



The Daniel Adamson Preservation Society



No. 15



February 2008



Editor: John H. Luxton

The Tow Line



Daniel Adamson waits to depart Ellesmere Port – March 2004 photo: Tony Hirst

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www.danieladamson.co.uk

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Editor's Notes

Once again, as editor, I find myself offering apologies for the late delivery of 'The Tow Line'. I will claim some responsibility for this as there has been continuing fall out from a long drawn out house move which has eroded my available time. However, this is now finally out of the way.

The other reason for the delay has been the DAPS Committee's decision to evaluate a new printer for the "The Tow Line" which as well as being more cost effective also offers colour printing facilities, hence the colour in this edition.

Finally I would like to welcome the new members of DAPS who have joined our society from the Mersey Lightvessel Preservation Society as well as expressing appreciation to Tom Sherriff and George Hayes who have submitted interesting articles to for this edition.

- John 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.

After leaving the tugs I transferred to Runcorn Docks within the MSC Company, to The Bridgewater Dept. There I handled materials for the Du Pont Company. Du Pont eventually moved to Acton Grange at Moore, The National Coal Board had used the berth previously for discharging pit props.

I remember when I first started on the tugs; sometimes we towed a ship loaded with props to Acton Grange. When working for Du Pont I still saw my old mates on the tugs as they passed our berth with the ships.

I will never forget my time on the tugs, and all the tug men and friends that I made which I still see some of them today, it was a job in a million, it's so sad to see the canal now with just the odd ship sailing past, it's the end of an era.

- George Hayes

The DAPS Shop

| | |
|--|--|
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| <p>Please contact Alan Hughes to confirm availability.</p> | |

Back Cover: 'Daniel Adamson' – June 1981 – by John Slavin

times when the company received assistance from the river tugs, which would take ships from Eastham Locks to Bowater's Paper Mills, Ellesmere Port, and Stanlow Oil Refinery, until the canal tugs came available.

At times incidents occurred in the canal as well as in the River Mersey, one occasion when I was on the tug 'Quarry' we had berthed overnight at Eastham Locks waiting for the morning tide which was about 06 30. On the way up the river were four ships with tugs for the canal, as they entered the channel to the lock entrance, the lead vessel ran aground blocking the channel. After some pulling and shoving by the tugs in attendance, and with the tide on the ebb, it soon came apparent that it was going to be a lost cause. Soon spare tugs from Liverpool were steaming up the river to assist. What a fine sight to see, the MSC tugs of which there were four pairs at the locks at that time were not allowed to assist. So we just watched the struggle going on. After sometime the river had dropped to low level so the ships remained there until the following tide.

One other occasion I recall was when I was deckhand on the steam tug 'Badger'. We had picked up a ship at Eastham for Manchester Docks which was on her maiden voyage and fully loaded.

Approaching Lancashire Tar Works near Partington in the narrow straits of the canal, we received a message over the R/T to say that we will be meeting an ore carrier with tugs at the Partington Coal Basin. The basin is being the widest part in the canal in this area. I was on the wheel with skipper Ted Silcock when I said to him that the ore ship seemed be coming under the railway viaduct bridge towards us. The skipper pressed the alarm bell to the cabin, and told Jimmy Broady to stand by the towing hook, just in case we had to trip. The pilot on our ship was sounding the ship's whistle but to no avail. The ore ship entered our section,



our ship then went full astern, which made it pitch to port and she hit the bank on the starboard side then bounced off and collided with the ore carrier on her portside.



The ships, of which I cannot recall their names, were badly damaged. I don't know what happened to the pilot of the other ship, the accident was his fault because he was informed to wait in the basin for us.

After some delay at the Irlam lock, to inspect the damage we proceeded onto Manchester, where after discharge she was taken to Trafford Park Wharf for repairs.

One other thing which comes to mind was the pay train. This ran from Manchester Docks to Runcorn. The pay train would leave your pay packets on the way down the canal at the nearest lock with the lockmaster for the mate to collect. The train comprised an engine and one carriage with the cashier and a dock policeman aboard in those days, I could see that happening today, and someone would probably have a go at hijacking it!

Chairman's Letter

Firstly an apology for the late delivery of the last newsletter, we are keen that it arrives promptly to our quarterly schedule, regrettably for a number of reasons beyond our control even though the articles were written it could not be produced and distributed on time. We are now trying to get back on schedule, all being well the next one will be.

At Council's November meeting members approved the co-option of four new members onto the Council. Mike Williams, Steve Lawrinson, Graham Dean and Kevin Price. They have specific responsibilities most of which are new roles. Steve and Mike's roles are covered in the section on the TAG. Kevin's main role is to improve communication with members and encourage more to become involved, he has also taken over the distribution of the Tow Line. Graham has taken over John Griffith's archivist role plus a greater involvement in keeping a wider range of records and more research into the history of the DA. John decided in the summer to stand down from Council due to pressure from other commitments, but he will still be available to provide specific advice. We thank John for his contribution since the beginning of the project.

The period before Christmas seemed to be very hectic then all of a sudden things went quiet, perhaps exhaustion set in. As reported in the last Tow Line we received notification of the full grant that we applied for from the HLF. We quickly set up a meeting with our chosen consultants, Headland Design Associates working with L&R Consulting.

