

The Daniel Adamson Preservation Society



The Tow Line

No.19

April 2009



D.A.P.S. Officers and Committee

Chairman	Tony Hirst	01270666047	tony100@mypostoffice.co.uk
Vice Chairman	Dan Cross	01514231393	vchairman@danieladamson.co.uk
Membership Secretary	J.Broomby	01619692903	membershp@danieladamson.co.uk
Treasurer	G. Robinson		treasurer@danieladamson.co.uk
Website Editor	John Luxton	07973363370	luxtonjh@btinternet.com
Fund Raising / Education	D. Skilbeck	01513344432	diana@skilbeck5.wanadoo.co.uk
Project Planning Manager	M. Williams	01744892524	projectmngr@danieladamson.co.uk
Superintendent Engineer	S. Lawrinson	01928722378	steve@lawrinson181.freemove.co.uk
Publicity & PRO	Peter Elson		
Archivist	G. Dean	01517273427	graham-dean@hotmail.co.uk
Membership Liaison	-----		
Working Parties	G. Dean	01517273427	graham-dean@hotmail.co.uk
Events & Promotion	C. Leonard	01928790893	colin_leonard@hotmail.co.uk
Tow Line Editor	John Hake	01513552515	john.hake@btinternet.com

Postal Enquiries

<p>Membership & General: John Broomby, 28 Brookfield Drive, Timperley, Altringham, Cheshire, WA15 6QR</p>	<p>Tow Line: John Hake, 16, Lilac Grove, Ellesmere Port, Cheshire, CH66 2PH</p>
---	---

Commercial Supporters

Carmet Tugs	Makita UK Ltd	Smit Harbour Towing, Liverpool
Cooper Lighting & Security	Mersey Docks & Harbour Co.	Stockport Fire Protection
Dawson, Downie, Lamont	Merseyside Fire Brigade Museum	Svitzer Marine
Halton Borough Council	National Museums Liverpool	TJ Engineering Supplies
Geoff Heaps	North Western Ship Repairers	United Utilities
Hilti UK Ltd	Parkside Fabrications	Wirral MBC
James Walker Sealing Technology	Peel Holdings	WREN Industrial & Marine Fabrications
John Tiers & Company	Sealex Ltd	Wymark Ltd
JPS Scaffolding	Sigma Coatings	
Liverpool Pilots		

Working Parties

Tuesdays & Thursdays & alternate Saturdays

Those wishing to attend working parties should contact either
 Graham Dean on 0151 7273427 or at graham-dean@hotmail.co.uk
 Colin Brogan on 01928576189 or at brogie2@tiscali.co.uk

The Tow Line

Distribution dates 10th Aug, 2nd Nov & 1st Feb (2010)
Contribution dates 21st Jul, 12th Oct & 11th Jan (2010)

Chairman's report

The first part of the year initially seemed to have been fairly quiet but all of a sudden a series of events seem to have come upon us. One theme that seems to have been with us for some time is the change in member's roles in the organisation. This is to be expected as we have now been in being for over five years. Pat Crecraft who was co-opted for a year when he lost his place at the last AGM has been continuing with the Membership Secretary's role until the end of our operational year, the end of April. We are delighted that John Broomby offered to take over this role; something very different from being our expert on anything made of wood. Pat will continue working on the development of our services to our members until the autumn, but more of this later.

Recently John Deakin has stepped down from organising the working parties on the boat.

We owe a tremendous amount to John; he has attended at the boat on virtually every week, usually for three days, since we started the restoration programme. John has extensive operational knowledge of operating the boilers and engines and has used this to good effect. He has made contact with many individuals and companies and turned them into practical supporters providing us with free or heavily subsidised materials, services and advice. We hope that John will continue with us in a consulting capacity, to give others the benefit of his long term knowledge and to assist them in the restoration and operation of the DA.

The position of 'working party organiser' has been taken over by Graham Dean. Graham is a very good organiser and has very strong support from the 'boat crew'. We are extremely grateful to Graham for volunteering for this demanding post, which is at the core of the restoration project.

