhead at the after end of No 1 hold, pierced the steel collision bulkhead at the forward end of No 1 hold and ruptured the shell plating at the starboard bow of the vessel. In the course of this mayhem the boiler travelled over 160 feet. The ships two main boilers and triple expansion steam engine were lifted from their mountings and shifted backwards.

Now get this - the pressure in the 'Kingswood' boiler at the time of the explosion was "something over 100 pounds per square inch". The length of the boiler was 10 feet 6 inches, its diameter was 12 feet.

Look again at the details of "our" boiler on the 'Daniel Adamson' at the start of this article.

That's why all the fuss!

- David Pickup (254)

May Photo Quiz Solution

The Wallasey Ferry 'Daffodil' photographed before her service in the First World War was the ship featured in the May Mystery Photo Quiz

Constructed by Robert Stephenson & Co of Hebburn-on-Tyne 'Daffodil' was launched on April 20th, 1906. Towed to the Mersey her two triple expansion engines were installed by Rollo & Co.



car during the crossing, a great relief to someone such as myself (and my parents!) being prone to carsickness as I was.

I would also visit the area quite frequently when I accompanied my father on business. He was a ship repairer based in Liverpool, predominantly engaged in the maintenance and repair of small coasters, so that we often attended ships in the docks at Widnes, Runcorn and Weston Point.

As a result I would naturally take notice of the various vessels seen on these trips, though my sightings of 'Daniel Adamson' must by then, have been viewed from the 'new' road bridge opened in July 1961.

An abiding thought about my sightings of the 'Daniel Adamson' was that 'she looked old' to my eyes then and of course she was, at around sixty years of age! That was over forty years ago and she's still with us! It is a truly remarkable stroke of luck that she has survived to this day, moreover, in largely original condition.



When one considers that the amazing 'Transporter Bridge' which I have just recalled did not open until 1905 and was replaced by 1961, it not only speaks volumes for the ever increasing demands on our road system, it is another indicator of the longevity of this vessel and the quality of engineering of that time.

While the Edwardian engineering of the 'transporter' can only be recalled from a few faded photographs and equally faded memories, the 'Daniel Adamson' is very much still with us and when restored, will be available to all, hopefully for many years to come.

Left - Widnes-Runcorn Transporter Bridge

The principal Mersey bridges, I would suggest, remain to this day some of the major landmarks of the region. There can be few people from the North West who do not consider themselves 'nearly home' as these readily identifiable structures come into view, be it from a train, road vehicle or aircraft. Like me I am sure there will be many people who will remember the distinctive MSC Co. tugs that once moored, or were viewed towing ocean going ships beneath these bridges. Of these, none evokes memories of this era more so than the 'Daniel Adamson', which, with sufficient support will soon renew her long association with the waters of the Manchester Ship Canal and the Mersey.

I cannot claim that 'Daniel Adamson' is of such antiquity as to pre-date the existing rail bridge which links Runcorn and Widnes, crossing both the Mersey and the Ship Canal. This dates from 1868 when it was built for the London and North Western Railway, the company which through it's subsidiary, the Shropshire Union Railway and Canal Company were the original owners of 'Ralph Brocklebank' and her two consorts, all of whom were named in honour of L&NWR Directors!

From the outset, these three vessels provided a means to cross the Mersey between Ellesmere Port and Liverpool, thus providing another link between Cheshire and Lancashire.

The delivery of 'Ralph Brocklebank' aside, 1903 was quite a significant year, for example, Liverpool and Manchester gained their own Universities, the building of Liverpool's Anglican Cathedral began, the 'Suffragette' movement was formed and in the USA the Wright Brothers briefly took to the air. Britain had an 'Empire' so large as to warrant the quotation, 'upon which, the sun never set'



There have been an amazing number of changes over the intervening years. We need only look once again at the remarkable photograph of 'Ralph Brocklebank' as she steams past Liverpool's Pier Head with her train of canal barges in tow. We estimate the photograph dates to about 1905 judging by the extent of building work ongoing to the Mersey Docks & Harbour

Board building in the background. Tenders for the construction of the building had been invited in 1903 and the Manchester firm of William Brown & Sons were awarded the contract at a price of £277,000! The building was completed and the first offices occupied in July 1907