Those involved with the project visited the tug where we had a very useful discussion involving several of our members who would normally not be closely involved with the subjects covered. The outcome was beneficial to all involved with lots of ideas flowing around the room. Further meetings are scheduled later this month and in early March which should enable more details to be incorporated in the first draft of the reports.

I mentioned in the last Tow line that we were considering changes to the composition of the Technical Advisory Group (TAG). These were approved at the November Council meeting. The original group was mainly comprised of a significant number of members who regularly attended working parties on the tug. This was too broad based, without sufficiently focusing on individual subjects. We also wanted to widen its remit to cover operational matters towards and when the tug will be operating.

To this end we have created a team of four with specific responsibilities; they will be assisted as required by others to tackle particular issues. Mike Williams is the 'Project Manager' and responsible for scheduling, co-ordination and reporting to the Council. Steve Lawrinson is the 'Superintendent Engineer', responsible for all power and service systems, from the boilers to the toilets. David Pickup is our 'Ships Architect' responsible for all matters concerning the structure of the tug such as the hull, saloons, bridge etc. Dan Cross is the 'Operations Manager' responsible for all matters concerning safety and operating the tug. There will inevitable be overlaps, particularly with regard to safety.

Coupled with this change we have clarified the responsibility for producing the specifications for each section of the tug. At the request of the TAG a brief will be produced and agreed by the Council. The TAG will then transform this into a costed specification. Once all agree with the proposed specification it will be signed off by the

Council. We have already produced and ratified a brief for the rear deck and the crew's quarters and David Pickup is working to turn this into a full specification.

The TAG's work is not confined to contract out work, they are charged with deciding which work can be undertaken by volunteers now and later when coupled to work from the outcome of the major funding bid. They are responsible for scheduling volunteer work, keeping a steady flow of activities for our volunteers working on the DA.

Another outcome from the new TAG is that by the time you receive this newsletter the crankshafts, main bearings and associated parts should be at least on their way to contractors to be brought back to full specification. This work is part of the overhaul of the engines which is being undertaken with a mix of volunteers and contractors work prior to any work associated with the next HLF bid.

We have been able to fund the above, close on £20,000 from a number of grants and donations received over the last year. There have been two significant ones recently. We have received another £10,000 from our friends at Halton Borough Council, who have now become one of our major funders. We are extremely grateful for their enthusiasm for the project and continued support. About the same time we benefited from the winding up of the Mersey Light-Vessel Preservation Trust.

This society had been trying to preserve the light vessel 'Planet', unfortunately the vessel was sold before they could acquire her, so they decided to wind up their society and transfer all their funds to DAPS, a little over £9,200. We are extremely grateful for their support. All of their members have been offered a years free membership of DAPS and we hope that many will continue in membership and become involved with our project. Some have already indicated that they will. We recently had a handover and thank you day on the tug which was most enjoyable. So welcome to all the MLVPS members.

Although our last AGM was a success there were some complaints about the location and the price of car parking at the Albert Dock. As a change we are holding the next one in Ellesmere Port and coupling it with a trip on the Ship Canal. We can imagine what it will be like when the DA is operating. More details are on another page and further details will be in subsequent Tow Lines.

Finally on the support side Neil Marsden and I had a very useful meeting with Officers from Wirral Borough Council recently, the Ralph Brocklebank was built in what has become their borough. They expressed strong support for the project, would be delighted to see the DA in the docks on their side of the river and will help us with educational projects. No promises of funding yet but we have made the contacts and will continue to involve them where we can.

A long report this time but there is so much to report.

- Tony Hirst
February 2008

Working Parties

Tuesdays and Thursdays and alternate Saturdays.

Those wishing to attend working parties should contact:

John Deakin - Tel: 01928573877.

so we would fill the top deck on our way to Warrington, once there we would go into the café's for tea/toast awaiting for the no10 bus for Manchester, on the way we would drop off tug men at different places that they had berthed at along the canal.

The ship canal is 36 miles long, with 4 sets of locks Latchford, Irlam, Barton and Mode Wheel. There were times when it would take us 4 to 5 days to get from Eastham, entrance into the canal to reach Manchester Docks, or visa versa because of fog, strong winds or heavy ship movements, as there are only certain points in the canal that ships could pass one another. You would be told to berth up, and wait for any passing ships, which could be as many as three or four.

Another problem were high water levels in the canal caused by heavy rain that made the rivers over flow which were linked into the canal, this also stopped ships from getting under the bridges, the water then had to be lowered by opening sluice gates along the canal into the River Mersey. We also had the problem of the lack of daylight hours during the winter months. With the light fading early in the afternoons the pilot on the ship would calculate where he could reach before darkness to berth for the night as there was no lighting on the canal banks at that time. We would then sail in the morning at first light, the company did eventually install lighting along the canal, and this enabled ships to travel the canal during the night.

When any tugs were called in for repairs / boiler cleaning etc, there was times when the 'Daniel Adamson' required a crew to man her, so they called on tug men spare in the yard, they would then take the Danny for coal bunkering if required, if not they would get her ready by cleaning her up and into steam. This was for the Company to entertain business people in industry for a trip down the canal, and they were entertained to a meal at the Bridgewater House at Runcorn, eventually people that worked for the company were able to have a trip that depended on the time served in the company.