Another newcomer to a job is John Hake who besides being a long term regular member of the boat crew will by the time you read this have produced his second Tow Line. I expect that it will take a little time to iron out all the technicalities of producing our magazine but I am confident that he will develop it so that we will continue to have a magazine to be proud of. I know that he is looking for new contributors, if you have something

you would like to say or have an article related to our subject that you think others might be interested in please send a copy to John, if possible by e-mail.

The final new post holder is Peter Elson who has offered to undertake our Public Relations activity; principally press releases and sending feature articles to magazines and papers. Peter brings a wealth of experience to DAPS with his day job being Senior Features Writer for the Liverpool Daily Post and has been a long standing supporter of the Daniel Adamson through the local media. We are very grateful to Peter for agreeing to undertake this work and look forward to many more people being aware of our project

Elsewhere you will find reports of progress on the boat but recently we have had a significant setback with the work to bring the crankshafts back to specification. These had been taken to Industrial Crankshafts in Wolverhampton. Unfortunately we learnt in mid March that they had gone into voluntary liquidation. Our first concern was what had happened to our property, which by this time also included the shells for the bearings, which had already been white metallised ready for matching to the cranks. Fortunately we have been able to recover all our property which is now safely in store. Mike is now seeking alternative quotations for the work so that we may continue with the restoration. Our financial loss is modest, principally due to it being unlikely that we will be able to recover our deposit to the company and for the additional transport in recovering the crankshafts, a total of a little under £3,000. We owe a number of people a vote of thanks for sorting out this problem, in particular Mike Williams and George Robinson for organizing the recovery of our property and getting it back to Liverpool.

Earlier I mentioned that Council had been discussing benefits and communications with members. While our membership numbers are typical for this sort of society we have so far concentrated on offering involvement principally based on engineering as one of the 'boat crew'. Beside the Tow Line, web site and open days little effort has been made to engage with those not wishing to participate in such work.

As we start to implement the recommendations of the Audience

Development Plan we are now widening our focus of activity to cover the recommendations made in the plan. We have not as yet published these to the general membership; this has not been a deliberate policy but a question of how to compact masses of data into a form easily understandable by members. I hope that in the next or one after Tow line we will be able to produce a condensed version. We are currently working through it for our own benefit to work out how we will implement the recommendations, which should highlight ways in which we can produce it in a condensed form for publication. One of the key issues is that as we approach operating the DA we will need many more volunteers to help crew her and provide all the back up services that will be needed.

We are producing a questionnaire to send out to members to try and find out the wider skill base we have and desires of the type of activity members may wish to become involved in. Pat Crecraft has done the first draft but it now needs refining prior to distribution. We are also looking at providing additional benefits to members. One of the principle ones is to reward members who have supported us for a length of time, in particular those who joined prior to us being able to see a viable plan to bring the DA back to operational condition.

We are looking at having a series of talks, outings and other activities for the benefit of members. If you have some ideas please let Pat know about them.

Some of these activities will require a new person to organize them. We are looking for someone who has had previous experience in the management of activities in a heritage based membership organisation with similar objectives as ours. The person does not have to be based on or around Merseyside as much of the work can be undertaken by e-mail and phone. If you are interested in such activity and consider that you could contribute to this area of our project please give me a call when I can elaborate in more detail on what we are trying to achieve and discuss it in more detail.

Tony Hirst
April 2009

From 'TEMPLE CROSS' to the Treasury

As a low-profile member until elevated at the last AGM to the twin responsibilities of the Council and the Treasurer, I hope it might be appropriate to write a little about how I got here!

One thread running through my life for almost 50 years is an interest in all shipping, starting as a young teenager walking the docks and wharves of my home area on the River Tees. Bottom cargoes of steel and fertilisers attracted a large range of liner and tramp tonnage. At that time no-one stopped a youngster from venturing onto the Tees Towing wharf, with the famous 'Cross' tugs ranging from the elderly TEMPLE CROSS of 1912 to the latest in motor tugs, FIERY CROSS of 1957. Regular trips to the Wear and Tyne were followed by Hull and Liverpool by the mid-1960's, and an introduction to the fine fleets of United Towing, Alexandra, Rea etc.

