

**Built in 1903
but Days
from being
scrapped..**



**21st February 2004
Enthusiasts gather to
inspect the vessel at a
hastily arranged meeting
As a result the
Daniel Adamson
Preservation Society
was formed**

**The vessel
has been
saved
for future
generations
to enjoy**

The Daniel Adamson Preservation Society



No. 17



August 2008



Editor: John H. Luxton

The Tow Line



Daniel Adamson Engine Crankshaft Undergoing Examination photo: Mike Williams

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www.danieladamson.co.uk

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Editor's Notes
Welcome to Edition 17 of "The Tow Line". This will be the final edition of produced under my editorship as I am stepping down at the forthcoming AGM on September 6 th .
I would like to take this opportunity to thank those who have sent material for inclusion in past editions for their support as well as encourage support from the membership for, my as yet to be appointed, successor whoever that may be.
It has been an interesting challenge putting together "The Tow Line", however, I feel it is now appropriate to concentrate on running the DAPS web site and give someone else the chance to develop it further.
Anyone who feels that they wish to take on the role of editor from edition 18 please contact Tony Hirst. If you would like some further information on what is involved or have any technical queries which you may wish to clarify please send me an email. - 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.

Working Parties
Tuesdays and Thursdays and alternate Saturdays.
 Those wishing to attend working parties should contact:
 John Deakin - Tel: 01928573877.

The DAPS Shop	
<p>New! Happy Dan Fan "T" Shirts A Great Summer Gift For the whole family! Adult: small, medium, large, extra large and XXL £7.00</p> <p>Child: small, medium & large £6.00 All plus £1.00 each p&p</p>	
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<p>Cheques should be made payable to The Daniel Adamson Preservation Society.</p>	

serious risk to the fitness for further use of the crankshafts the MCA Surveyor accepted their condition subject to a crack monitoring/inspection regime being applied when the crankshafts are in service.

This regime, initially after 6 months and yearly thereafter, is essentially to keep a check on any further crack propagation. The location of the cracks will make further inspection a relatively straight-forward activity as the web ends are easily accessed when the crankshafts are re-assembled into the engine frames, with minimal dismantling (if any) of adjacent components.

In the course of discussion, it was pointed out that if a new crankshaft was to be manufactured the proportions of the cranks webs would not be as substantial as exists in the existing crankshafts, and that as the original items would have been proportioned by more empirical design methods that there was a good margin of surplus material available within the construction.

Industrial Crankshafts have been instructed to proceed with the refurbishment work on the two crankshafts accordingly. The visit was concluded with a tour of the facilities at Industrial Crankshafts, with owner Mark Rees showing us the various machine tools, pattern-making facilities and the components for their traction engine project.

We were all impressed with what we saw and felt confident that the crankshafts were in capable hands. We would like to thank Mark Rees and his staff for their time and courtesy during our visit, and for the welcome and hospitality they extended to us.

- Mike Williams

MANCHESTER SHIP CANAL CRUISE

Saturday 6th September 2008



A few tickets remain for the AGM Manchester Ship Canal Cruise on board "River Princess" (£10) and / or the post AGM Buffet (£8).

If any member wishes to book for these please contact:

Kevin Price, 21 Lawson Close, Woolston, Warrington, WA1 4EG

Email: kevinwprice@tiscali.co.uk Tel: 07882425674

Please make cheques payable to "The Daniel Adamson Preservation Society" and please enclose a SAE for the return of tickets.

Chairman's Letter

This edition is principally about the history of the society and matters relating to the AGM. Dan's history of the early days demonstrates how we have grown in less than five years and the tremendous amount of work that has been undertaken. We are though at a time of change, from the time of saving the DA and assessing her condition, we are now into full restoration (the engines) and developing the costed specifications for our bids for funds to bring the DA back to life as an operating historic tug, a far from easy task.

In all the work being undertaken on her and proposals for future work we need to remember that we are the custodians for the nation of an historic object and our focus has to be to bring her back to operating condition as close as she was in the 1930's. There will obviously have to be some changes to comply with modern regulations, but changes must be minimised and made as inconspicuous to visitors as possible. Passengers must believe that they are stepping back to the time of the great liners. Our success in operating her will be on how well we can generate that environment and the quality of service we provide.

The work of the Council will progressively change over the next few years from being restoration based to operational matters. There will also be a greater focus on engaging with and encouraging members to become involved with the work of the society on a wider range of activities. Without your involvement we will not succeed.

This is the first year where only a third of the council retire. In previous years when all members have had to retire we have had no nominations for new members. I think it would be a good thing to have an election at the AGM, so please think about standing. Just write to the Secretary saying you want to be considered with another member nominating you and signing your letter. If we have more than four applications we shall have a vote.