Talking about bunkering, when I was on the steam tugs we used to go to Partington Coal Basin for the coal and also occasionally to Ellesmere Port. Once the main bunkers were full, the coal would be all over the deck and would then shovel the remainder into side pockets on certain tugs, the rest staying on deck until there was room in the bunkers. Many a time no sooner had we got the coal we would have orders to go and relieve another tug, there was then a scramble to clear the coal from around the towing hooks to get the tow ropes on. Sometimes the tug to be relieved, would be passing you with the ship while you were still on berth, when we did manage change over we then had to hose down the tug, after that we were ready for a brew. Still I enjoyed being on steam tugs especially in the winter, we used to go into stoke hole to keep warm, when we had a wash and shave we used fill a white enamel bucket with cold water, and then take it down the engine room and insert a steam drain pipe to heat the water up, it was our hot water system, those were the days!

The canal was so busy, that the company having 26 tugs at that time still didn't have enough to attend to all the ships in the canal. The Danny was very often used as a head tug also as a stern tug because she was twin screw, so some ships had to berth up and await the next available pair. I remember when I was on the tug 'Cadishead', going to a ship at the crane berth at Eastham she was for Manchester Docks. On arrival alongside the ship the pilot leaned over the side and told the skipper he didn't want us, as we were not powerful enough and that he wanted a bigger tug, our skipper replied and said he would have a long wait, as there were no more tugs in the area. With that he reluctantly said, "Ok". We got him up to the docks no problem, there were

behold, my school mates and myself used to guess which shipping lines they belonged to, also where they had come from and going to, we were that keen that we used to go to the library, and read the Journal of Commerce paper and Lloyds List which had the names of the shipping companies, also the arrival/departures of ships at Liverpool/Manchester.

One day we decided to write to the companies for information about their ships, in return they replied and sent us picture post cards and details about their vessels, this was great because we could swap cards and info, it became obvious to me that my decision was made up that when I left school I would apply to MSC company, to work on their tugs.

Before I left school in 1954, I applied for an application form to work on the tugs, which I filled in and returned, they sent me a letter saying there were no vacancies at that time, and to contact them when I was 16yrs old, this I did and was told to ring a Mr Parker from the office at Old Quay Yard, which he said to me go and report to the mate of tug 'Cadishead' which was in for boiler cleaning.

I joined a pool of lads who like me were waiting for a regular berth on one of the tugs, while in the yard we were given jobs on different tugs, chipping/painting/washing down the paint work, scrubbing the decks etc, and the lads I worked with were soon to become my best mates even today.

It wasn't long before I was told to get my things and go aboard the tug 'Neptune' as relief lad, for someone going on holiday, lucky enough she was already in the yard, this saved me the problem of travelling on the buses or the trains trying to contact her in the canal, later on I found out that this was the way the tug men travelled all over the canal.

Having joined the tug, I was soon told the main thing of a galley lad was to have the kettles boiling, and a hot stove at all times, my other jobs were keeping the cabins and galley scrubbed clean, the brasses polished, and all work on deck etc, the crew were always helpful, and soon made me feel settled.

My first big test came when we came to having our meals, I at that time had no idea how to cook, I was eating out of a tin, soup/beans etc, toast was a good filler, where as the crew were eating steak/liver onions/ pan of scouse/ Sunday roasts/ etc, but before long they had helped me to improve my skills and I ate like a king, there's one thing about the tug crews they all had good appetites and were excellent cooks.

The canal at that time was always full of ships, in Manchester Docks there were ships waiting for berths to load and unload their cargos, so at times they were doubled up, until a berth was available, the tugs worked in pairs, so a pair could be stationed in the docks for days shunting ships all around the docks, also they were moving the grain elevators around to the ships for unloading grain, then there were ships going onto the dry docks, work with the 250 ton crane was called on occasionally for heavy lifts, like generators for abroad from English Electric Company.

When we did get our weekend off, we always tried to get back to base with the tug, but there were times this was not to be, when I think back when we had to travel back to Manchester Docks from Runcorn, I got the bus at the starting point in Victoria road with a few other tug men, the bus was a double decker, so on top we would go then it would travel through the town picking up the general public as well as more tug men,

Daniel Adamson Open Day Saturday 17th May 2008 11:00 to 15:00

Since the 'Danny' will not be accessible at the time of the AGM, this Open-Day is provided for members and friends to visit 'your' boat, see the work in progress, and meet the volunteers (who will show you all over, and inside, the vessel), as well as Council, TAG, and other members.

Refreshments will be available, and it should be possible for you to view the buildings and facilities we now have on the dock.

The gates of Sandon Dock will be manned by our volunteers from 11:00 (please bring your membership card – which covers guests). Follow the Dock Road northwards from the Pier Head, and look for the gate with a 'United Utilities' sign alongside – it is opposite the 'Coast' pub.

Look forward to seeing you all!

ADVANCE NOTICE

DANIEL ADAMSON PRESERVATION SOCIETY 2008 ANNUAL GENERAL MEETING

Saturday 6th September 2008

To be held at The Tom Rolt Centre, National Waterways Museum,
Ellesmere Port @ 11:00 Hrs Prompt.

As there will be no access to the 'Danny' (and difficulties in using the Albert Dock) the 2008 AGM will take place at the National Waterways Museum, Ellesmere Port.

However.....we realise that making the journey solely for the AGM may not be everybody's ideal day out. We have therefore chartered the Passenger vessel "River Princess" for a three hour cruise along the Manchester Ship Canal.

