

## DAPS ON TOUR

The Daniel Adamson Preservation Society attended a number of transport gatherings in 2004 to promote the society and raise public awareness of the "Daniel Adamson".

DAPS attended the Inland Waterways Association National Campaign Rally held at Runcorn in June, the Ellesmere Port Model Boat Rally in August and the Malpas Vintage Rally in September.

Attendance at these events, led to the recruitment of a significant number of members.

The society is currently planning an event programme for 2005. At present we are looking to attend the following:

March 5<sup>th</sup> & 6<sup>th</sup> Model Boat Trade Fair – The Boat Museum, Ellesmere Port.

August Bank Holiday Weekend: – Inland Waterways Festival – Preston Brook, Runcorn, Cheshire.

September – Malpas Yesteryear Rally

## VOLUNTEERS NEEDED

When DAPS goes "on tour" we need members to crew the stand, hand out leaflets, answer queries, sign up new members etc.

Volunteering for duties at events is a way in which less active members can still make a valuable practical contribution to the work of the society, even if they do not feel able to

undertake heavy physical work on board the vessel.

At the moment the society is looking for volunteers who can help at the Model Boat Trade Fair at The Boat Museum on March 5<sup>th</sup> and 6<sup>th</sup>

If can help over this weekend, even if only for an hour or two, please contact Colin Leonard – email colin\_leonard60@hotmail.com or Neil Marsden. Tel: 01516082868.



## NATIONAL HISTORIC SHIPS REGISTER

The National Historic Ships Register classifies the relative importance of historic ships, influencing the use of limited funding and other resources. Our ship is not currently in the top categories, but talks are ongoing, and we hope that 'Danny's' many unique features will raise her status, important for future funding.

-Dan Cross

### Join a working party!

Those wishing to attend should at present contact: Neil Marsden – 91, Prestbury Avenue, Prenton CH43 0UQ. Tel: 01516082868 Email: neilmarsden3@ntlworld.com

#### Forthcoming Working Party Dates – January & February 2005

Every Tuesday. Saturdays: January 29, February 12 & 26. March & April: Dates will be posted on the web site or contact Neil Marsden for further information.

## The Daniel Adamson Preservation Society



No 3



January 2005



Editor: John H. Luxton

# The Tow Line



The "Daniel Adamson" approaching Warrington. 20<sup>th</sup> May 1975. Picture by John Slavin (DAPS)

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[www.danieladamson.com](http://www.danieladamson.com)

## Competition - Name the Mersey Steam Tug



Can you name this Mersey Steam Tug? Please send answers by post or e-mail to Dan Cross (see contacts page 2). Only one entry per member. Closing date 28<sup>th</sup> February 2005. The answer must match the name on the original picture. Past names and subsequent names not accepted. Prize is a bottle of Lanson Black Label Champagne. All correct entrants will have their name put into a hat and drawn out during the first Saturday working party of March.

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### Editor's Notes

Welcome to "The Tow Line" – the new name for the Daniel Adamson Preservation Society Newsletter. In addition to the new name you will also note that the size has of the publication has increased to 12 pages.

Not only has the size of the newsletter been increased, the committee have decided to increase the number of issues published each year from three to four editions with immediate effect.

"The Tow Line" will now be sent to all members towards the end of January, April, July and October.

"The Tow Line" is not intended solely for DAPS news. The committee would also like to encourage members to make contributions, on local nautical and canal matters. If you would like to submit an article and / or photographs please email the editor at [luxtonjh@btinternet.com](mailto:luxtonjh@btinternet.com)

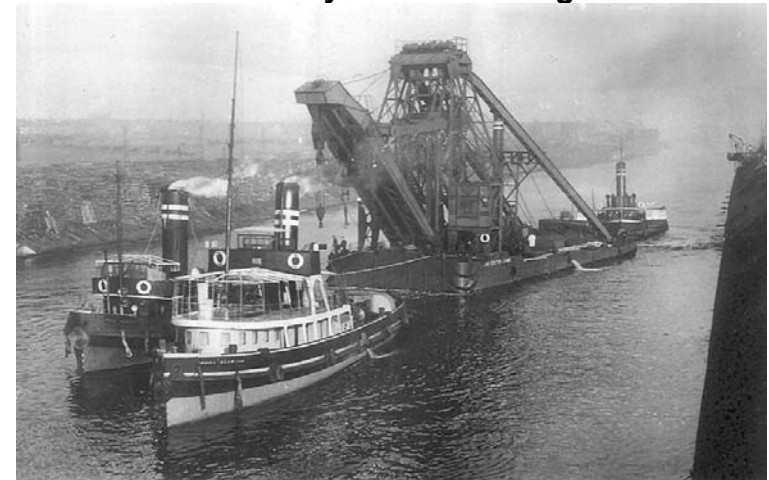
The press date for each edition of "The Tow Line" will be the first day of the month of publication.