When you look at the accounts you may consider that we are in a very healthy position. At the end of the last year we had nearly £6,300 in unrestricted funds to operate the society and do work on the DA that is not part of applications for specific grants, nor includes membership income and donations for the current year. We have a policy that we will always keep sufficient funds to operate the society for a year without further income and that we will not commit funds for major projects until we have the funds in place. While our current balance of restricted funds stands at £55,510 we have some committed projects that when completed will consume over £80,000. We already have grants beyond the above committed to us of over £13,000. I would describe our finances as healthy (due in the main to very generous donors and our minimal cost of running the society.)

The two main projects at the moment are the consultants working on our supporting plans to be part of our HLF bid, 90% of which has been funded by HLF. The other is the restoration of the engines and engine room. The total cost is estimated as about £50,000. Very difficult to be precise as without fully stripping the engines the unexpected work can not be found. The overall figure would be considerably higher without both our volunteers' contribution and the amount of free or well below cost services and materials provided by supporters.

This shows only a snapshot of our activity, to find out more and enjoy an afternoon out on the Manchester Ship Canal come along to the AGM. I and the other members of

council look forward to meeting as many members as possible and hearing your ideas for the future.

- Tony Hirst
July 2008

And in the beginning

I read with fascination Dan's first chapter on the beginnings of DAPS, I always wondered where the first news came from. From my knowledge there is one omission and outcome which is slightly misleading. Peel Holdings were left with no option other than to scrap the 'Daniel Adamson'. When in 1985 the Boat Museum Trust offered to look after the then abandoned 'Daniel Adamson' their objective was to create a special trust to, with others restore her to operational condition, much as we are today. The Manchester Ship Canal Company, her owners at the time were pleased to have her looked after but would not hand over ownership, both preventing the Boat Museum spending significant resources on her or enabling a new trust to be formed. The MSC saw an opportunity to sell 'Daniel Adamson' for conversion to a floating bar or similar and have her moored in Manchester Docks. It was obvious that she was too small to be viable, nevertheless entrepreneurs visited on a regular basis, all rejecting the opportunity to take over the DA.

The museum tried repeatedly to secure ownership of her as a partnership with the MSC, but to no avail. During this time she was cleaned and reasonably secure, even though when it was hot she was used as a diving board. The "Danny" was used as venue for a very up market wedding reception, for a party with jazz band, at several dance festivals providing a platform for steel and other bands and for other events. Volunteers at the museum put in considerable effort towards keeping her looking good and secure. The biggest mistake was not keeping a heater in the saloons.

There was one final attempt to engage the MSC as part of their centenary celebrations in 1994. The museum offered, if ownership was transferred, to treble a donation from the MSC. £20,000 was suggested (a small part of the money being spent on the celebrations) to make the decks water tight (then causing problems in the saloons and crew's quarters). This move was strongly supported by the organisers of the event but to no avail.

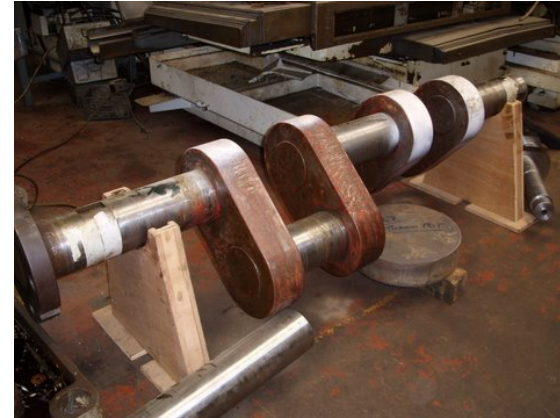
Even though she was not in the ownership of the museum, the MSC soon considered that they had given her to the museum but never provided any paper work. As she was so important the museum entered her on their accession register (not technically correct as they had no title to her but it linked her to the museum collection). When the three waterways museums merged in 1999 the ownership of the collections remained with the original museums only being placed on loan to The Waterways Trust.

As time went on less and less attention was paid to the boats and as Dan said, due in part to pressure from local residents, the Chief Executive without consulting the trustees of either trust decided to dispose of her by telling Peel Holdings by then owners of the MSC to remove her from Ellesmere Port. So was the beginning of her sale and removal to Liverpool.

- Tony Hirst

Crankshaft Report

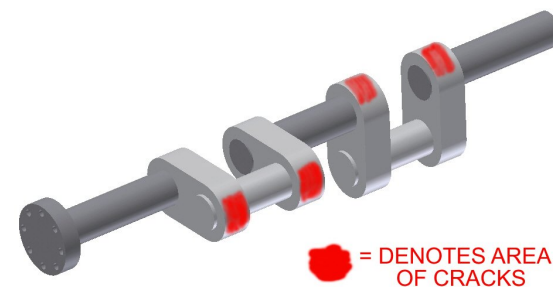
On the 07 May, 2008, Mike Williams, John Deakin and Colin Brogan, accompanied by MCA Surveyor Alan Holmes, visited the works of Industrial Crankshafts Limited, Wolverhampton with the purpose of inspecting the extent of the crankshaft web cracking which had been reported following pre-machining NDT inspection.