The vessel behind 'Ralph Brocklebank' has been identified as the 'Winefredian' (10,405GRT. B.1899) of the 'Leyland Line' which by 1902, along with others including the 'Dominion Line' 'Red Star Line' and the 'White Star' all came under the control of the International Mercantile Marine Company. It is likely that she is preparing to sail on a voyage to the USA, calling at Boston and/or New York, a journey in those days of at least a week's duration. In my own short seafaring life, I recall that it took us about six days from the UK to Las Palmas (for bunkers). A fact that never ceases to amaze me now, as I restlessly squirm about in the seat of our 'holiday jet' covering the same distance in a little over four hours! A journey, which I know, is nearly over, as the familiar arch of the Runcorn/Widnes Bridge appears through the clouds and inevitable rain as we descend to land!

In my opinion, I believe that the 'Daniel Adamson' might be considered like 'a bridge' crossing not only a river, but literally 'spanning time'!

As she now enters her 104th year, she represents a continuous link with the river of her birth, even today whilst awaiting her restoration; she lays no more than a mile or two from the place where her hull took shape. Not only the hull, but also those same Liverpool built engines remain to this day, patiently waiting to turn once more.

In this series I have described in detail the changes 'she' has undergone over the years, to her structure, her role, her owners and even her names, one commemorating

engines at a modest pressure of 120 pounds per square inch.

It is probably the component of the tug that has occupied the most time in terms of "looking at"; it has been closely examined inch by inch both internally and externally. Its thickness has been measured, remeasured and measured again. Wise men in boiler suits have crawled through it time and again, dragging other wise men with them to argue about metallurgy, water quality, welding, riveting, corrosion and the properties of coal. Boiler repairers have been to look, sucked their teeth, had a second look and departed, in some instances never to be heard of again.

It wasn't always like this. In the early years of steam power there was a very cavalier approach to the use of boilers; boiler operators usually learnt their trade on land installations such as agricultural machinery and small locomotives; they were practical men with little or no idea of the loads involved in the steel shell of the boiler or the consequent dangers. The designers and builders, of course, had a pretty good idea and certainly knew enough to provide boilers with safety devices to prevent overpressure (known as safety valves), but once the boiler left the manufacturer it was pot luck as to how it was used in service. Many boilers got unlucky.

A little thought is enough to encourage caution. For instance, the "modest" operating pressure of the 'Daniel Adamson' boiler, 120 pounds per square inch, means that every square foot of boiler surface is subject to a load of $120 \times 144 = 17280$ pounds - Nearly 8 tons! Yet the message was very slow to get through in the early years of steam, (even today some people who should really know better take the most hair-raising risks) with some tragic consequences.

Why all the fuss?

Steam is a gas and gases are compressible. When you blow up a party balloon you fill it with compressed gas; prod the balloon with a pin and you get a bang. The surface of the balloon splits, the pressure is suddenly and violently released and, if you are not holding it, the balloon flies off unpredictably.

It's the same with steam in a boiler - it's a compressed gas and if the surface of the boiler fails you get a bang and the boiler flies off unpredictably. There is another name for a boiler full of steam - it's a bomb.



A boiler explosion – Victorian Cartoon

It's easy to abuse a boiler. Let the water level fall too far, use the wrong quality of water, fiddle with the safety valves, stoke it incorrectly, let it freeze, fail to maintain it.

Maltreated boilers cause accidents. There was the Gloucestershire agricultural contractor who lost his life sitting with a "For Sale" notice on top of his boiler while demonstrating its ability to withstand excess pressure to prospective purchasers - it didn't. In March 1886 five crew members were sitting on top of the dome of the boiler on the steam tug 'Rifleman' in Cardiff Docks - one safety valve had been deliberately

Manchester. Yes that's right, Didsbury as in the home of the Engineer and Industrialist Daniel Adamson in whose honour the vessel is named. Coincidental this may be, but Mr. Davies has kindly agreed to join with our own Di Skilbeck, herself a retired Headteacher, to produce a document defining the role and value the vessel presents in a range of subjects and key stages of the GCSE syllabus to schools in the region.