"The Tow Line" aims to complement the DAPS web site as well as keeping members who are not yet "on-line" in touch with project developments.

- John H. Luxton, Editor

**The Tow Line - published end of January, April, July and October.  
Press date for contributions is the first day of the month of publication.**

## The Danny Pulls Her Weight



The "Daniel Adamson" pictured assisting the steam tug "Mount Manisty" towing the 250 ton crane approaching Barton Bridge. Photo: DAPS member Nigel Farrel.

## Heritage Lottery Fund Application.

As our Chairman has already mentioned at the start of this newsletter, we have begun the process of applying to the Heritage Lottery Fund (HLF) for funds to develop the restoration of the "Daniel Adamson". After consulting with many groups and people who have been through this process, it is felt that the most sensible way forward is to first of all apply for a "Project Planning Grant", as much of the survey work leading up to a full specification for restoration being drawn up will incur quite considerable cost.

Boiler survey's, removal of boiler lagging to allow shell survey, dry-docking for hull survey and removal of props and tail shafts for measurement of wear down will be a costly process. Surveyors also don't come cheap and we will require lots of time being spent aboard the vessel by suitable surveyors to ensure we know exactly what will be required for eventual refurbishment.

It has always been our aim to see the "Danny" back in full operation, it is just to what level that we have still to finalise. By this I refer to her operating restrictions. Do we go for full passenger certification as she had before, or do we restrict her operation to crew plus twelve passengers?

Our treasurer, Alan Hughes and myself have been working on a business plan so we will have a clear picture of exactly the costs and revenue could be expected for each option. Obviously the re-issue of her Class V passenger Cert would be a clear advantage but with that comes greatly enhanced safety rules and regulations to adhere to as laid down by the Maritime and Coast Guard Agency. These include all hull and

machinery regularly inspected by their surveyors and annual dry-docking. Two MCA surveyors have visited the vessel late last year at our request and a detailed letter has now been sent to them detailing exactly what we require of them in terms of listing everything they would wish to inspect to enable us to cost a refurbishment which would eventually lead to the issuing of a Class V certificate. The MCA also have a hefty scale of charges for all survey work and their bill alone from specification, survey, project overseeing right through to commissioning could well be around £10,000. This figure added to dry-dockings etc soon becomes very large so this is where we envisage the HLF's Project Planning Grant to play a very important part in the long process.

Tony Hirst, John Griffiths and myself are co-ordinating this application process and we hope to have the application for the PPG submitted by late Feb/ early March. It is a staged process and one part cannot begin until a previous one is completed. Once the MCA have finalised what exactly they require, quotations can be obtained from various providers, a full estimate drawn up and then submitted along with all the supporting documentation.

Only once the PPG process is complete and all surveys drawn up and conclusions made, can we then begin to cost out the refurbishment of the vessel to a standard deemed the most appropriate. Then the long process of submitting a full HLF bid can begin.

We will endeavour as ever to keep you all informed and will report to you as soon as we have some feedback/news.

- Dan Cross

## Chairman's Letter

It seems amazing that it is less than a year since the inaugural meeting last February when the Society was born. There was then a bit of a gap until Easter before the tug was in Daniel Adamson Preservation Society ownership and off to Liverpool. Then it was a wait again until she went on the dock. There were highs and lows, a good survey and then some holes blasted in the hull. All turned out well though and she gained her certificate. There followed a period of hectic work by a group of members on three working days each week. Sometimes up to twenty people at a time participated.

Activity progressed throughout the summer, the autumn and into the winter. The first part could be classed as being easier, not in effort but to organise and ensure that all those who arrive have a creative and satisfying job. As time goes on such organisation becomes harder and those organising the work have to work even more creatively.

The boat is now secure, the hull sound, the topsides protected from the weather and much of the rotten material removed. The engines and engine room have been cleaned with gleaming brass and the bearings and packing stripped and eased.