The crankshaft webs had been subjected to a dye-penetrant method of crack detection, by a specialist sub-contractor on behalf of Industrial Crankshafts, and the port and starboard engine crankshafts were presented for inspection in the as-tested condition.

On initial inspection, all members of the party were pleasantly surprised to find that the cracks evident were not emanating radially from the crankpins as had been perceived (this would have indicated a much more serious mode of failure), but were clustered at the under-part of the web cheeks in a random orientation.

The general location of the cracks are shown (highlighted) in the illustration below, and are typical for both crankshafts and both sets of webs on the crankshafts:-



After a thorough inspection of the crankshafts and a discussion with all parties concerned it was concluded that the cracks were possibly material laminations which had been present since manufacture. Satisfied that the cracks evident did not pose a

If you've lost the form, just scribble "please renew my DAPS membership for year 2008/9" with a signature (and a cheque!) and post to the secretary (address page 2), or bring it to the AGM. Do contact me if you're not sure if you've renewed. I will be sending reminders soon - so save the funds another stamp!

We look forward to seeing as many of you as possible at the AGM (details elsewhere in this issue), and the boat trip.

Whilst there are no press gangs, do think about whether you could help with some 'off-boat' activity (admin, helping to run meetings, or assisting at events etc.) - no experience needed. Contact me with ideas, or more information.

Your memberships really do matter, to ensure we get the grants we need, and to run things smoothly.

- Pat Crecraft

Retiring Council Members

Two of our original Council members have decided to retire this year. Alan Hughes has been our treasurer from day one and steered the finances in a prudent and secure way which has led to us being in a strong financial position having credibility with grant giving organisations. He, along with his wife Judy, has produced the monthly statements of activity while processing all the incoming money and paying all the bills. A particular responsibility that Alan has focused on is ensuring that we have adequate insurance cover for the tug, people and our property, not an easy task when the principle asset is a rusting tug that had not been out of the water for 20 years. Beyond this Judy and Alan have ordered and cared for the stock of items that the society has sold to members and others.

Alan has resigned at this time as he is seriously ill and it is unlikely that he will be able to undertake the activities needed to continue in his role on the Council and as the Treasurer. We all thank Alan and Judy for all their dedicated work for the Society and hope that before too long Alan will have recovered and will be fit enough to resume his, along with Judy's, enthusiastic support for the restoration of the 'Daniel Adamson'.

Kevin Price is holding the fort for the time being but we are looking for a new treasurer with some financial experience and hopefully with previous experience of looking after a charitable society's money. If you are interested and think you might be able to help please give me a call.

Our other retiring member is John Luxton who set up and manages our renowned web site and has edited and produced the Society's magazine, the Tow Line. John has many other interests and feels that he has not got enough time to do all of them and has decided to resign from Council which he found difficult to attend due to clashes of commitments; he is one of the few members in full time work.

He has agreed to continue to maintain the web site but will relinquish his work on the Tow Line in November. Anyone who feels that they can develop and edit the magazine on a quarterly basis should again give me a call. It is not a requirement that the post holder has to be a member of the Council. We thank John for all the excellent work he has done and are delighted that he will continue to maintain the web site.

- Tony Hirst

Four Years On - How it all began - Part 2

Now where were we? Ah yes- I'd just walked out of the Manchester Ship Canal Company offices at Bridgewater House after "door stepping" their Director and Chief Engineer to persuade them a Liverpool tug man should be "gifted" their oldest vessel on the pretence of a supposed "rescue mission" being launched. Sound plausible? Well all this after spending best part of a week on the phone with the poor chap, Gerald Dickinson whose lap this mess had fallen into and of course also after falling out with a certain scrap man.

Well it was around 4pm on Friday 20th February 2004 and I would say that by this point I could declare the half-time score: Daniel Adamson 1 v Scrap man 0.

This was of course though a hollow victory but a victory none the less- we would and still do need many more where they came from.

I sat back in my car in Runcorn, slightly dazed thus far by the whole experience but fairly happy that at least when any supporters of this half - baked idea (or so it seemed just at this moment anyway), came to meet me and the 'Daniel Adamson' at Ellesmere Port in the morning, I would have some positive news. Oh God- yes! That meeting on Saturday morning and it's now ten past 4 on Friday - Panic....