JULY

During the month the starboard rubbing strake / belting was subject to attention. We can't get at the port side for the moment (being moored port side to) so having arranged to move our neighbour, *Madog* to an alternative berth, we prepared to work over the ship's side. Pete Murray and I suitably attired in appropriate safety gear climbed aboard the *Madog's* raft/dive platform which had been kindly loaned for the occasion and set off to attack the side belting. The wooden belting is largely rotted away and will require replacement in the restoration phase; in the meantime we need access to the steelwork beneath to establish its condition. The first stage is to release the protective steel band which runs the full length of the belting, which acts as a barrier between the wood and quayside so prolonging the life of the belting material. The steel band is about 4" wide and 3/8" thick. It is made in assorted lengths which are butt welded together and secured to the woodwork with large steel pins. (Actually great big nails, but they do have a special name which I'm afraid escapes me for the moment, no doubt the shipwrights out there will remind me!!)

Luckily most of the 'pins' had worked loose due to the decay of the wood, but to release the bands we needed to grind through them at the weld joints, having taken the precaution of attaching several slings to the piece to be removed!

As might be expected caution was required when cutting the bands to avoid them springing as they were released. We soon got the hang of it and ably assisted by all hands lifting the bands aboard we completed the job almost to the bow, where the remaining short length remains for the time being, tantalisingly just out of reach!

United Utilities have provided us with an unused outbuilding on their site which adjoins our Sandon Dock berth. The company have generously allowed us to use the building as a workshop/store close by the mooring. Our volunteers quickly set to work on making it ready for our use. The building has a very useful beam poking out beyond the entrance door; this extends the full length of the inside of the building making it ideal for moving heavier items.

- Neil Marsden

Boilers - Why All the Fuss?

The heart of the 'Daniel Adamson' is the boiler. Without it we have no motive power and there would be little point in restoring the vessel. You have read in previous issues of *The Tow Line* how the original boiler was replaced in 1953, and it is this 1953 boiler that we intend to have "reconditioned" - at a cost we think of some £150,000.

For those of you who have not been to look, the boiler on the 'Daniel Adamson' is, externally, a steel cylinder about 10 feet long and something over 13 feet in diameter. It holds several tons of water when filled to its working level and delivers steam to the

a Liverpool Ship owner and the other a great Manchester (based) Engineer. She has served both Great Cities and witnessed amazing changes, not only to these places but the world in general. Technically a product of Victorian innovation, she has witnessed man's first powered flight, two World Wars, man's first steps on the Moon and countless other events in her lifetime. With our help she can continue to do so, not as a lifeless, static museum piece, but restored to 'life' and providing a rare glimpse of history in action.

It's about people too, as I've mentioned in past articles, the development of the steam engine changed Britain, it also changed the world. Developments such as the compound engine and the opening of the Suez Canal affected not only world trade, but drastically changed people's lives as well. For example the ancestors of many of Liverpool's Chinese Community first came to the town as crewmembers aboard ships of Alfred Holt's, 'Blue Funnel Line'. As we know Holt, was a pioneer Liverpool Engineer/Ship owner, who played a major part in opening up the China Trade with early steamships.

(See also, <http://web.ukonline.co.uk/lcba/ba/history.html>) The same story applies to many other ports where 'foreign crew' settled and made Britain their adopted home.

The domestic 'migrations' of the 'Industrial Revolution' can in many cases, be directly linked to the development of the canals and later the 'Age of Steam' whereby thousands who had lived 'off the land' in rural communities, moved into developing industrial towns and cities to seek work. My own ancestors provide a typical example, on my mother's side; the family can be traced along the length of what is now the Shropshire Union Canal, where they worked as blacksmiths and lock keepers, my grandfather moving to Liverpool in the early 1890's. On my father's side, the move from Derbyshire's 'Peak District' came about in the early 1870's when a large number of the family moved to Liverpool. Until that time they had been tenant farmers, or had worked in rural trades for around 300 years.

Virtually all those who made the move to Liverpool found work with the railways, including my paternal grandfather who became a locomotive driver with the London North Western Railway! It is therefore obvious to spot the link that the 'Daniel Adamson' provides in my own genealogy, however, I believe in an educational sense; she can represent a vehicle for many people to learn a great deal more about their history, origins, the localities in which they live and work, as well as a host of other subjects of interest. In short, the restoration to operating condition of the 'Daniel Adamson' will provide something for everyone and above all a unique experience.

For the present, in the the third anniversary year of the 'Daniel Adamson Preservation Society' we need only look back through the pages of previous editions of 'The Tow Line' to see what changes have taken place aboard.