Attendance at the AGM is not limited to members – families are welcome, if time is available attendees may also view the museum. A buffet lunch will also be available at a cost of £8 per person payable in advance

The cost of this interesting trip and excellent "social" after the AGM has been kept as low as possible. The fare will be £10 per head.

Booking details will appear in the May edition of "The Tow Line"

If you have queries on either event please contact our membership liaison officer:
Kevin Price, 21 Lawson Close, Woolston,
Warrington, WA1 4EG Tel: 07782425674.



PLEASE MAKE A NOTE OF THESE DATES IN YOUR DIARY NOW!

Membership Matters

Once again it is a great pleasure to welcome new members since the last newsletter - as usual quite wide spread:

| | | | |
|------|------------------------|---------------|----------------|
| 338* | Ken Abernethy | Wallasey | Merseyside |
| 330 | Chris Bakalarski, | Bromborough | Merseyside |
| 323 | Eric Boardman, | Cullompton | Devon |
| 335* | Angela Burns, | Wimbledon | London |
| 333* | Ken Chalmers, | Luton | Bedfordshire |
| 321 | R.R. Deakin, | Liverpool | Merseyside |
| 324 | Dickinson, | Goole | East Yorkshire |
| 325* | George Durband, | Chester | Cheshire |
| 344* | Capt. MN Feltham | Wallasey | Merseyside |
| 336* | W.A. Glaister, | Formby | Merseyside |
| 326* | Lt.Cdr.T.K. Griffiths, | Bootle | Merseyside |
| 337* | William Harrison, | Formby | Merseyside |
| 322 | Hugo McDevitt, | Milford Haven | Pembrokeshire |
| 334* | S.P. McNally, | Pensby | Merseyside |
| 343 | Jim Morris | Southport | Merseyside |
| 332* | Barbara Minsister, | Wallasey | Merseyside |
| 327* | Neville Pollard, | West Kirby | Merseyside |
| 329* | T. Searle, | Seaforth | Merseyside |
| 340* | Jeanette Smith, | Formby | Merseyside |
| 342 | Mr. & Mrs. Stead, | Southall | Middlesex |
| 345* | Paul Taylor | Neston | Cheshire |
| 331* | M.D. Thorburn, | Mold | Flintshire |
| 328* | David Webster, | Hoylake | Merseyside |
| 339* | John Wilkinson, | Crosby | Merseyside |
| 341* | Cpt. R. Woodall, | Hoylake | Merseyside |

Enrolments have passed 340 now, and there are over 270 active members, including several from the Mersey Light-vessel Preservation Society, following its closure (* above) The MLPS have kindly transferred their funds to us, and we are pleased to provide all their members with a years membership. Please encourage others you know of to join us!

This is a good time to join, as membership is extended to April 2009 - so enrol a friend! As ever, we do need a growing membership, to keep those grants coming.

Circumstances prevent a visit to the boat at the time of the next AGM, so a May open-day is planned, as explained elsewhere. Do try to get to see 'your' boat, and how the work is progressing.

I am especially pleased that Kevin has taken on the role of arranging member visits (leaving the 'black hand gang' to take the boat to bits unhindered), and look forward to further events for members to participate in.

An exciting possibility has arisen, to involve further young people, and possibly include the 'Danny' in an interesting game (mysteries explained elsewhere in the next issue!). Bright ideas to involve youngsters are always gratefully received.

The Planet's Treat

Towards the latter part of last year DAPS was approached by the committee of the Mersey Lightvessel Preservation Society under the Chairmanship of Mr Stan McNally of Wirral, Merseyside. The MLPS had been formed back in 2001 to save the former Mersey 'Bar' light-vessel 'Planet'. MLPS was well supported. Not surprisingly the vessel attracted considerable attention and eventually she was purchased by a local businessman, so putting to an end the society's initial aim to acquire the vessel for public display.

By 2007 the MLPS realised they had done as much as they could do. They were faced with what to do with what remained of their charitable funds and thankfully for DAPS they looked at us.

The final figure has yet to be accurately confirmed but £9,500 is roughly the sum involved. This is a most valuable addition to DAPS funds, particularly as we commence the restoration of the main engines. This work is being funded separately from the main HLF bid.

In return for the generosity of the MLPS in selecting DAPS as their chosen 'like minded charity' we have extended an invitation to all former MLPS members to join DAPS for a period of one year, free. Already many have taken up this invitation and I am delighted to report that many have made additional personal donations or insisted on paying membership fees, we welcome everyone and on behalf of DAPS thank you all for your generosity.

The effective 'merging' of these two Mersey based maritime charities will I sincerely hope go some way to redressing the noticeable absence of 'Maritime Heritage' in this great port.

- Neil Marsden

October 2007 Photo Quiz Solution

The October Photo Quiz featured 'Northern Chaser' (1991) owned by Trico Shipping AS of Norway which weighs in at 2335 grt. She was photographed at Cork City Quays a few years ago by your editor.



Unfortunately identification must have proved just a little too difficult as no entries were received! Due to pressure on space there is no quiz in this edition.

Manchester Ship Canal Tugs - Memories



I first had a fascination about working on the tugs when I was at school, I went to the Holy Trinity School, the playground of which over looked Old Quay Yard, that was the base for the traffic tugs here in Runcorn.