Now I had spoken to the then manager at the Ellesmere Port Boat Museum, Tracey McNaboe, earlier in the week and at least had her contact number. I phoned her and briefed her on what had just happened with the MSCCo. She seemed slightly shocked as the museum had been unable to glean any information from them all week. She was very concerned that anybody visiting the vessel must sign a disclaimer as she was worried about us being followed aboard by a team of "no win no fee" lawyers, as I suppose many servants in public places do. Tracey agreed to attend the meeting next morning, purely as an observer but I suppose really wanted to see, as did I, if anyone would turn up!

As I was about to hang up, I just mentioned the small, minor detail of access into the accommodation / engine room. "We can't do that- everywhere is welded shut" was the reply. "Well a large number of pumped up nutters will arrive from all over the UK in the morning so you tell them!" Was my reply. "I'll ring you back in five minutes", she retorted. Duly in five minutes I was told that a certain Jim McEwen was attending the DA as we spoke with gas-axe in hand.

Once I returned home, I recalled the events of the day to Rachael, my pregnant and now long suffering wife and best mate, who offered words of encouragement while I am sure must have already thought to her self "what the hell are you doing". Who could argue with her?

Saturday 21st February - the big day, or was it to be for me, more than just the 'Daniel Adamson'? When I arrived, apart from two lads from work, Stu Honour- my skipper at the time on the 'Ashgarth' , Bob Taylor- a 2nd engineer with us, plus Bruce Biddulph, webmaster of the 'Clydesite' group of websites including 'TugTalk', who was to travel down from Ayr in Scotland, would there be anyone else that I knew?

I had made phone calls, posted info on the internet and e-mailed people who I thought may be interested including of course posting the now familiar messages on 'Tug Talk'.

Would anyone else turn up? Would I be left standing there like a lemon? - No comments please...

I arrived at a mostly deserted Boat Museum car-park. The first person I saw, I knew of old, Mike Taylor – a marine surveyor who did a lot of work for the MSCCo. Mike explained that although “mostly retired”, he did still do some work for the MSCCo and had been phoned late last night to attend today in order to issue a Port of Manchester “Certificate of Seaworthiness” which would allow the DA to enter the Canal, albeit for a short period to be towed away from Eastham. Well I suppose this was a step in the correct direction.

I entered the museum reception, dressed in my orange overalls from work (a smart move I thought - I certainly stood out from the crowd on a Saturday morning), to be greeted by Tracey with clipboard and disclaimer’s in hand. “There’s asbestos aboard in the boiler room - you can’t go there” was her opening gambit. It was going to be one of those introductions then!

After agreeing that a) we didn’t hold the museum responsible for us falling through the decks of the ‘Danny’, b) agreeing that the museum had lent us some ladders without recourse should they fail, c) agreeing not to misbehave and most importantly not to pull at, remove, fiddle with, throw at each other in snow ball fashion or eat any of the asbestos aboard we would be allowed finally aboard. Tracey agreed to have people sent over to her at the café (which was still in the island warehouse then) by me welcoming and directing the masses or not.....

Now at this point I’d like to apologise in advance, I may miss out the odd name from the day’s events and I can’t find the list taken just now. It was a bit of a blur but here goes.

First through the doors and making their way to the brightly coloured tug man at reception was a husband and wife “team” who had travelled all the way from Skipton, North Yorkshire. Alan & Judith Hughes introduced themselves and I recalled Alan’s name and messages of support from ‘TugTalk’ but was taken aback by his & Judith’s commitment to travel all this way.

**With reference to Tony Hirst’s piece elsewhere in this edition about Alan’s contribution to DAPS, I’d just like to add if I may, a few words.*

From this first day of meeting Alan & Judith, I was always encouraged that what we as a society and myself as an embryonic “leader” of activities did for the ‘Daniel Adamson’, was right and good, this was always the support and friendship offered by Alan and he continues through these difficult times he is going through with poor health to be the DA’s number one supporter and some one I can honestly class as a true friend. Alan’s wealth of knowledge as a tug skipper, later manager of a fleet of tug’s in the middle east then owner and operator of a large passenger boat business and pivotal member of APCO, has proved on many occasions to be priceless.

During the early days when our young son Tom had just been born, DAPS had just been born and work was going through a “strained” patch, Alan always became that line of defence, voice of experience and superb friend he continues to be to this day and I can honestly say he is one of the most valuable members the society will ever see. Alan - I wish you well.

Both John Tait and David Flood provided an excellent guide and commentary to this interesting line and this made the trip all the more enjoyable. We returned back to Bury around five o’clock and made our way back to our cars after posing for a group picture along side 92114. After saying thank-you we were all home by around half six. I think everyone agreed we had had a “grand day out” and look forward to when we can do this again.