Away from the boat much work has gone into developing plans for the future and raising the money needed to undertake the work, all a very slow laborious and often frustrating process, but to achieve anything these days one has to follow the system. We are currently developing an initial bid for money from the lottery to enable us to commission work that will enable us to make a bid for major funding to restore the tug to working and carrying order.

As important as any other work is to develop a viable plan to sustain the tug into the future once she is in working order. There are a number of options, principally dependent on the number of passengers and the areas that she will operate in. Comparisons of potential income and running costs are being determined as well as ensuring that we meet all the requirements of the Maritime and Coastguard Agency who are responsible for the standards in all passenger carrying ships.

Membership has grown steadily and we had a very encouraging day at the Maritime Museum in the autumn where many existing and non-members turned up. Most of the latter had joined by the end of the day. Access to the boat is for security and safety reasons restricted, but we had many members who are not on the boat working group visit on this day. If members wish to see the progress on the boat you will be very welcome to visit on one of the working days. Please do not just turn up, as you will not be able to gain access to the dock. Please contact Neil Marsden in advance to make the necessary arrangements. [Contact details p 2]

To sum up we have in less than a year a dynamic and enthusiastic society that in my view has exceeded our expectations and has received tremendous support from the local community and industry, a credit to all concerned. We now have to keep up the momentum and adapt to the next stage in the restoration process, which may not be for some time as rapid, so we must bear in mind that patience is a virtue.

Thank you to every one who has helped in the success of DAPS, I hope everyone had a good Christmas and lets hope that next year is as successful as the last. Wishing all members a Happy New Year.

- Tony Hirst

## Gift Aid It!

Half the membership has kindly completed a *Gift-Aid* form - and the treasurer has applied to the government for a figure equivalent to 28% of all their membership and other donations - a four figure sum - thanks Gordon!

If we've had your form - please feel smug & read no further (with our sincere thanks).

If not - please obtain a *Gift-Aid* form (as sent to you, or obtain one from the

## Membership Matters

It's never been a better time to join us! - New memberships cover you until May 2006

The Society now has 180 members, since we were hastily formed in late February 2004. (Recent new members are listed below).

A handful of members have joined from Belgium, Ireland, and Scotland, and 10 from Wales.

Roughly equal enrolments from the North, Midlands and South total over 50. The remainder, over 100, are local to Merseyside.

Your membership is vital to us for several reasons:

- The money! Your subscriptions and other donations have formed a substantial part of our income, and literally made possible the rescue of the Daniel Adamson. We need this source to continue to ensure the essential restoration work can continue (including 'match-funding' for grant-aid).

by contacting the secretary, or asking a committee member).

Simply sign and post it to the secretary (address in the newsletter).

It really doesn't hurt! It truly costs you nothing except postage (Gordon Brown won't go snooping through your tax returns - and no hidden snags). Grab a pen now and it's done - and you've helped us again to restore "Daniel Adamson".

**- Pat Crecraft, Secretary**

- Member numbers - are necessary for grant-aid and other major funding (which we must attract), to demonstrate widespread support for the project from many people.
- Direct help. Without the unstinting support of those local members who have the health and skills or eagerness to assist, we would be hard pressed to move forward. Those who live elsewhere can also help in many ways (let me know if you would like to).

For those who joined in 2004, renewal is 1st May 2005 (forms will be sent nearer the time). Your continued support is vital towards restoring the 'Danny'.

So thank you for assisting the project - simply being a member provides massively effective support. Get a friend to join if you can! (I'll send you forms). Please ensure you've returned a Gift-Aid form.

Please contact me with any gripes, questions or bright ideas. Have a really grand New Year!

**- Pat Crecraft Secretary**



DAPS volunteers, lecturers and students from TTE with the Sentinel Steering Engine

On delivery to the TTE the process of unloading the windlass was reversed with the aid of the forklift truck completing in minutes what had taken over half an hour of physical labour.

## John Deakin

The committee were very concerned in early December when John Deakin, our tireless Working Party Organiser, was taken into hospital.

Though he is now at home on "light duties" he will need to return to hospital for an operation in the near future.

We wish him well and a speedy recovery, the Daniel Adamson needs him.

Until John is able to return to his duties Neil Marsden will be coordinating working parties.

Requests to join working parties should be directed to Neil whose contact details can be found on page two.

## Main Saloon - 1936



Interior of the main saloon photographed following refit in 1936. From the Percy Dunbervand Collection. Further photographs will appear in the next edition.