Each day was something new, the movement of ships from all over the world was something to

Restoration Diary

December

Over the winter work was undertaken on the interior of the workshop which was generously made available by United Utilities. This included the straightforward task of clearing away the trunking and general rubbish as well as the much more difficult task of removing the old machinery mounting plinths.

We also took delivery of a radial arm drill which was delivered aboard a 'Hi-Ab' crane equipped lorry and it just fitted through the workshop doors! Once the crane had been disconnected the guys were on their own, manhandling the monster around the workshop on scaffolding tube 'rollers'!!

With the floor cleared work really got underway, everything was cleaned, several times, the dust was everywhere but eventually we accounted for most of it, and then we levelled the floor where the plinths had been, while Gordon Weston replaced the old air vent filters with new material supplied by Kevin Price. We then sealed the floor area and gave the floor a coat of paint.



John Churchill our invaluable storeman and the man in charge of proceedings, suggested that 'work areas' should be clearly marked for safety purposes.

With that we got some red floor paint, a brush and gave them to John!!

The photo shows the finished job,

January

The trainees from TTE, Ellesmere Port descended on our workshop at Sandon Dock with their instructor Ian Taylor. They had come along to install new wiring for our machinery, the original circuits having been previously removed. The work is being carried out in conjunction with United Utilities who donated the building for DAPS use and when all is ready and verified safe, the supply will be re-connected.

It was an absolute delight to witness the enthusiasm of Ian's team of around a dozen trainees, including three young ladies who were every bit as keen to get on with the work as their male counterparts!! Ian revealed that the trainees were only in the early stages of the electrical skills phase of their multi-disciplined training programme. I had assumed they were 'old hands' such was the confidence with which they applied themselves to the task!

As might be expected with such a large group, a great deal was achieved in a relatively short time and a further visit should soon see the job completed. It was another great example of the cooperation between TTE and the society, which I firmly believe is most beneficial to all concerned.

- Neil Marsden

We wish members to be aware of the use of their 'data' (address etc. to you and me). I keep this on computer, and use it primarily to personally contact members where necessary, and to provide labels for bulk postage (newsletter etc.). Council members also receive it, solely for the purpose of contacting members, as occasionally required. Your data is not used for any other purpose - nor made available to other members, persons or organisations (without your permission).

Membership renewal is due in May (unless you joined in 2008). Why not make life easier for yourself (and us) by taking out a Standing Order? No more searching for the mislaid reminder, no form to fill each time, no stamped envelope to post. I've included the half completed form to take to your bank - only takes a moment or two.

Four extra council members have been co-opted, as detailed elsewhere. I am sure you would wish me to welcome them on your behalf. We can now forge ahead even better, towards the day the 'Danny' steams again.

Look forward to meeting many of you again in May - and lots of new faces - do come along.

- Pat Crecraft, Secretary

The Art of the Corporate Scrounger

A light hearted look at a very serious subject by a writer who prefers to stay anonymous. Adapted from an article published in "Steam at Llangollen" and published with their kind permission and, incidentally, that of the anonymous author (although he will not wish to see free beer heading his way...).

If you want to see any business manager or engineer jump from behind their desk and attempt to disappear into a suddenly convened meeting, just phone him up and utter a four letter word beginning with the magical letter "f" - no, not the normal one to do with sex and travel that everyone immediately thinks of, but simply the word "free".

This has the required effect and the reason is straightforward - the manager in question, like most practical people, knows that when certain notorious "scroungers" ring him, there is a commonplace and simple explanation. This is that British industry is constantly changing and moving forward with market forces and as a result equipment and stock which one day is essential and "high tech" can overnight suddenly become obsolete and destined for the scrapheap and yet still be of immense value to the heritage restoration movement. It is in these circumstances that the art of the scrounger really comes to the fore!

What is a "scrounger"? - well a quick scan on the internet brought up two definitions of the word that I liked in particular, firstly "to wander about idly", a skill colleagues say I have in abundance, and secondly "to obtain something through the generosity of others" and I will in this article try to show the significance of these two definitions and the value this generosity can have to the 'Daniel Adamson'.

When items are donated to the tug, there is firstly the value of the goods themselves which from big corporate supporters can amount to several thousands of pounds, and then, if there is grant funding, the hours put in by our volunteers to remove, load and unload can all be claimed for. The funding bodies will accept letters from donors on the value of the goods at the full price ignoring any potential discounts!

So how does a “master scrounger” operate and what advice can he offer the novices? Well firstly, you must confer with the working party co-ordinator or DAPS Council members or that the items attracting your attention can actually be used or have value for the tug and then follow the guide lines listed below.

1. S is for Spotting – you may, according to the definition of a scrounger, “wander about idly” but only appear to do so! Managers and engineers are like any other humans and they are reluctant to throw anything away on the “just in case basis” and items valuable to the tug may be hoarded in those out of the way places that senior management never visit. Wander widely and don't be put off by the “where the f**k are you going comment from the guilty party”

“S” is also for scrap value of which you will hear more later!!

2. a) C is for Corporate Social Responsibility and some of you sceptics will ask “what on earth is that?” Well, put simply, large industrial and corporate bodies are easy prey for the predatory media, both nationally and locally, who love to write derogatory stories about them. Once having been branded in the past as, amongst other things, “robber barons”, industry has begun to learn the persuasive art of Public Relations. Large companies now strive to trade in the community and be seen like anyone else as “good neighbours” who are willing to put some of their profit back into the community.