I would recommend the East Lancashire Railway to anyone, a stop off in the village of Ramsbottom offers café’s, shops and pubs. Especially interesting to young children, the railway operates various “Thomas” themed events through the year as well as steam & diesel gala’s along with the now famous ‘1940’s Wartime Weekend’.

For more information visit: <http://east-lancs-rly.co.uk/>

- Dan Cross

Open Day 2008

Despite excellent weather leading up to this year’s Open Day, Saturday 17 May turned out to be rather grey and damp. However, this did not deter over 70 members and friends of the Society visiting the Danny at her berth in Sandon Dock.

This year, the Open Day was held separate to the AGM and whilst this meant two journeys for members rather than one, most agreed that they could enjoy looking over the boat and the quayside facilities at their leisure rather than having to dash off to the meeting. Perhaps this is a formula we will adopt in future years?

There were several innovations this year, with both the collection of Danny artefacts displayed by our resident archivist, Graham Dean, and the model of the ‘Danny’, built by Neil Marsden, proving to be very popular. Neil has since completed the model and will be displaying it at the various shows we attend and at future members’ gatherings.

Thanks are due to the volunteers who both tidied up the vessel and manned the event but particular thanks to the many people who turned up and made the day a great success.

- Kevin Price

Membership Matters

Just two new members since the last edition of ‘The Tow-Line’:

356 Dan Brierley	Upton, Wirral
355 Juergen Hass	Hamburg, Germany

As ever, a warm welcome to DAPS!

Renewals began early, and briskly, this year, but have recently slowed - there are still quite a few who have not yet renewed for this year.

If you haven’t, [please attend to it now](#) - we do need your continued support to get smoke back in the funnel (apologies to expert firemen!).

stand at floor level looking up at them - they seem massive compared to when seen at a station or across a field half a mile away!

The oldest locomotive present was privately owned Lancashire & Yorkshire Railway "27" 0-6-0 No.1300 dating from 1893, making her a full TEN YEARS older than the 'Danny'! In fact I have since heard that on July 6th she made her first movement under her own steam, just one month after the boiler was dropped back onto the frames.

After the sheds it was around the sidings where some interesting derelicts could be found including "Merchant Navy" class 'Shaw Saville' looking in need of lots of TLC and no doubt around £1 million would help.



Flitting up and down the sidings when we were there was "Jinty" 47324 which is owned by the railway and had just completed a major overhaul, the running in of the bearings and motion being done in a controlled manner up and down the sidings. She looked magnificent and was a credit to all involved.

Next it was Bury South signal box where we were split into two groups and took it in turns to visit the box and have the operation of the 52 levers and its Westinghouse switch gear explained - an operation not for the faint hearted!

After a walk up the track and up the "Ski Jump" as it is known, a steep gradient railway which takes the ELR to Heywood over the Metro tramway line we walked down the track (controlled and with hi-vis vests of course) to Bolton Street Station where several members disappeared to the excellent railway owned / run "Trackside Bar" which always has around eight real-ales on draught along with many continental lagers etc.



When we managed to recover all our party it was aboard the waiting train up to Rawtenstall and return, a journey of around twenty miles. We were being hauled by "9F" 2-8-0 No. 92214 (left) which was impressive to say the least and immaculate. She is owned by The 9F Locomotive Charitable Trust Ltd and was restored to working order on the Midland Railway at Butterley where

the trust is based. She has operated on the ELR for some time now but is due to return to Butterley later in the year. The "9F" class were originally designed for freight and many members may remember them hauling the huge iron-ore trains from Bidston through to Shotton.

Alan and Judith were dispatched over to "her with the clipboard" and were closely followed by three chap's who introduced themselves to me. One of them Tony Hirst, I vaguely recognised via some colleagues on the committee of the River Weaver Navigation Society, my only other attempt at committee life. Tony was accompanied by Pat Crecraft and Paul Gwinnett. All three told me that they had only heard of our plight the previous evening via an announcement made for me by Stuart Gardiner (former chairman of the RWNS and BMS member) at the BMS – Boat Museum Society's AGM held at the museum the previous evening. Good timing then if nothing else!

Next up where a couple all the way from Anglesey, Neil & Sylvia Farthing. Again great supporters and when we were in our early days and volunteers to attend the boat where thin on the ground, Neil & Sylvia made many lengthy journeys to and from Anglesey to assist. Neil was a former electrician/ engineer with Esso and a great help. Neil & Sylvia Thanks.

They were followed by John Luxton and Ian Collard who again I had never met although I had contributed photographs to John's excellent website www.irishseashipping.co.uk and had spoken to on the phone to assist publicise this meeting. Thank you John so much for all your work and effort in making The Tow Line what it is today and developing the website into such a highly acclaimed asset.