## D.A. Military Band

Some time ago the society was approached by the Daniel Adamson Military Band - yes really!

Daniel Adamson was involved in the creation of the Manchester Ship Canal, but also ran engineering and boiler works in Dukinfield, and encouraged formation of a works band, in 1888. The band rapidly became popular, and played at the opening ceremony of the M.S.C.

Originally a reed band, they became a 'military band' by adding brass in 1919, and despite the world wars, kept going - playing again at the MSC centenary in 1994.

We hope to have them play, at the I.W.A. National rally later this year at Runcorn, where the Daniel Adamson Preservation Society shall also have a presence.

**- Pat Crecraft- Secretary**



John Deakin inspects a cleaner starboard engine following the October cleaning operation.

## November

Work to remove the timber decking continued during November. Whilst the steel decking was found to be in excellent condition, it was discovered that corroded bolts had been the source of water ingress into the accommodation below. Temporary plywood decking was installed to replace the timber decking.

## December

On Thursday December 2<sup>nd</sup> a mobile crane arrived on the quayside. Provided by one of our commercial supporters – North Western Ship Repairers – the crane had arrived to lift the Sentinel steam steering engine from its lofty perch in the ship's wheel house and lower it to the quayside.

The reason for the removal of the steam steering engine was to facilitate its delivery to TTE Training of Ellesmere Port for overhaul.

TTE Training is an Engineering Training School which prepares its students for a variety of careers in the engineering industry.

During December DAPS was able to welcome a group of lecturers and students from TTE led by Peter Baugh prior to delivery of the steering engine.

The Daniel Adamson's steering engine was collected from the quayside at Salisbury Dock on Saturday December 11, lifted aboard John Griffith's trailer using a set of sheer legs and delivered to the premises of TTE Training.



NSL's crane removes the Sentinel Steam Steering Engine.

At Ellesmere Port John Huxley, Colin Leonard and Pat Brennan were waiting to assist with the off loading.

TTE's Training Officer, Peter Baugh was on hand to assist in proceedings having given up a large part of his day off, in order to open up and store the items for overhaul.

A short time later the Ellesmere Port volunteers joined John Griffiths and Neil Marsden at the Boat Museum, Ellesmere Port. At the museum the group successfully manhandled the two main components of the "Daniel Adamson" windlass onto John Griffith's trailer, no mean feat considering the weight of the thing.

## WELCOME TO NEW MEMBERS

Joining after the last edition of the newsletter.

### (f) – family member

Mike Bell	North Somerset	Trevor Jenkins	Middlesex (f)
John Broomby	Cheshire (f)	Stephen Lawrinson	Cheshire (f)
B & D Bullough	Manchester (f)	David Lawson	Flintshire
Paul Byles	Northants	Chris Miller	Ireland
B & B Cox	Sheffield (f)	Martin Murphy	Wirral
Jim Davison	Derbyshire	Alan Oliver	Liverpool
Garry Dickinson	Shropshire	D.W. Pearce	Notts (f)
Chris Doyle	Merseyside	Larry Radford	Merseyside (f)
John Drinkwater	Notts	Mark Reynolds	Merseyside
Albert Fleming	Cheshire.	Simon Salem	St. Albans
Alan Frodsham	St. Helens	Deryk Simpson	Bolton
Allan Gallimore	Cheshire	Mike Stewart	Notts
Gerald Gibson	Notts	Peter Stewart	Wirral (f)
Fred Graham	Tyne & Wear (f)	Lewis Tickle	York
Walter Graham	Liverpool	A. Tuffrey	Wirral (f)
Brian Gregory	Cheshire	M. E. Warren	Wirral
E.J. Hall	Cheshire	G F Weston	Flintshire
Douglas Hall	Cheshire (f)	K & G Williams	Notts (f)
Richard Havard	Newport	Albert Glenys	Cheshire (f)
Michael Healing	Wirral (f)	Gordon Wright	West Lancs
Ilan Howatson	Cheshire	Malcolm Yeomans	Powys
Edward Irlam	Cheshire (f)	Inland Waterways As.	Chester

## Officers and Committee – Who's who? Part 2

We continue our look at the people actively involved in the running of the "Daniel Adamson Preservation Society".

### Pat Crecraft

I've always had wet feet, beginning on the Trent near Nottingham, enjoying sailing and canal boating over the years.