Happy memories of a first arrival at Lime Street, guessing the direction of the Pier Head and peering through gates and fences on the dock road up to Gladstone, then across to Birkenhead and another long walk up to Bidston, an oft repeated trip. One of my great regrets is that I did not invest in photography until the start of the digital era, although I doubt that I would have reached any high standards. I made up for lost time, if not lost opportunities, by becoming a keen photographer from 1999 and starting my own website which seems to have just grown over the years, supported by many contributors of photos old and new, if you don't know it yet then perhaps have a look in on www.riverseainternational.co.uk/ . Another happy hunting ground is www.clydesite.co.uk/ which includes the leading 'Tugtalk' section (which drew attention to the likely demise of 'DANIEL ADAMSON') as well as merchant and naval boards and is now free from subscription.

I became one of those fortunate people who could combine work with pleasure by entering into a career in stevedoring and port management from 1967, mainly at Hull, until put out to graze in 2002 by which time I was the Port Manager at Goole. Hopefully this gave me some business and inter-personal skills, in between chasing after ships.

Arriving at Goole in 2000, my secretary put some 'sign these' papers in front of me, I seemed to have little choice as she explained that the Port Managers had always been trustees of something called 'The Sobriety

Project'. Hoping that it wasn't a temperance society, I signed as ordered and after a few weeks thought I had better find out what it was all about. Well, it's a long story but the guts of it is that a Humber barge named SOBRIETY (built in 1910) was given to the local Grammar School around 1971 and converted to a residential expedition barge under the guidance of teacher Bob Watson. Within a few years it developed into a Charity offering trips to a wide range of people disadvantaged by education, background, poverty, health, isolation etc. and in due course funds were available for a Waterways Museum, to back up the fleet of vessels by then ranging from the original barge to various narrow boats, a ship's lifeboat and a 1958 diesel tug WHELDALE which is lovingly cared for by two brothers in their 70's. Offshoots developed in Thorne and Selby and the charity now runs on a turnover a little over £500,000 p.a. After 2002 I was able to devote more time to it and I remain a Trustee.

How is this relevant to DAPS, you might well ask. Well, as we move steadily toward the day when we will have an 'up and running' steam tug, it becomes vital to set out a sound business plan for operating her within an achievable programme of cruises, supported by volunteers of many different skills and a financial plan which will cover her costs and ensure she will be here for many generations to come, and as a lasting tribute to those who saved her and are supporting her restoration in many different ways (which includes ALL who are reading this). In order to secure the vital HLF funding we will have to demonstrate this, and also that we will offer an inclusive social programme to reach out to the less fortunate members of society. The financial model will be different from the Goole one, as we will have more opportunity to earn revenue through the cruises, so that a social and educational programme can be delivered with less dependence on continuing grant support. But all this remains to be set out in details in the coming months and I am sure that 'Towline' will keep you well informed. I hope that my experience in business and in charity work will add just a little to the broad pool of talents which are available to DAPS.

Lastly, as the Treasurer I control our two bank accounts (one of which offers a modest interest) and record revenue and costs into an accountancy software programme which should produce year-end results ready for independent examination. Broadly speaking, the subscriptions, individual donations, Gift Aid and miscellaneous receipts will cover the basic annual costs such as producing 'Towline' and insuring the vessel and equipment. We started the year with funds in hand from past grant

support and these will be used for external costs related to the engine room restoration and other work on board, and we will need to raise more interim funding in order to continue this programme, pending the main contract which we intend to be substantially funded by the HLF. So, there is a lot of work still ahead of us, both physically on the tug and in planning for the HLF bid and the great day when steam will be raised, but I am confident that we have the right team to achieve all we have set out to do. That team includes EVERY member and I hope you will all remain engaged in the project and support us as subscribers and as volunteers in the future as you have in the past years.

George Robinson
Treasurer

Wanted!