Mike Stammers, former keeper at the Merseyside Museum turned up thanks to my cajoling earlier in the week as did Nigel Bowker who as some of you may know is a founder of the group who look after and maintain the 'Kerne' and again who's advice was invaluable.

Stuart & Bob from work came, as did George Pennington - another ex tuggie, keen 'TugTalker' and keen working party volunteer when time allows.

Andrew King, Reg Baillie and Pat Brennan being the last one's in.

It is worth mentioning that Pat Brennan, a really keen MSC historian, had also heard the news of the DA's possible day out to a scrap yard at the previous night's meeting of the World Ship Society's Manchester branch. Pat arrived a little later due to work commitments but was clutching a petition that had been started at the WSS meeting and once he entered the room to find 20+ people of a like mind, he broke into a broad smile which I remember well.

Once we all convened at the café and signed our life away, one further guest arrived, Gerald Dickinson from the Canal Company to whom I had no doubt become a major pain in the back end to. George brought his grand children along and told me he had been encouraged to attend by his boss, to see what and who actually turned up. I know George will read this so I think I'm safe in saying he was quietly pleased with what he saw in terms of numbers and conviction. Thanks once again George for your patience. Without you showing some interest in a nutter from Scotland and one from Widnes, none of this would have probably happened.

Ah yes...Mr Biddulph from Scotland, what happened to him? A call to my mobile revealed all. "My van broke down Dan so we have hired a car- see you later". Stitch up? Set up? Outfoxed by a Jock? Lead down the garden path? Well as the picture below shows Bruce did indeed make it albeit a little late.



George Pennington & Son, Alan Hughes, Geoffrey Russell, Me and Bruce

Now the fact that he did indeed hire a small car and drove down shows Bruce's commitment as a person - if he said he was going to do something he bloody well would. Thank-you Bruce for kicking some English backsides into action.

Back to the meeting.

Well we all made our way to the old girl along with Mike the surveyor.

Ladder rigged we all boarded like a load of ants. (right).

Now for some unknown reason I didn't visit the two most visited areas - the saloon



but they convene working parties, much in the same manner as we do, on Wednesdays and Sundays where visits by prior arrangement can usually be accommodated. The NMES does however throw open its doors and fire up their gas boiler, providing actual "live steam" to the majority of their collection on a few pre-determined dates each year.

The remaining open weekends this year for the "Bolton Steam Museum" are: Sun/ Mon 24th/ 25th August, Sat/ Sun 13th/ 14th September and Sat/ Sun 3rd/ 4th Jan 2009.

For directions and further details check out their excellent website at: www.nmes.org. Many thanks are due to John and the NMES members present for a very enjoyable morning at a remarkable, little known, steam museum.

Anyway, 12:30 was the starting gun for our next location, the East Lancashire Railway at Bury, around twenty minutes away. I am a member of the East Lancashire Railway Preservation Society and initially made contact with their newsletter's (ELR News) editor and committee member, David Flood who last year kindly arranged to publish a small advert promoting DAPS as the custodians of "The North West Railway Steamer" thanks to some natty wording by John Luxton. Anyway When I approached David about a visit he again was extremely helpful and then liaised with John Tait, their Hon Sec who normally organises such things.

The East Lancashire Railway Preservation Society was formed in 1968 with a view to preserving a section of the former East Lancashire Railway, focusing on a section of line near Helmshore, but unfortunately this plan did not come to fruition. In 1972 with the cessation of passenger traffic on the Rawtenstall branch, the emphasis was transferred to trying to preserve the Bury to Rawtenstall line intact, and in order to do this, the headquarters of the Society was switched from Helmshore Station, to Bury where, in a former East Lancashire Railway goods shed, a small museum was set up.

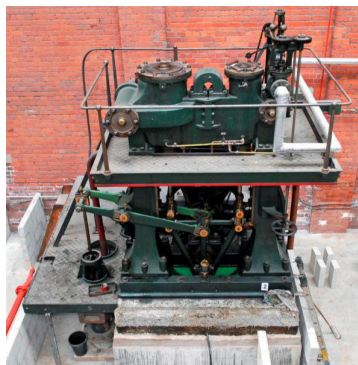
On Saturday 25th July 1987 the East Lancashire Railway re-opened the section of line between Bury and Ramsbottom. By 1991 the line was fully re-opened and now includes a link to the main line at the terminus at Heywood.

The railway owns a few locomotives but many sub-groups such as the Class 40 Preservation Society, 71000 (Duke of Gloucester) Steam Locomotive Trust Limited, Standard 4 Group, Princess Elizabeth Locomotive Society and many more and private owner locomotives are based there.