From a flooded 'derelict' awaiting the scrap man's torch, to a much improved, well-conserved vessel about to undergo the first phase of her restoration. From a semi abandoned and largely ignored 'relic' to a well loved 'friend' bringing together hundreds of like-minded supporters, determined that she will not only be restored to her former glory, but that for years to come she will continue to be 'A Remarkable Survivor'!



To close this article, one last picture, composed using the skills of my talented daughter, Jennifer – it is a 'new view' depicting a vision of how things could look in a year or two, with luck, a lot of hard work and above all, your support. Thank you.

- Neil Marsden

John Jones & Sons

In 1903 John Jones & Sons built the twin compound engines for the Daniel Adamson but where was the factory sited?

A visit to the Archives Office at the Maritime Museum, Liverpool, was the start of the trail. The Lloyds Register for 1882-83 lists the address for John Jones & Sons as St. Georges Buildings, Cotton Street, Liverpool.



Cotton Street is situated directly opposite Clarence Dock entrance and only a pub's throw away from the Danny's previous berth at Sandon Dock. The 1900-01 Lloyds register gave a more detailed address as 33-37 Cotton Street so off I zoomed only to be confronted with a numerical nightmare, some businesses in the intervening years had obviously not liked odd numbers and gave themselves evens for good luck, plan B was called for.

The Local Records Office in the main library in town held detailed large Ordinance Survey maps of the area desired and this would nail it down for good but upon my requesting I was politely told that the maps were so large and inaccessible that I would have to return later when more bigger arms and legs could be mustered, this was a hoot so I went sightseeing for an hour or so during which time it occurred to me that more than three people over six foot in height shouldn't be allowed to go for lunch at the same time!



Anyway, upon my return The Amazons had done us proud and as can be seen St. Georges Iron Works can clearly be seen.

Upon returning to Cotton Street a workman from the factory now occupying the site

The main engine piston rods are presently ashore being refurbished, while essential new items needed for their replacement, namely the cylinder neck bushes which had become worn, are being replaced with the aid of the staff and students from our linked training establishment TTE in Ellesmere Port.

The main engine bottom end and main bearings, along with the thrust pad bearings have now been removed and have been despatched to a specialist bearing repairer in the midlands. There the bearings will be re-metalled using state of the art technology and machined to a fine tolerance preparatory to refitting them in the vessel. The cost of this work already forms part of our existing budget.

So that this exercise will have maximum benefit, it follows that the main engine crankshafts must receive suitable attention also. To that end we have sought quotes from a number of specialist firms across the UK capable of carrying out this work. As may be imagined many engineering firms are well versed in re-grinding crankshafts of the size to be found in a car engine, but few are capable of handling a couple each weighing nearly as much as a car, with dimensions to match! The overall cost of these essential repairs we hope will not exceed our present funds and leave us a modest contingency for other urgent matters, however, it is true to say that pressing on with these major works is a costly exercise, but I believe illustrates in clear terms our determination to progress the restoration and our confidence in it's success.

The engine-room auxiliaries are mostly in the process of overhaul by our own volunteers with both circulating pumps ashore and receiving attention. The 'Sissons' powered generator has received attention and only last week was tested on compressed air using our newly acquired compressor. Owing to the small bore air pipe this test was of limited success and so our regular 'Mr Fix-It' Walter Graham has made up a new connector to allow a larger bore air line to be used, hopefully this will allow a more impressive test to be run soon.

Miscellaneous: We have received a visit by specialist electricians with whom our own 'Technical Advisory Group' (TAG) has discussed our perceived needs for the future operation of the vessel. It is appreciated that the 'Sissons' alone cannot be expected to cope with demand and would provide power only when the vessel is in steam. Obviously we will need to generate adequate power at all times, irrespective of the availability of 'shore power' so identifying the right machine is essential. To that end we have the great advantage of our own 'TAG' comprising specialists in a number of essential fields, without whom we would be compelled to engage consultants for many of the tasks that lie ahead, no doubt at some cost to the project. The 'TAG' is looking not only at the most suitable type of generator, but at the siting of the machine so as to minimise its impact on the heritage value of the vessel. Other tasks include identifying new tanks and pipe systems for potable water, sanitation facilities, pumping arrangements, also adaptations to existing structures aboard to provide improved, safe viewing access to engine and boiler rooms, improved catering and crew facilities. The complete restoration of the aft deck including the fitting of new steel as required. Replication of companionways, skylights, doors windows etc a seemingly endless list. It is a mammoth task but absolutely essential so that we can calculate exactly what it's all going to cost, while all the time identifying work we are more than capable of handling ourselves and importantly, getting on with it.