Volunteers required to man our stand

DAPS will be in attendance at Halton Steam Fair
26th & 27th September 2009

If you can spare a couple of hours to help us out
Please, come and join us

Contact Colin Leonard - Tel 01928 790893

A lathe turner to help restore the Danny

Working from our own workshop next to the tug
Hours to suit the applicant on our working days of Tuesday, Thursday and
alternate Saturdays, whatever time can be spared

Contact Graham Dean - Tel 0151 727 3427

MEMBERSHIP MATTERS

A warm welcome to members who joined after Tow-Line 17:

357	Mrs. G.A. Eaton	Upton, Wirral
365	Dawn Gorman	Trowbridge
369	Robert Hunt	Prenton, Merseyside
359	Graham Lee	Tamworth
368	William Lowe	Runcorn
362	John A. Milne	Hebden Bridge
364	Tom Morrison	Tamworth
370	Old Union Canals Soc.	Market Harborough
366	Albert Roberts	Ruthin
367	Brian Shipp	Ellesmere Port
360	Allen Thornton	Fleetwood
361	David Waller	Newcastle-u-Tyne
363	Alan Whitlow	Whiston, Merseyside
358	I.D. Wildbore	Chesterfield
371	John Hallewell	Uxbridge

Currently there are 388 members. It is pleasing to have new members from a wide area of the country. Apologies for some of these not appearing in Tow-Line 18.

The need has long been recognised to involve more members in 'running' the society, particularly for when the Danny is operational, and this has been mentioned before. Plans are afoot to define more clearly what these needs are, so that those that wish to, can see where they can help.

Of course, simply being a member is of tremendous importance to us, and we realise that some members are not in a position to be able to help further.

We also wish to provide more benefits of membership, and ways of providing these are being explored.

Any ideas on the above will be very welcome.

This will be my last Membership Report, as I will be resigning as a council member at the AGM, after serving from the inception of the society, in a role I could carry out from afar. It is best that membership duties are transferred at this relatively quiet time.

John Broomby is taking over this important role. I'm sure you will support him – make a good start by quickly renewing your subscription – due on 1st of May!

I wish the society every success in our difficult but important endeavour.

Pat. Crecraft

Diary Dates

Council recently took time to consider the dates of a number of events over the following year, the following is a summary of the outcome.

Council meetings:-

April 27th 2009; July 20th 2009; September 7th 2009;
November 9th 2009; January 25th 2010.

Any member wanting an issue consider by the Council should submit details of the issue to the Chairman at least a week before the meeting.

Annual General Meeting:-

This is scheduled for the 12th September. The location has not yet been settled. When we last held it in Liverpool a number of members expressed concern at the cost of parking near the Maritime Museum which otherwise is by far the best venue we have found in the area. If we do return to Liverpool the Daniel Adamson will be open in the morning to members and others interested in her restoration in the morning.

Last years trip on the Manchester Ship Canal was very popular and it has been suggested that a further trip be organised, this time on the River

Weaver. Unfortunately the only boat, the River Princess is currently not in service. A suggestion to hold the AGM in Anderton followed by a trip down the Anderton Boat Lift has been proposed and will be investigated. Other suggestions will be welcomed.

Open days on the Daniel Adamson:-

Access to the DA is restricted but Council members believe that we must endeavour to provide more open days. The first is scheduled for the 16th May from 10.30am.

If the AGM is not held in Liverpool there will be a second open day on the 15th August.

Publication of the Tow Line.

We are trying to regularise the publication dates so that members know when to expect their copy to arrive. This not as easy task as it may at first seem. Two dates are determined by the time for notification of membership renewal and the AGM.

The target dates for distribution have been set for the:-

20th April 2009; 10th August 2009;

2nd November 2009; 1st February 2010.

If any member has anything they wish to contribute to the magazine it should be sent to the editor to arrive at least three weeks before the publication date.

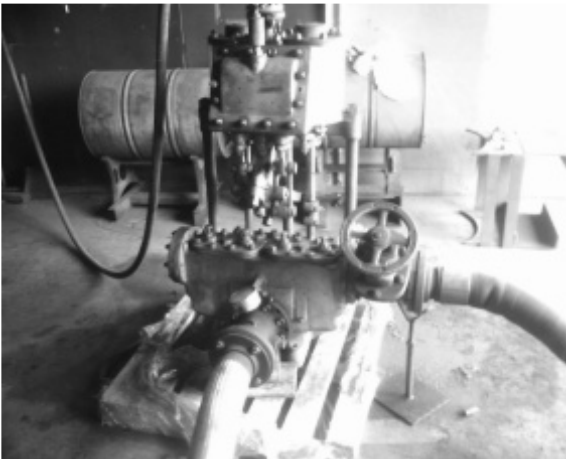
Boiler Feed Pump

In order to explain all that went before, I cannot do better than refer you to the DAPS Web-site entry for April 27th 2007 or for those without Internet access, Issue 13 of the 'Tow Line' magazine dated August 2007.