Also based at their steam works is the vast workshops of Ian Riley Engineering well known for quality locomotive re-builds and servicing who own and operate successfully on the main line two engines themselves with a further "Black 5" under restoration at the moment.

We were met at the entrance gates to their steam shed and sidings at Baron Street and after a brief safety talk and signing of appropriate disclaimers were off on our "whistle stop" tour of the railway - yes the pun was intended!

Once inside the steam sheds we saw a few locomotives receiving remedial work or "running repairs" while taking a break from main line charter duty. These were 71000 "Duke of Gloucester", famed as being a "one off" as an experimental Pacific but fitted with the now famous "Caprotti" valve gear and LMS liveried "Princess Elizabeth" in for wheel turning. I have to say you cannot fail to be impressed with these beasts as you

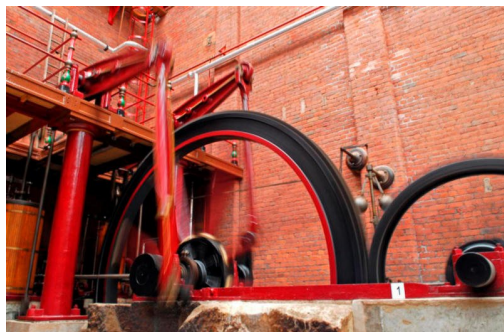


Some of the highlights included an inverted Musgrave Non-Dead Centre Engine (below) with a triangular crank shaft. The original layout was patented by Fleming and Ferguson Ltd, marine engineers in Glasgow, for use on ships. John Musgrave Ltd of Bolton obtained a licence to build stationary engines to this design from about 1892 onwards and it is believed they made up to 50 in total, some as large as 1500IHP using quadruple expansion of the steam.

Also amongst the collection was a McNaught beam engine, the largest in the museum and dating from around 1870. .

The oldest engine in the collection is a Crossfield Mill beam engine dating from 1840. believed to date from about 1840.

The Crossfield Mill engine (right) is a now rare example of a twin-cylinder layout with cranks set at 90 degrees to give a smoother drive to the crankshaft than could be achieved with a single cylinder and beam alone. The engine was rebuilt in about 1893 with a new high-pressure cylinder and worked until 1953, lying derelict until 1967 when the NMES acquired it from the Crossfield Mill at Wardle near Rochdale.



All of the exhibits can be run up on live steam but on the day of our visit were under the power of small electric motors which allowed them to turn for demonstration purposes.



The final photograph (left) shows DAPS and NMES members posing for the camera next to the "Elsie", not a lady in the true sense but a 180 IHP tandem-compound engine built by J & W McNaught Ltd of Rochdale in 1902 for the Barchant Spinning Company.

The NMES collection is not generally open to the public



Passenger Saloon – February 21, 2004 (left)

Crew Accommodation (below)

Or the remains of the crew accommodation ...

I'm not really sure why to be honest. I spent a lot of time talking to the surveyor and people in general about a master plan (Was there one?) but then myself, Bob Taylor and Nigel Bowker entered the boiler room via

the top half of the port side door. Now for someone around 6ft (ish) this can just be done by stepping over the bottom half.

We did attempt to get John Luxton in by this method but John is not 6ft by any means and like me, is built for comfort not speed. We wanted John and his trusty Leica in to take some snaps. We pushed and pulled until eventually, seeing John stuck at a funny angle with his head bent downwards under the steps to the prom deck, we decided that if we got him in finally, we may well not get him out!



So under the light of one torch the three of us made our way into the boiler room and stood on the plates looking up - looking up at what because I had never seen anything quite like it in my life?

"A three furnace Scotch boiler" proclaimed Nigel, "We have a smaller, two furnace one on the Kerne" he continued. Oh right- well at least that's one of us who knows what they are talking about I thought.

We had a quick look around the engine room which was a mass of smashed glass, broken gauges and old chairs thrown there for good measure by the local militia. We surfaced to be met with stories of a vandalised and damp ridden saloon, vandalised and partly burned out crew accommodation complete with six feet of water down there and a bridge with telegraphs missing and all the windows smashed and again a small fire had been started in one corner. "Perfect - we'll take her" as they say in the trade.

We retired to a room in the Tom Rolt Centre and this is where the truly "historic" act of forming the society began. I started by passing onto members what had happened and the state of progress with the MSCCo. (Gerald had left for home by this point). We then threw a few ideas around with Tony Hirst and Nigel Bowker. They offered the most sensible advice of setting up a registered company which was importantly "limited by guarantee" not one limited by shares as is with the 'Kerne'. This was all new to me but I understood that what we proposed would in effect protect members from any financial risk other than an initial sum of money offered as guarantee by each member. This sounded good to me so we offered a few suggestions until the "Daniel Adamson Preservation Society" was proposed and agreed upon.