Presenting our case regarding the educational value of the vessel and the restoration process itself, is another essential element. In this regard we received a visit from Mr Michael Davies of The Barlow RC High School & Specialist Science College, Didsbury,

A number of potential contractors have been approached with a view to carrying out the white metalling work and provide tenders for the job.

With the crankshaft removed access was available for a more thorough cleaning of the crank pit – an unpleasant task as it involved the cleaning away of years of tar like deposits.

At the same time the crankshaft was removed it provided the ideal opportunity to remove the starboard reversing engine so that this too might be overhauled. As ever this is another heavy piece of machinery and took considerable effort to raise it to deck level where it could be thoroughly cleaned ready for overhaul.

The Brown's patent reversing engine had over the years received numerous coats of paint, latterly a shade of black gloss, no doubt to match the accumulated 'muck' adhering to every surface. As we chipped the paint away we noted that a builder's plate, partly obscured by the paint and its location relative to the main engine frames lay underneath. This provides details of the builders, a serial number and year of manufacture (1903) so confirming the engine to be original with the vessel's date of building.

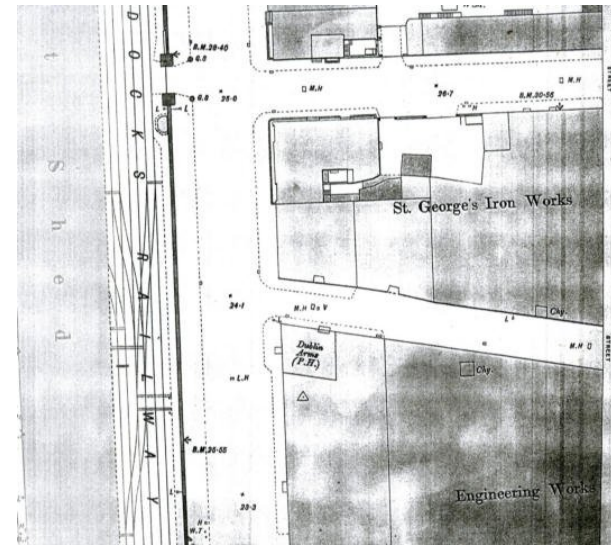
It is not known how many other examples of this type of machinery survive today (if any) but the fact that the *'Daniel Adamson'* has two, is in my submission yet more evidence, if it were needed, of the amazingly unique status of this vessel. An internet search for reference to similar machinery is very limited, but perhaps significantly reference is made to the fact that the main engines of *'RMS Titanic'* were also fitted with Brown's patent reversing engines, albeit 9 years later!!

The starboard main deck received some attention. After the removal of the temporary deck covers, the underlying steel decks have now received some extra attention with the Hilti needle gun, chipping hammers, wire brushes and have been examined using NDT equipment and test drilling to establish their condition.

These examinations have been carefully carried out and results recorded by David Pickup, a former MCA surveyor and naval architect who is now a regular volunteer aboard. As with all our volunteers, David is a much valued member of the team, the more so for his specialist expertise in many facets of the work required ensuring that the restoration is to the highest standard. In this area the plating displayed minimal wear and having been given a coat of 'Rustroy' preservative, received an additional coat of red oxide to protect it still further pending full restoration. When thoroughly dry, the temporary covers were replaced. Areas where corrosion has been more significant have been identified and recorded to allow new steel to be readily fitted later.

JUNE

Engine & Boiler Rooms: Patterns have been made for new tube plates to be cast with the help of our own pattern maker, Alan Frodsham. Invaluable for his skill as a pattern maker alone, but equally committed to sourcing much other valuable material to the project he is just one of our expert team.



sincerely like to thank the staff of the Records Office for their sterling efforts and entertainment value.

Below is an extract from the O.S. Map dated 1890 of the John Jones & Sons Cotton Street 'St. George's Iron Works'. Scale is 42ft to 1 inch

(Merseyside Metal Works) informed me that the old cellars and basements still exist and there is a date of 1873 on an old beam.