Both contain articles relating to our early progress in establishing first contact with, then the invaluable assistance of Messrs. Dawson, Downie, Lamont of Glenrothes, Fife.

In a nutshell the stokehold of the 'Daniel Adamson' contains two pumps, both essential to the operation of the vessel, these are a boiler water feed pump and a general service pump. As the title implies the boiler water feed pump's task is to replenish boiler water lost in the steaming process. Steam may be lost from the system from a variety of reasons, leaks, the operation of drains, machinery, safety valves exhausting to atmosphere and so forth, even the operation of the steam whistle all result in the loss of steam/feed water from the boiler. Naturally the water must be replaced to maintain safe operation of the boiler and the full utilisation of the steam it produces, this is the job of the feed pump. The general service pump is the 'jack of all trades' and thanks to an assortment of valves and pipes can effectively stand in for, or supplement virtually any other pump on board. It provides the additional role of 'fire pump' or deck water supply for washing down etc.

The photograph shows our Boiler Water Feed Pump (circa 1937)



restored and under test at DDL's works. In fact the pump had been successfully tested to produce an output water pressure of 160psi from a compressed air supply of 90psi in other words more than adequate for our needs and 'as good as new' in the opinion of George Kennedy and his team. In fact George,

who has worked for the firm since 1966 was eager to point out that with the pump now back in operation, it was the oldest working example he knew of, the next oldest, dating from around 1940 remains in working order in Balikpapan, Indonesia! Testament indeed as to the build quality and longevity of these machines.

It just remained to finish the restoration with a coat of paint and to arrange the transportation of the pump back to Liverpool. It seemed amazing that nearly two years had elapsed since my article about delivering the pumps

to DDL and almost three years to the day since we'd first established our link with Dawson Downie Lamont!

A considerable amount of work, time and effort have been put into the



restoration of this pump by all the team at DDL, but particular mention should be made of Kerr Graham (pictured with John Deakin) who really took this project under his wing, personally carrying out much of the work himself. Of course it has been a team effort, in much the same way that the restoration of

the vessel is conducted also. Work is yet to commence on the even older Lamont pump, but it was agreed that a gesture of our appreciation would be appropriate to acknowledge the society's thanks by a personal visit to Glenrothes.

As I mentioned in my first report the DA's former Chief Engineer, John Deakin was unable to attend when we delivered the pumps in 2007 due to a hospital appointment. However, prior to and throughout the refurbishment John has been in regular contact with George Kennedy and it seemed only right that John should attend at Glenrothes to represent DAPS. As things turned out the pump would be dispatched by a carrier, allowing John and myself to travel to Glenrothes by car.

So it was that on Thursday 12th March having stocked up on suitable gifts, John and I travelled to Glenrothes, arriving at the factory once again in time for lunch! As on my first visit I took the opportunity to sample another 'square sausage' from the local catering van and introduced John to this delicacy also. The afternoon comprised a full tour of the DDL site and the opportunity to meet and thank personally all those who'd played a part in restoring the pump. On our visit the pump which had been newly painted was ready to be packed on it's purpose built pallet for dispatch.

Incidentally the pallet was specially made for the job, just as in the case of all DDL products using the company's in-house facilities and specialist workforce.

We cannot over emphasise the debt of gratitude DAPS owes to all at DDL and our own personal thanks for the warmest of welcomes we received on our visit.

On behalf of the Daniel Adamson Preservation Society, thank you, each and everyone.

Neil Marsden



Evelyn and George pose in the foyer of the Dawson Downie Lamont offices with the painting of 'Daniel Adamson' which now hangs there.

