

condition of the boiler will be produced as part of our "planning for the future" stage.

Attention was also paid to the two main engines during the summer. Whilst both engines could be turned with the hand turning gear it was noted that they were stiff but thankfully not seized up.



A group of members removed the engine cylinder covers checking for moisture and corrosion. Little if any was found.

Liberal amounts of John Deakins's "magic mix" were applied to the pistons and moving parts to keep things from seizing.

ALL WRAPPED UP!

During August the upper promenade deck was "wrapped up" using sheeting. It was felt that additional protection for promenade deck area and the working parties that base their activities here was desirable.

Further protection has been afforded to the after deck through the kind assistance of Billy Thompson. His company JPS Scaffolding has erected a cover over the after deck supported by a substantial frame.



The cover is transparent letting the light in, but keeping the rainwater - our main enemy - out of the aft accommodation. Work on fitting the cover was completed mid September.

Like to join a working party?

Working parties usually assemble at weekends and on certain weekdays. If you would like to come along and help please contact the DAPS Working Party Coordinator: John Deakin - 8, Woodhall Drive, Runcorn, Cheshire WA7 5QB Tel: 01928573877

Wanted: Storage Space - Can You Help?

The Daniel Adamson Preservation Society is desperately in need of some secure storage space to accommodate various fixtures and fittings away from the vessel.

If any member can assist us please contact Dan Cross Tel: 0151 4231393 / 07979865391 Email: dan@uptonrocks.fsnet.co.uk

The Daniel Adamson Preservation Society



Newsletter 2

September 2004

Editor: John H. Luxton

www.danieladamson.com

Charitable Status & Gift Aid

In July the Daniel Adamson Preservation Society gained charitable status. The society's registration number is: 1104681.

As a registered charity it is now possible for the society to reclaim tax on subscriptions and donations from all UK Income and / or Capital Gains Tax payers. This money can be claimed retrospectively on subscriptions and donations already paid.

Enclosed with this newsletter is a Gift Aid form. All UK Tax payers are urged to complete and return this form, thus freeing up valuable additional funding for the society.

Editor's Notes

Welcome to the second edition of the DAPS Newsletter. I hope you like the revised and expanded format. It is anticipated that future editions of the newsletter will be published during January, May and September each year. Following the August Committee Meeting it was decided that all members will receive printed copies.

The latest news, views and information can be found on the DAPS web site at www.danieladamson.com which is updated on a regular basis.

Finally, if you would like to contribute articles, reminiscences, photographs etc. for future editions of the DAPS newsletter please make contact either via email or Royal Mail.

- John Luxton - Newsletter Editor

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Daniel Adamson Preservation Society
Officers and Committee

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Committee Member	Neil Marsden – 91, Prestbury Avenue, Prenton CH43 OUQ Tel: 01516082868 Email: neilmarsden3@ntlworld.com

DAPS MEMBERS' MEETING

Saturday 23 October 2004 at 14:00

The Lecture Theatre
Merseyside Maritime Museum, Albert Dock, Liverpool.

An opportunity for the committee and active working party members to present details of progress to date and for members to air their views and opinions.

If would be helpful if those wishing to visit the ship could contact Pat Crecraft in advance – contact details above. The berth is at Salisbury Dock on the "Dock Road" near to the Stanley Dock Warehouse [Heritage Market] just before the lift bridge when approaching from the Pier Head direction.

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Physical work recommenced on Friday July 2nd when a group of Manchester Ship Canal Company divers met with a group of DAPS members at the Boat Museum, Ellesmere Port on Friday July 02. The objective being recovery of "Daniel Adamson" components which had been thrown overboard by vandals during her time in the ship dock. The exercise recovered the engine room cover and the top mast. Thick silt in the bottom of the dock prevented the location of any further items.

With working parties resuming in July it was important to secure the vessel from the weather and in particular prevent the ingress of rainwater. To achieve this tarpaulin sheets were installed as a cover over the after deck. Funnel and ventilators covers were also fitted.

During July the bulwarks were painted and preparations were made for inspection of the boiler by working party members.

During the summer George Pennington restored the ship's bell which was first exhibited at the Runcorn Rally.

DOWN BELOW

By Saturday July 24th, the boiler-room bilges had been cleaned enough by our band of volunteers to allow the boiler to be opened up for initial inspection. We didn't want the boiler open while there were still lots of dust and general "muck" flying around that may enter the boiler space.

Our volunteers had also entered the three furnaces beforehand, to remove all the surface scale and rust. The inside of the furnaces and the

combustion chambers are now very clean and practically rust free.



All the bottom mud-hole doors were opened as was the top door of the boiler. The boiler was then thoroughly vented for a couple of days. We were pleased to see that the boiler had been "laid up" in the correct fashion by the MSCCo nearly twenty years ago. It had been thoroughly "blown down" and was free of water, furthermore trays of lime had been placed inside to remove and prevent moisture from forming within the water space.



The initial inspection undertaken by our members, some of who have great experience with boilers was to give some initial guidance as to the condition of the boiler without incurring the cost of a survey by a boiler insurance surveyor at this early stage.