Got involved as an early volunteer with the Boat Museum (then N.W.M.I.N.), restoring the mini-tug Worcester (and its Bolinder engine) with Tony Hirst and others, later becoming a committee member responsible

In this edition profiles of our secretary Pat Crecraft and Working Party Coordinator John Deakin are featured

for restoration, until moving back to the Midlands. Enjoyed jazz evenings on the 'Danny' long ago, and happened to be at the 'Port when her demise was announced.

Lots of competent (and younger!) people rushed to help - but no-one volunteered as Secretary - so it's something I can do from afar (and doesn't involve humping limestone!)

## John Deakin

Working Party Coordinator John Deakin started work with the Manchester Ship Canal Company at the age of 14 as mate on a barge carrying general cargo from Liverpool to Manchester.

At 16 he transferred to the river tugs based at Ellesmere Port which towed barges across the Mersey. He worked as a fireman on the tugs until they were sold to the Rea Group around 1948.

John moved on to Ables, working on a dredger before departing for National Service in 1949.

Following demob in 1951 he returned to the Manchester Ship Canal Company as relief fireman, before moving on to the traffic tugs as fireman. During this period he progressed to second engineer before moving to the Ship Canal Company suction dredger "Princess Juliana" working the Eastham Channel.

Westminster Dredging acquired the MSC dredging operation in the 1950s, John remaining with the canal

## Restoration Diary

### September

Work on the deck covers was completed by mid September. The covers now provide excellent shelter from the elements enabling all manner of jobs to be undertaken without interruption from the weather.

DAPS is very grateful to Bill Thompson of JPS Scaffolding Ltd for assistance rendered in making "Daniel Adamson" weatherproof.

company transferred to the Old Quay based traffic tugs as second engineer on the steam tugs before moving to the diesel tugs and then becoming relief chief engineer on both steam and diesel vessels.

In the 1960s John moved to the Daniel Adamson as second engineer before progressing to chief engineer where he served on both traffic and hospitality sailings.

A move to the dredging department followed where he worked as a crane driver on the "No 1 Hopper" before moving to the Frodsham Pumping Station where he served as chief engineer for around 10 years. During his time at Frodsham John would also serve on the "Daniel Adamson" when they required a chief engineer on board.

John took early severance from the MSC in 1987 moving on to work in the fish and chip shop business. He has been manager of several over the years and still fries two shifts a week.

John renewed his acquaintance with the Daniel Adamson in February 2004 on the formation of the Daniel Adamson Preservation Society.

It had become very apparent that the timber decking on the "Daniel Adamson" was now in a very poor condition and posed a hazard to those working on board. It was decided that the best course of action would be to remove the decking.

However, prior to removal a detailed photographic survey of the entire timber deck area was undertaken to provide a record for its eventual restoration.

Removal of the forward timber decking revealed the steelwork beneath to be in excellent condition. Jack Nulty and Gordon Owen who undertook much of the deck removal also chipped off loose paint and rust before applying a coat of primer paint to the exposed metal.

Down below, John Deakin, Nigel Farrell and Neil Marsden lifted the engine room floor plates and started the clearance of twenty years accumulation of oily grunge from the bilges.

On Saturday September 19 four bin bags of this treacle like gunge were removed in readiness for a thorough clean-up of the area with a steam cleaner.

Dave Broomby and John Hake set to work in the after accommodation,

### October

The working party which assembled on Saturday October 2<sup>nd</sup> broke all previous records. Sixteen volunteers attended contributing a total of 108 hours of hard work.

All the remaining deck plates in the engine room were removed during this weekend to facilitate the entire engine room and especially the bilges to be steam cleaned.

Since September several members lead by John Deakin had been working in the engine room bilges "digging" out many inches of thick black tar-like substance as well as removing all broken glass etc. Following the removal of solids, Dan Cross arranged for us to borrow

removing a great deal of rotten timber as well as drawing off the bulkhead glands on both port and starboard propeller shafts, ready for examination and checking of packing etc.

By the end of September Eddie Doig had completed painting the foredeck store.



Daniel Adamson is now well protected from the worst of the weather.

Svitzer Marine's oil recovery vessel "Polgarth" for a few hours along with Svitzer's steam cleaner.

On Tuesday October 5<sup>th</sup> "Polgarth" arrived and the entire engine room was steamed out.

The bilge water laden with grease and oil was then pumped into the "Polgarth".

DAPS would like to record a big thank-you to Svitzer Marine for their assistance once again. With the bilges clean the engine room plates, ladders and covers were replaced the following weekend.