Restoration Diary

September

United Utilities, who own the site, started planning work to clean out the two concrete waste silos adjacent to our mess room and workshop, their Health and Safety officer was concerned that we could be at risk because of the extra traffic so asked us not to use them during the cleaning operation.

This would cause us a problem because all our tools were in the workshop and we just had a 14 day period of reduced activity, because of the tall ships visit, and we didn't want another one.

But once the operation got under way, United Utilities re-assessed the risk and deemed that as long as took extra care and wore Hi-Viz jackets they would relax the restriction and allow us back into the workshop and restroom.

The starboard fresh water valve chest caused us a bit of grief when a stud sheered off as the last valve was being replaced, this meant the valve chest had to be disconnected and removed from its position with a chain hoist. Tony Eaton soon had it fixed by drilling out the old stud, re-tapping the hole and fitting a new stud.

Our two chippies, John Broomby & Gordon Owen set to in the crews quarters to do a mock up of the new bunk space layout that Dave Pickup had designed. This was deemed the best way to check out the design

The steering engine was returned from the TTE apprentice school in Ellesmere Port because they need the space.

It was stripped down in our workshop and various parts sent away to be machined.

Ray Venables of Parkside Fabrications took away the main casting to check that it was sound and to repair and defects that he found.

October

The two low pressure steam pipes that take the exhaust steam from the low pressure cylinders to the condensers were tested by Kevin Lytton.

The two pipes (port & starboard) were bolted together to be tested as one, they were filled with water, a blanking plate with a pump fitted to one end and a blanking plate fitted with pressure gauge to the other.

The pressure was applied and all the joints were checked for leaks, when these had all been stopped and there was a quite a few, the pressure was increased to 125psi and the pipe held this pressure for over 1 hour.

November

When port fresh water valve chest was removed from its bracket it exposed a previous inaccessible part of the hull. A large rust blister had developed on the hull behind the valve chest that looked quite deep. As this was below the waterline the decision was to take the safest option and cover the area with a cement box and get it sorted out during our next dry docking.

December

Earlier in the year when we were looking at getting the condensers back together, it was decided that it was time to give the water boxes, that fit either end of the condensers, a bit of a clean and scrape. This opened up a whole new can of worms, from the outside the water boxes looked perfect, but on the inside they had rotted away and big lumps started to fall off during the chipping process.

We needed new water boxes and as they were cast, they would be expensive.

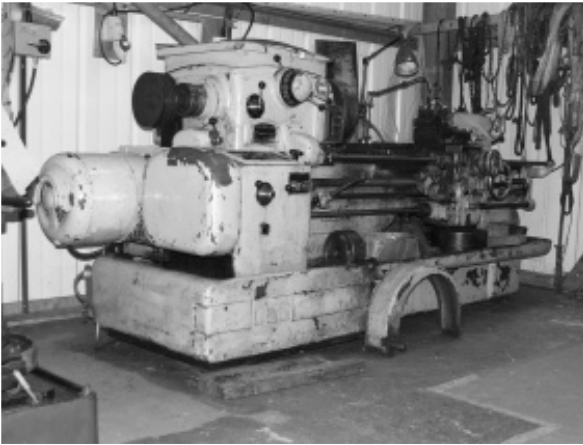
We started asking around and Dave Wren of Wren Industrial & Marine Fabrications said he could fabricate some new ones from steel rather than having them cast.

Because we had no drawings of the water boxes Dave Wren had to use the original water boxes as patterns, which was a good move because each one was slightly different.

Dave has now returned to us the old water boxes together with 4 brand spanking new ones.