Further investigations will take place in the near future and a report on the

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Association of Pleasure Craft Operators and also represented them on several of the Maritime & Coastguard Agency Safety Committees. Although now retired from APCO Alan still represents them in the north of England at MCA meetings.

John Luxton – Press Secretary

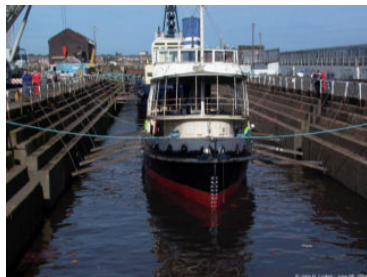
John has had a lifelong interest in transport. An early interest in railways soon spread to other modes of transport. By the beginning of the 1990s his principal transport interest had settled on ships.

Though John trained as a Geography teacher, he acquired his first computer after leaving college in 1982 and began to teach himself about ICT.

John was "online" by the mid 1980s long before the internet! After working in the family business for four years he began supply teaching in early

Restoration Diary

Sunday June 6th was the big day when "Daniel Adamson" returned to her natural element and was floated out of Clarence No.1 Dry Dock.



Saturday June 13th saw the replacement of the four tons of limestone ballast removed prior to dry docking. During June she was moved to a new secure berth within the dock estate at Salisbury Dock.

1987. By the end of that year he found himself deployed to his current school and took root when a permanent post became vacant for an ICT and Geography coordinator.

An interest in ICT, ships and an early encounter with the Internet in the mid 1990s, led to the creation of what has become "www.irishseashipping.com – The Online Shipping Magazine".

It was on John's web site that early news and information about the Daniel Adamson was posted. By early summer 2004, John had established the DAPS web site.

John has served as Chairman of the Merseyside Branch of The World Ship Society in 2003-04 and is currently vice-chairman.

Other interests include Industrial Archaeology and Photography.

Following the completion of dry docking the working parties took a well earned rest from work on the ship. However, a group of members attended the Inland Waterways National Campaign Rally at Runcorn over the weekend of June 26th / 27th.

This was the first appearance of the DAPS Show Stand which enables the society to project its activities to a wider audience and recruit new members. The DAPS Show Stand has also visited the Model Boat Convention at the Boat Museum, Ellesmere Port over the August Bank Holiday weekend and the Malpas Vintage Transport Rally during September. Volunteering to crew the stall is just as important to the society as helping with the practical work on board.

Chairman's Letter

This is our second newsletter and I am writing this while on our boat on the Oxford Canal, returning from a trip to the Thames and the Kennet and Avon Canal. I feel rather guilty that I have not been able to do much to contribute to the tremendous amount of work that has taken place over the last few months. It is remarkable that so much has been achieved in less than six months since our society was formed to try and stop the destruction of a historic tug and hopefully return her to full working order. We now believe that our objective is possible and that a long life can be assured for the Daniel Adamson.

Dan and others have kept me up to date with member's activities and issues relevant to the future of our Society. That the hull has been deemed to be fully serviceable for many years to come without further significant work forms the foundation for future commitments and work. This not only gives us confidence that the boat can be saved but it will give confidence to organisations that are helping us and potential funders for the major restoration work to come.

A tremendous 'thank you' is due to all those individuals and organisations that helped in this work, without them we would not have a tug to restore. Not only have members worked for many hours but fees have been waived for services by individuals and companies and materials just mysteriously appeared when required, thank you to everyone concerned.

Access to funding has been given a big boost by DAPS obtaining charitable status, without it few sources would be available to us. It also means that all membership fees and donations to DAPS since the date

of registration at the beginning of July can be enhanced by 28% through the Gift Aid scheme.

The last few months have been hectic and beside the dry docking and work on the hull a tremendous amount of work has been done to clear all debris and junk from the boat and to clean all the internal areas. Specialists have been brought in to examine particular features. All areas have been checked for corrosion and rot and particular attention has been paid to the condition of the boiler. The verdict seems to be that parts are corroded but that they can be salvaged but it may be more economic in the long term to build and fit new ones.

Attention is now being paid to developing plans for the future, essential in today's world. If we are to obtain any significant funding we must make a strong case for it backed up by sufficient research to demonstrate that our plans are achievable and our objectives meet those of the donors. In undertaking this work we believe we will also be able to demonstrate that Daniel Adamson should be given greater standing in the classifications of the Historic Ships Register.

We are strengthening our organisation, spreading the load of the growing work to more members and improving communication with members. To this end we are planning a meeting to which everyone is invited both to hear and see what has been achieved but also to gather ideas from members, which will benefit the Society and our objectives of seeing the tug in operation again. Details of the date and location are in another part of this newsletter; I look forward to seeing as many members as possible there and hearing peoples ideas for the future.

Tony Hirst

About The Daniel Adamson

Whilst some members of the Daniel Adamson Preservation Society will be familiar with the history of the vessel a concise history is given below for those less familiar with "DANIEL ADAMSON".