Ok we had a society in effect but no-one to run it. Now this is the interesting bit and I recall this from time to time. Nobody there that day had aspirations of grandeur and by that I mean no one jumped at the chance to be on the committee or Council. A few people suggested that because I had called the meeting and organised things thus far, I should be Chairman. I was not convinced by this as my knowledge of charities, companies the legalities and technicalities was zero, nada, zilch!

A few people then suggested Tony for obvious reasons but mainly as former curator at the museum, and now retired, he had the skills which I didn't. This sounded good to me but Tony wasn't convinced. He was also involved in a few other groups and was unsure how much time he could offer. Eventually he agreed and I have never been so grateful. Tony worked in conjunction with friend and fellow BMS legal advisor, Alan Jones on setting up DAPS as a limited company and this involved writing things called Articles of Association and a Memorandum of Association. The what? Yes - my thoughts exactly - I'll stick to "boaty" things which between me and Tony works well.

After Tony was "volunteered" by the assembled mass, Alan Hughes offered to look after the accounts due to his experience with his trip-boat business which he had recently sold. He would in the first instance work to set up a bank account once our company details were known. Judith, his "secretary" as he lovingly calls her was very kindly taking notes of the days events as well as recording the details of those present (So we could hunt them down for more money later no doubt!).

John Luxton was next to step (or was it pushed?) into the breach. John agreed to take care of our publicity and set up a website for us. Both these tasks he undertook with great professionalism and believe me in those early days, there was a lot of publicity material to put out and the amount of articles in magazines and papers demonstrated John's great skill and enthusiasm for his new found role. Indeed shortly after starting out and when new members were recruited, John offered to set up a DAPS magazine and this is where "The Tow Line" developed from a two sided hand out into the great publication we have today which I hope you all agree does a great job keeping people informed of progress and news.

Finally we needed a secretary, someone to take care of Company and Society admin, someone to deal with memberships - sound tempting? Well you won't be surprised to learn that no one volunteered for this, everyone sat on their hands! It was the only "embarrassing" silence amongst a bunch of strangers all day.

Eventually, as daylight drew to a close and people started looking at their watches, Pat Crecraft finally had his arm twisted enough to take on what must be the least "fun" job of any society. Thanks Pat for doing what you have for DAPS over the last four and a half years. Members please remember we are all volunteers so if that membership

renewal is late or you haven't signed the gift aid declaration, remember you are making another volunteer's job more onerous than it already is.

So there you have it in basic form - how DAPS was formed and its four man, sorry five man council of management including me who was given the initial title of "Founding Director".

We agreed to make the amount for the liability £10 per member. I think this could have been any figure but we needed to raise some cash quickly so we all threw £10 each into a "pot" and I think we raised £220 that day. Not a huge amount but a small start and that's what DAPS is all about- small beginnings but moving forward and progressing, something I think you will all agree we do manage to do.

In the next issue I'll cover getting insurance (honest) and preparing the boat for her move to Liverpool and that initial dry-docking.

– Dan Cross

DAPS Day Out in Bolton and Bury

A couple of months ago it was decided to arrange a break from the activities down at the 'Danny' and to coincide this break with the Tall Ships event when access to the boat would be limited.

Knowing that a lot of our working party volunteers take a great interest in all things steamy (of the mechanical type if you please), I did some research and arranged a "DAPS day out" for Wednesday 16th July.

I made contact with John Phillip, Hon Secretary of the Northern Mill Engine Society in Bolton with a view to arranging a visit. For those of you who don't know or aren't aware of them, the NMES have established what must be the one of the largest, certainly the most varied collection of static steam engines in the country. They are a society like DAPS and were formed in the late 1960's with the aim of restoring and displaying mill engines of unusual or unique design once prolific in the UK's mill community.

NMES originally set up shop in the former Atlas Mill in Bolton where they had a superb collection of static mill engines on display and continued to expand the collection. However in the early 90's Morrison's supermarket wanted the site for a new store but offered to refurbish another building on the edge of the site, their home of today. Of course "moving house" with several large mill engines is no simple task and the rebuilding of the collection with volunteer labour has taken around ten years and still other unique and rare engines are joining the collection.

After car sharing arrangements had been agreed, around thirteen DAPS members met at Bolton at 10 am and enjoyed a very interesting and enjoyable couple of hours being shown around initially by John Phillip then later talking to other NMES members and generally "comparing notes" on the pitfalls of putting back together old steam engines. Their society was rejected for HLF and local Council funding (goodness knows why) and NMES relies entirely on donations and members for finance and labour. When you look at the quality of the exhibits, the fit out of the museum including barriers, galleried viewing area and information boards, it is all the more impressive.