Workshop Equipment

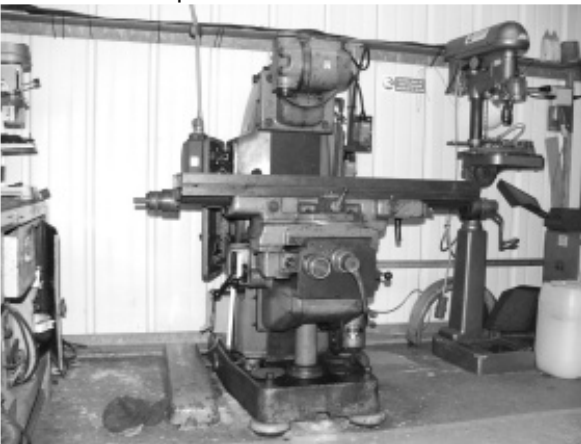
We've been actively campaigning to acquire some more equipment to fit out our workshop, top of the list was a lathe, this was mentioned to Mr Graham Lee of the Hunslet Steam Company at Statfold Barn, he said he would see what he could do and we were soon informed that he had located one for us.



Not only did he donate this fine piece of machinery to the society , but he had it delivered and the two lads who delivered it (Jeff & Nigel) didn't leave until they were satisfied that it was correctly positioned in the workshop.

On behalf of DAPS, thank you Graham for your generosity.

The next piece of equipment that we wanted was a milling machine and our friends at the TTE (Training Tomorrows Engineers) apprentice school in Ellesmere Port came up trumps with this request. The father of one of the apprentices had one that he no longer required. Transport was organised to pick it up from his house and we soon had it safely in our workshop.



A big thanks to Mr Chambers of Thornton-Le- Moors for the milling machine

We still have a few other things on our list that we would like to acquire, they are :-

Metal Shaper

Mechanical Hacksaw

Magnetic Base Drill

So if you know anybody that wants to make a donation of the above mentioned equipment to the society, we would only be to grateful to accept them.

Daniel Adamson Open Day

Saturday 16 May 2009 – 11:00 to 15:00

Once again, members of the Society together with friends and supporters will be able to visit 'their' boat to see at first hand what has been achieved over the past 12 months. This will be an informal event where you will be able to meet with members of the working parties together with Council members (the DAPS executive committee) and, of course, tour the boat.

A number of historic items from the 'Danny' will be on display which will no doubt bring back happy memories for some of our members. Light refreshments will be available throughout the event to revive you after you have viewed the boat and our ever expanding dockside facilities.

Access to the site will be via one of the gates on Regent Road (yet to be finalised) – look out for the DAPS signboard outside the entrance. DAPS volunteers will be manning the gates in their very fashionable high visibility jackets!! Please remember to bring along your DAPS membership card to gain admittance to the site – this also covers any guests that will be accompanying you.

Last year saw a large number of visitors to the Open Day – we look forward to meeting you all.

For those of you using Sat Nav, the post code is L3 0BF but beware Regent Road (A5036) is closed south of us at Stanley Dock and north of us between Sandhills (A5055) & Bankhall (A5056)

The DAPS Shop	
<p style="text-align: center;">New!</p> <p style="text-align: center;">Happy Dan Fan "T" Shirts A Great Summer Gift For the whole family!</p> <p>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>	
<p style="text-align: center;">Sweat Shirts £18.50 inc UK P&P Embroidered Logo Small to XXL</p> <p style="text-align: center;">Fleeces £22.50 inc UK P&P Embroidered Logo Small to XXL</p>	<p style="text-align: center;">Also available: Polo Shirts £16.50 inc UK P&P</p> <p style="text-align: center;">Embroidered Logo Available in sizes: Small to XXL</p>
Limited quantities – please contact Chris Todd to confirm availability.	
<div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%; text-align: center;">  </div> <div style="width: 50%; text-align: center;">  </div> <div style="width: 50%; text-align: center;">  </div> <div style="width: 50%; text-align: center;">  </div> </div>	<p>Please send orders to: Chris Todd 25 Sandringham Drive Great Sankey WARRINGTON WA5 1JG</p> <p>TEL:01925 572527</p> <p>Email chris.todd67@ntlworld.com</p> <p>Cheques should be made payable to The Daniel Adamson Preservation Society.</p>
Set of four Daniel Adamson Post Cards - £1.75 incl P&P	

Back Page Photograph

The team at Dawson, Downie, Lamont Ltd who refurbished our 1937 boliler feed pump.
LtoR Stevie Graham, Alex Gibb, Rab Dow, Andy Kilgour, Kerr Graham,
MD George Kennedy and 'DA's former Chief, John Deakin