The "DANIEL ADAMSON" is a significant historic vessel being constructed as a tug – tender having the capability to both perform towage duties as well as carrying passengers. She is one of only two surviving tug tenders in the U.K. and the only surviving steam powered example. Propulsion is via two 2 cylinder compound condensing engines of 250 ihp each.

The "DANIEL ADAMSON" was constructed as the "Ralph Brocklebank" for the Shropshire Union Canal and Railway Company in 1903 by the Tranmere Bay Development Company. J. Jones & Sons of Liverpool constructing the engines. She was one of three new tug-tenders built in the first decade of the 20th Century to operate the S.U.C. & R. Co. barge towing service between Ellesmere Port and Liverpool. The passenger carrying capability of the tug-tenders facilitated the provision of a scheduled cross-river passenger service something which the Shropshire Union company had provided on previous vessels since the 1880s.

The combined passenger carrying and towage service continued until 1915. From then until 1921 the "Ralph Brocklebank" and her two sisters "W.E. Dorrington" and "Lord Stalbridge" operated as tugs only. The Manchester Ship Canal Company acquired the three vessels in 1921.

Whilst primarily used as tugs by the Manchester Ship Canal Company, the new owners made use of the tugs' passenger accommodation again. Cruises from Manchester to Eastham were offered for 7/6d [37.5p] inclusive of lunch and a return by train from Ellesmere Port.

Following the scrapping of the Manchester Ship Canal Company's original tug-tender "Charles Galloway" in 1929 the company further enhanced the passenger facilities by providing removable awnings fitted to the bridge and stern decks.

In 1936 further modifications were made to the "Ralph Brocklebank" with the bridge being raised to its present level. The passenger accommodation was also upgraded, with the interior being furnished in wood laminates and light fittings in the then contemporary art-deco style.

Following the 1936 refit the vessel was renamed "DANIEL ADAMSON" in honour of the Manchester Ship Canal Company's first chairman.

Though the activity of vandals over the past twenty years have served to remove some of the splendour of the passenger accommodation, the fine interior of the main and lower deck passenger saloons is still apparent being more akin to that offered by passenger liners of the period.

From 1936 to 1984 the "DANIEL ADAMSON" operated as a tug the company directors' inspection vessel and a venue for corporate hospitality functions. The two sister vessels "W.E. Dorrington" and "Lord Stalbridge" had been disposed of by

the Manchester Ship Canal Company in 1937 and 1946 respectively.

Towards the end of 1986 "DANIEL ADAMSON" was laid up and berthed in the ship dock at The Boat Museum, Ellesmere Port.

In mid February 2004 local tug man Dan Cross discovered that the "DANIEL ADAMSON" was about to be scrapped. Following a hastily arranged meeting, and considerable effort, the "DANIEL ADAMSON" cheated her appointment with the breakers. Instead of crossing the

Officers and Committee – Who's who? Part 1

You may be wondering who are the people actively involved in the running of the "Daniel Adamson Preservation Society". In this edition we include details of John Griffiths – Archivist, Alan Hughes – Treasurer and John Luxton – Press Secretary.

John Griffiths – Archivist

John has been curator of Horology, at Prescott Museum for the last 23 years.

Before joining Prescott Museum he worked as Principal Technologist for the Littlewoods Group and before that as a Professional Technology Officer with the Ministry of Defence.

John is the DAPS Hon. Archivist and part of the team looking at engineering aspects. John owns a 24 ft steam boat which he enjoys cruising on. He also had an interest in other vintage machinery.

Alan Hughes – Treasurer

Alan has been involved in tugs and passenger boats since leaving school. His father was a Captain with Wallasey Ferries which Alan joined as

River Mersey to the breaker's yard at Garston "DANIEL ADAMSON" departed the Ship Canal bound for Clarence Graving Dock on Saturday April 10, 2004 propelled by the Svitzer tug "Ashgarth".

The ship's hull has now been cleaned, surveyed and painted with some minor repairs also being undertaken.

The "DANIEL ADAMSON" is currently berthed Salisbury Dock as restoration continues. See Restoration Diary p 7 for latest news.

a deck lad at the age of 15. At 16 he left the ferries to become a tug man on the Mersey, and, indeed, his first job aboard a tugboat was as a coal trimmer on a steam tug. He worked through the ranks before, at 27, becoming Mate/Relief Master on tugs engaged in the construction of the new Seaforth Dock at Liverpool. Working as a Tug master on tugs owned by a civil engineering company took him all over the U.K for many years. He later worked on tugs in the Persian Gulf, berthing tankers, towing barges and oil rigs etc. before becoming the Marine Manager of a Belgian tug boat company in Dubai, (UAE) whose fire fighting tugs were operating in Iran during the Iran/Iraq war.

In 1989, after being in the Middle East for over 12 years, Alan and his wife (Judith) returned to the U.K. and bought a passenger boat business in the Yorkshire Dales (Pennine Boat Trips of Sipton) In 2001 they retired from PBT, the business being carried on by their son, Nick.

Alan was for many years the Passenger Boat Chairman of the