It is not easy for journalists to throw the proverbial excrement at a company which has a publicly recorded track record of supporting local good causes. Generally speaking, this money, whether it is from a corporate charity “pot” or a payroll giving scheme goes to human related charities and the scrounger for the tug will be hard tasked to achieve a result here. However, where he can identify those commodities defined by the accountants as “surplus and obsolete” then he is in with a good chance. Remember though, if you are raising money directly for a project on the tug, employers will for good industrial relations purposes sometimes provide support with match funding, especially if they have a “payroll giving” scheme. The tug is a registered charity and can accept these tax advantageous gifts. Companies may wish to publicise their support in newsletters, press releases and annual reports which is all to the benefit of both parties.

b) C is also for competition and of this there are two forms, healthy and unhealthy. Healthy competition arises when the tug has more than one supporter in contact with the organisation and you are both scrounging for the same cause. Unhealthy competition occurs when there is someone scrounging for another heritage project!

3. R is for responsibility in that you need to identify the decision maker i.e. who will have the authority to sign off for the items to be donated. Plan your approach, check with a friendly accountant if the items have any value on the company's books, pick a good day if the targeted individual is prone to “moods”, ensure any work you have had to do for them is done and lastly look in your own “book of favours” To see if they owe you one!
4. O is for obsolete or as the accountants term it, much to the scrounger's delight, “surplus and obsolete”. When defined as S&O, stock and equipment is written out of the accounts as being of nil value. However, what may be nil value to the accountants could be of immense value to the tug restoration project. Remember, storing S&O can be expensive if kept in a warehouse and disposing of S&O can also be expensive with skip hire, landfill tax starting at some £20 per ton, non-productive labour to remove it

explosion had blown open doors and hatches three decks above the boiler room, and the fuel oil heaters on the starboard side of the boiler were found to be hanging loose from their mountings.

A side water wall header was examined and found to have significant material fatigue, this header was one of three drums that ran the whole length of the boiler, and formed a major component in the system that formed the circulation of the steam-water cycle in the boiler. The boilers of ‘Norway’ had been manufactured by Chantiers de L’Atlantique, Penhoet-Loire, France, and at the time of the explosion were about 36 years old. Marine boiler experts from the Military Sealift Command and an automation expert from the Naval Sea Systems Command assisted the NTSB with their investigations. The NTSB interviewed almost 200 ship's officers, members of the crew and company officials, the ship's engineers indicated that they had not observed any thing out of the ordinary prior to the event. The NTSB also examined boiler automation and safety systems, boiler maintenance records, surveyor's reports and logbook entries to establish the condition of the boiler prior to the explosion.

Immediately after the explosion all future cruises were postponed, the owners issued vouchers to the intending passengers for cruises on another of their ships, and announced that they expected her to return to scheduled cruising by the 5th October 2003. She left Miami and she was towed to Bremerhaven with 80 crewmembers on board, eventually arriving there on 23rd September 2003, where the damage would be assessed and tenders invited for repairs and refurbishment. Her owners had not appreciated that a new boiler would be required or how long the ship would be out of service for repairs. She passed through a number of owners and in 2005 with a skeleton crew of only 22 on board she was towed first to Port Klang in Malaysia, and later to India, now bearing the name ‘Blue Lady’.

It is uncertain just how much asbestos insulation remained on board, rumours put about by environmentalists put the figure as high as 900 tons, another rumour put about probably by Greenpeace was that the 22 crew members on board were not seamen but were unskilled labourers, employed purely to strip all of the asbestos out the ship and dump it over the side. These rumours have caused considerable problems for her present owners and for the Indian Government, the ‘Blue Lady’ is at present beached in India awaiting breaking up, but the Indian Government are at present prohibiting any work on this vessel. It seems strange that the asbestos was not removed when conversion to a cruise liner took place in Germany.

The numbering of the boilers may puzzle some members, but it would appear that when built she had two separate machinery spaces, the forward being number 1 with two propulsion turbines and four boilers probably numbered 11 to 14; the boilers in the remaining machinery space retaining their numbers 21 to 24. In passing the author has had personal experience of a boiler explosion, on a large pulverised fuel fired water tube boiler in an African power station, which resulted in seven fatalities and seventeen serious injuries. Helping to bring out the dead and injured and becoming deeply involved in the enquiries after the event was not a pleasant experience.

- Thomas Sherrif

Editor's Note: This article was written before breaking up of ‘Blue Lady’ at Alang commenced. Reports indicate that the first cut was made on December 4th, 2007 and by January 20th 2008 breaking was well underway with the upper deck suites and foremast removed.

some 32 feet below a soybean field on the Arkansas side about four miles north of Memphis.

Moving forward to the present century we come to the explosion on board the cruise liner 'SS Norway'. She had originally been built for the French Line as the 'France' as their flagship to rival the Cunard Line on the Atlantic Ferry, her main rival being "RMS Queen Elizabeth II".

She was launched on 11th May 1962 at 1615 hours by Yvonne De Gaul, the wife of General De Gaul the French President. At the time of her launch she was the largest ship in the world, with an overall length of 1,035 feet; her four shafts could develop 160,000 shaft horsepower, giving her a service speed of 32 knots. Steam was generated in eight water tube boilers at 914 psig and 932 deg F.