Lloyds Register for 1903-04 lists John Jones as having moved to Birkenhead and now collectively known as The Tranmere Bay Trading Company.

Well, it's been quite a wheeze all in all but I would

- Graham Dean

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.

STOP PRESS

We were notified on August 13th that Halton Borough Council has generously donated another £7,500 to the project.

This really is fantastic news and could not have come at a better time, combining with other important awards to progress the vital engine restoration almost immediately!

Halton have over the last two years donated almost £15,000 to the project, which is itself a fantastic contribution. Not only that, it demonstrates in no uncertain terms Halton Council's faith in the project and what it represents to the area.

The Society is extremely grateful for Halton Borough Council's ongoing support.

Restoration Diary

APRIL



Over a year ago we decided to look at overhauling the boiler room pumps, on the left, is the boiler feed pump, a duplex type manufactured by Dawson Downie of Glasgow. The Dawson Downie company was formed in 1905 just outside Glasgow, before moving to Clydebank where it remained until 1996.

The pump installed in 'Daniel Adamson' dates from the mid 1930's and replaces the original Weir type pump installed during construction but which required replacement due to frost damage

This Dawson Downie pump is was believed to have been originally installed in the MSC Tug, 'Arrow' built by Henry Robb of Leith in 1938 as General Service pump. It was rendered redundant when the 'Arrow' was converted to diesel in the early 1960s. Its actual date of installation on the 'Daniel Adamson' is not known.

The Danny's other pump, i.e. the General Service Pump (right) again of the 'duplex' type is as far as we know entirely original to the ship's building date This pump was manufactured by Thomas Lamont of Paisley and bears the serial number '1785'

I first made contact with Mr George Kennedy, Technical Director of the now combined firm of 'Dawson Downie Lamont' the two firms having merged in 1985 and in fact moved to new premises in Glenrothes, Fife back in 1996.



Despite the serial number, unfortunately company records could not provide a confirmed date of manufacture for the Lamont pump. Surviving examples of Lamont pumps elsewhere are claimed to date from as early as 1900 so it is quite probable that our pump does indeed date from the time of the ship's building.

Whatever the true facts, it is fair to say that after 104 years a 'major service' was about due!

DAPS initially commenced the overhaul process, starting with the Lamont pump. We soon discovered that while the pump was in remarkable condition for its age it would require some replacement parts. It was clear at an early stage that Dawson Downie Lamont (DDL) were eager to assist the project as much as possible and soon afterward it was suggested that if we could transport both pumps to Glenrothes, then DDL would undertake the overhaul.

Transporting the pumps to Glenrothes was a problem – however, Wirral Council came to our assistance and a suitable truck was made available to us.

On the morning of April 18th bright (well sort of!) and very early Steve Lawrinson and I set off to 'Bonny Scotland'.



We arrived safely at Glenrothes around noon and were guided to the works by the combined efforts of the DDL staff who answered our mobile calls for directions!

A short time later we arrived at the works and were warmly greeted by George Kennedy and staff. (left).

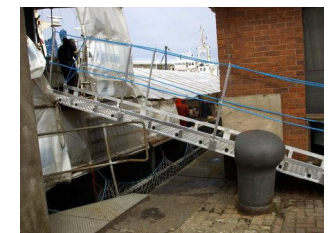
MAY

Member Mike Williams, a professional design engineer produced CAD models illustrating proposals for various holding tanks for waste as well as additional storage tanks for fresh water.



May also saw the purchase of some much needed new equipment, here John Deakin, David Pickup and Steve Lawrinson appear 'awe struck' as they admire our new compressor, an important asset which will allow us to operate air tools as well as test restored machinery. Until now we have been generously assisted by our colleagues from 'Kerne' who have loaned their machine on many occasions, but they do need it themselves from time to time!

A new gangway was also acquired during May – the old one had sustained some damage and was becoming hazardous. The new gangway is a much lighter piece of kit, is easier to move and looks much nicer too!



Having established that the re-metalling (with white metal) of all the main engine bottom end bearings would be a wise investment, it was decided to give the same attention to the crankshaft main bearings also, along with the thrust pads. While both an involved and costly process, it was considered a wise precaution in the process of refurbishing the main engines to carry out the procedure now, rather than later and risk serious damage to the bearings or shafts. Accordingly once the crankshaft was lifted, access to the lower bearing halves was achieved and these removed ready for overhaul.