Due to a combination of rapidly increasing oil prices and relatively cheaper air travel cutting journey time down to hours rather than days, she became unprofitable being taken out of service and laid up in 1974. In 1979 she was purchased by Norwegian ship owners for US\$ 18,000,000, her value as scrap. Her new owners spent over US\$ 140,000,000, refurbishing her for conversion to a cruise liner; including the removal of four of her boilers and two sets of turbines, the redundant machinery spaces being transformed into facilities required for the Caribbean cruise market to suit the tastes of middle class American clientele.

It was at the conclusion of a one week Caribbean cruise on 25th May 2003, that she berthed at Port Miami, Florida, at about 05:00 hours local time, where she was to disembark her passengers and prepare for her next scheduled cruise, departing later that evening. It was about two hours later that the explosion occurred on boiler No 23, discharging about 20 tons of water at high pressure and temperature, which immediately flashed into saturated steam.

The force of the explosion distorted bulkheads and deck heads in the crew's quarters up to two decks above the boiler room. Four members of the crew were hurled by the force of the explosion into the dock and were recovered by rope ladders, four members of the crew were killed by the explosion, a further three died later in hospital from their injuries, about 20 crew members were injured by the blast, 12 seriously. At the time of the explosion there were 2,135 passengers and 911 crewmembers on board, none of the passengers were injured and all were evacuated safely.

At the time of the explosion, three of the main boilers of the 'Norway' were in normal port service generating steam for the turbine generator sets and other auxiliary equipment while moored in Miami Docks. Boiler No 21 was located on the forward starboard side of the boiler room, boiler No 23 was located aft of boiler No 21 and it was No 23 that exploded; no maintenance work of any kind was being carried out on this boiler at the time of the explosion.

A team of investigators from the, the National Transportation Safety Board, carried out a thorough investigation under difficult and dangerous conditions, ventilation was poor and large amounts of asbestos was present requiring the use of protective equipment and clothing and also the use of breathing apparatus, including medical checks after the investigation.

The NTSB investigations revealed that boiler 23 had been extensively damaged; the outer casing had ruptured exposing the starboard aft section. The violent force of the

and increasingly costly transport costs. Excessive S&O in the books also attracts the wrath of those in power i.e. the "what are you going to do about it" question. On your approach to the decision maker, remind them of these costs and offer to take the material off their hands, making it a "win-win" situation for both parties. Remind them that the workers on the shop floor get demoralized when they have to throw good material in a skip when you could get it moved for free, knowing that it will be used by a good cause.

5. U is for understanding. Remember that the decision maker may want to let you have the items but there may be problems, for example he may be criticized at a board meeting for giving items away even if classed as S&O. In these circumstances, check with the DAPS Council whether scrap value could be offered, or a small donation made into the company's staff welfare fund or to a company supported charity. This could clinch the scrounge.
6. N is for the "nod" given when the decision maker says that you can have the items. You need to clearly record the decision, even if it is by an email and inform those that need to know of the decision e.g. the accountants and local managers etc.
7. G is for good - that feel good factor when the decision maker has in fact made a contribution to the heritage project that has made a real difference. Tell them what the items have been used for and how pleased everyone was with the gift. Speak to the DAPS chairman about a VIP visit to the tug to see at first hand the work in progress.
8. E is for extricate and to move goods for free can sometimes be difficult, so you need to make sure all the correct paperwork is completed for the donor, including that essential note to take the material past security at the main gate. If the tug is able to offset the value of the gift against match funding and the donor is willing to do so, secure a letter stating the value of the goods donated. Grant giving bodies will accept this towards match funding.
9. R is firstly for recording your thanks, be it simply saying "thank you" or by sending a letter from the DAPS Council Chairman, giving them a specific mention in the Towline magazine or by doing them a favour in return. Get it right and have the donor see that their actions are appreciated – this where the second but most important R word comes into play and that is "repeat". The reason for this is simple - a properly handled transaction in which the donor feels valued and sees that some good has come out of it, the next time you wander idly around their "patch" and spot something of interest to the tug project, it will be much easier to secure!

Happy scrounging!

Two Marine Boiler Explosions

Many steam enthusiast look upon steam as some magical form of power, and are oblivious to the many potential dangers connected with the operation and maintenance of steam engines and boilers. It is a sad fact of life that boiler explosions still occur rather more often than is generally appreciated; the following incidents occurred more the one hundred years apart but the outcome and warnings are the same.

We are all acquainted with the loss of the 'RMS Titanic' and to a lesser extent the sinking of the 'Lusitania', and there have been numerous plays and films produced concerning the 'Titanic'; the events surrounding the loss of the paddle steamship have

almost been forgotten, this may be due to the fact that it happened shortly after the assassination of Abraham Lincoln, and the end of the American Civil War.

The steamship was a Mississippi side wheel paddle vessel, she had been built in 1862 by the John Lithoberry Shipyard on Front Street, Cincinnati, Ohio, the intention being to employ her on the lower Mississippi cotton trade, her four iron boilers were also manufactured in Cincinnati though there have been suggestions that they may have been made in England.

She was a wooden vessel of 1,719 tons, and she normally carried a crew of 85 she was also registered to carry 376 fare paying passengers, at the time of the incident it is estimated that she had about 2,400 passengers on board. For more than two years she was employed on a regular route between St Louis and New Orleans, and she was frequently commissioned by the US War Department for the transport of troops.

The 'Sultana', commanded by Captain J C Mason of St Louis, departed New Orleans on 21st April 1865, with between 75 to 100 cabin passengers, and a considerable amount of livestock bound for the market in St Louis. She called at Vicksburg, Mississippi, to enable a number of hurried repairs to be carried out; she also embarked over a thousand extra passengers. The majority of these passengers were Union soldiers who had recently been released from the Confederate prison camps at Cahawba and Andersonville, and she had been chartered by the United States Government to transport these released POW's back to their homes. Many of these men were weakened by illness such as dysentery associated with their imprisonment.

It was on the 27th April 1865 that one of the four boilers exploded, and she sank near Memphis, Tennessee. The boiler that exploded was leaking badly and had been poorly repaired; it was several miles north of Memphis at about 0300 hours that the violent explosion occurred, hurling a number of the deck passengers into the water and destroying a large part of the ship. Incandescent coal propelled by the force of the explosion set the remainder of the superstructure ablaze; the light from the blaze could be seen in Memphis.

The first vessel to arrive on the scene was southbound steamship 'Bostonia'; she overtook the stricken 'Sultana', and rescued a number of her passengers. The hulk drifted to the west bank and sank off the hamlet of Mound City, Arkansas at dawn. Several other vessels including the steamships 'Arkansas', 'Jenny Lind', the 'Essex', and the US Navy side-wheel gunboat 'Tyler', which was manned by volunteers as her crew had been discharged only a few days before.

Those passengers not killed by the force of the explosion or trapped in the wreckage, were forced to further risk their lives by jumping into the river swollen by floodwater, and many succumbed through hypothermia or were drowned. Some survivors managed to cling to trees along the Arkansas shoreline. Several months after the tragedy, bodies were being recovered downstream, some as far as Vicksburg, and many were never recovered. Captain Mason and the Sultan's officers were all lost.

There has never been an exact tally of the number of fatalities resulting from this disaster, estimates range from 1,300 to 1,900. The official list drawn up at the time was 1,547: the final number of survivors was estimated to be somewhere between 700 to 800 souls. Approximately 500 survivors were transported to infirmaries in Memphis, many were suffering from severe burns and shock, and it is estimated that about 300 died later from burns, exposure or from shock.

The enquiry into the disaster stated that the official cause of the explosion was due to the mismanagement of the water levels in the boilers, aggravated by the rolling or "careening" of the vessel. The ship was overloaded with an estimated 2,400 passengers on board, and she was therefore top heavy: as she continued on her passage north following the bends in the river, she listed heavily from one side to the other. Her builders had never anticipated that she would be so heavily overloaded and that in normal service she would not be expected to roll so much; and as was the practice in river vessels the four boilers on board the 'Sultana' were mounted side by side; being interconnected both on the steam and feed water sides with no check or non-return valves fitted.

As she listed the water on the highest side of the ship would discharge into the boilers on the lower side, the heat generated in the boiler furnaces created hot spots in the relatively empty boiler. When the ship rolled over to her other side water would surge back into the empty boiler causing rapid cooling and steam flashing, creating sudden surges in pressure, this effect of rolling would reduce the capability of maintaining a safe water level in the boiler.

The official enquiry concluded that the boilers of the 'Sultana' exploded due to the combined effects of rolling or "careening", low boiler water level, and a faulty repair to a leaky boiler made a few days previous to the explosion. One other aspect not clearly understood or considered at that time would have been the quality of the boiler feed water. It is highly likely that the engines of the 'Sultana' exhausted to atmosphere, and there would therefore have been 100% boiler feed water make up; this feed water make up having been drawn directly from the river and would not have been treated in any way.

In later years claims were made that the loss of the 'Sultana' was due to sabotage and in 1881 a St Louis resident, William Streeter, claimed that his former business partner, Robert Loudon, had made a confession to have sabotaged the 'Sultana' by means of a "coal Torpedo" on his deathbed. Loudon had been a former Confederate agent and saboteur who had operated in and around St Louis. Loudon had had the opportunity and the motive to carry out such a sabotage on the 'Sultana'.

Thomas Courtney had invented the "coal torpedo", and it was he who was responsible for supplying these explosive devices to several saboteurs one of whom was Robert Loudon. Loudon would have placed these disguised "coal torpedoes" into the ships bunkers during bunkering well before the vessel's departure. This had the effect of a time bomb without a delayed action fuse, being set off by the ships firemen when they fed it into the boiler's furnace, and this was how many steamships were blown up during the Civil War. Loudon's claims were substantiated by eyewitness reports that a piece of artillery was seen in amongst the wreckage. Many historians and scholars support the official explanation on the grounds that Loudon's claims are controversial.

The East Tennessee Survivors Group met annually on the 27th April until 1928, when there were only four remaining survivors. During 1982, a group of local archaeologists conducted an excavation and survey to uncover what was thought to be the remains of the 'Sultana'. Due to improvements to the course of the river undertaken by the Corps of Engineers over the years, the course of the Mississippi River has changed several times since the disaster, and the main channel is now about two miles east of its former 1865 course. Blackened wooden deck planking and timbers were discovered