

John Paton told me that this was very important and an often overlooked element of some projects, the local interest. How many vessels 102 years of age can still be found within site of their builder's yard?

During the course of the visit we were able to ask each other many questions on many subjects but the main topic of conversation was as to a future class for the vessel and their opinion of our way forward regarding funding.

John and Eric were able to offer advice and told us about other projects and where they felt they had succeeded and failed trying to attract funding from HLF etc.

The overall impression received from the visit was that the "Danny" had been allowed to "slip through the net" during the initial creation of the register and that we have a vessel with many unique features, all of which will help our overall cause greatly.

After taking them for lunch I dropped them off at Lime Street station just after 2pm to enable them to get to Bristol for another historic vessel meeting at 7pm that night (I said they

were busy!). I thanked them for their time and told them we would wait with baited breath for their decision.

I must point out that for the duration of the visit I was suffering from a particularly nasty bout of laryngitis which rendered me speechless – literally! And for anyone who knows me will know that was a particularly cruel thing to happen to someone who normally you can't shut up!

The technical committee, who can make decisions up to DV level, were due to meet the following week and we had hoped for a decision shortly after.

However, John Paton rang me to tell me that we had now been deferred to the main committee and this was very positive for us. We have to wait a little longer for a classing of the vessel as the committee don't meet until 23rd May but let's just hope the wait is worth while! We will of course keep you all informed via the website and newsletter.

The NHSC have a website with full listings and information. It can be found at: www.nhsc.org.uk.

- Dan Cross

ADVANCE NOTICE OF AGM

Advance notice is given of the first Annual General Meeting of
The Daniel Adamson Preservation Society.

Saturday July 2nd

Venue: Merseyside Maritime Museum – Liverpool

Time: 13:00

The Daniel Adamson will be open for inspection by members from 10:00 to 12:00 at Salisbury Dock. Near Stanley Dock Warehouses.

Further details will be mailed to members during June.

The Daniel Adamson Preservation Society



No 4



April 2005



Editor: John H. Luxton

The Tow Line



"Daniel Adamson" approaches Warburton High Level Bridge. 9 June 1981. John Slavin (DAPS)

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www.danieladamson.com

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DAPS Commercial Supporters	
Carmet Tugs Ltd James Walker Sealing Technology John Tiers & Company JPS Scaffolding Liverpool Pilots Makita UK Ltd	Mersey Docks & Harbour Company Merseyside Fire Brigade Museum North Western Ship Repairers Peel Holdings Sigma Coatings Svitzer Marine
The preservation of the Daniel Adamson has been Grant Aided by the Fund for the Preservation of Industrial and Scientific Material (PRISM).	

Editor's Notes
<p>Welcome to edition #4 of "The Tow Line" which has expanded to 16 pages for this edition as there is so much to report to our members, not all of which has appeared on the web site.</p> <p>Pressure on space precludes any significant comment from me in this edition! However, could I please remind members that contributions to "The Tow Line" are most welcome on any related local nautical subject?</p> <p>If you have internet access all the latest news can be found at www.danieladamson.com</p> <p style="text-align: right;">- John H. Luxton, Editor</p> <p>The Tow Line - published end of January, April, July and October. Press date for contributions is the first day of the month of publication.</p>

- span the spectrum of achievement of UK maritime history
- illustrate changes in construction and technology
- merit a higher priority for long term preservation
- merit a greater degree of support

There are currently 58 vessels in the Core Collection.

The Designated Vessels list includes vessels which:

- are of substantial heritage merit
- may be of more vernacular significance
- may be greater regional or local significance
- merit support ahead of other non-Core Collection vessels.

There are 155 vessels on the Designated Vessels list

At present due to a lack of promotion by previous owners, the "Danny" is simply a "listed" vessel and little was known of her by the NHSC. We aimed to change this and invited the NHSC representatives to visit the vessel at their earliest convenience.

Eventually the secretary, John Paton asked if he could visit the vessel in February along with fellow committee member, Dr Eric Kently. Of course we were only too pleased to fit in with a convenient time for them and Wednesday February 8th was agreed. On that day they would be able to give us around five hours of their time which was fantastic considering how busy they are.

Prior to arrival, our Chairman Tony and others produced an impressive dossier for them to read all about the vessel, the society, our aims and objectives and our progress so far. I

think it certainly gave them something to think about while on the train back to Bristol!



Well the visit went very, very well and I am pleased to report that they were, like everyone who visits the vessel, extremely impressed and more importantly shocked to see what we had hiding under the green canvas!

Obvious attractions like the engine room and boiler room drew a great deal of positive comment but the art-deco saloon was a really pleasant surprise for them. John Paton said to me "this is an old steam tug, your not supposed to have a 1930's original art-deco saloon" -we just smiled.

They were very impressed with every element of the vessel and made many positive comments about the work already carried out and the support we had attracted. It is important to remember that it is not *just* the vessel they look at but the overall set-up, the organisation of the society both committee and members, the location in relation to operation and build and of course to see that the project is moving forward well and in a structured and organised way.

I feel we ticked all those boxes. One example was that while standing on the prom deck, I was able to point to Tranmere and to the vessel's birth place.

Visit to the “Daniel Adamson” by the National Historic Ships Committee

Wednesday 9th February was a very important day for the “Daniel Adamson”, the society and the project as a whole. For some time now we have made it one of our intentions to ensure that the “Danny” receives the recognition she rightly deserves in terms of being a historically significant vessel within the UK.

At present, there is a large, multi tiered list of historic vessels known as the “National Register of Historic Vessels” and this was established in the early 1990’s with funding from the HLF, National Maritime Museum and English Heritage after concerns were raised that the nation’s historic fleet was rotting away with little or no reporting taking place as to it’s condition.

The register is administered by the “National Historic Ships Committee” (NHSC) the aim which is to secure the long term preservation of a sample of ships representing important aspects of UK maritime history. In pursuing this aim, the NHSC has the following key objectives:

Work towards a national policy on historic ships and to establish ways in which the historic fleet can be supported and sustained.

Keep under review legislation as it affects historic ships.

Provide owners, government departments and other bodies with information on the national importance, condition, maintenance and preservation of historic ships.

Provide guidance on the selection of ships for preservation.

Provide advice on the allocation of funding for the acquisition, preservation and maintenance of historic ships.

Help codify and publish acknowledged standards on the technical aspects of restoring, preserving and maintaining historic ships.

The NHSC is made up of a committee of fourteen plus the Chairman, Capt. Richard Woodman - an author and former ships master and the secretary, John Paton ex-RN. There is also a technical committee made up of around half the main committee, these people being selected for their technical skills and knowledge and are chaired by John Paton. This committee meet quarterly and the full committee twice a year.

The register is looked upon as the definitive guide for reference to historic vessels and a vessel’s position on it can greatly influence possible future funder’s such as the HLF.

The register is split into two main categories – Core Collection (CC) and designated vessels (DV). Vessels not on these lists are simply referred to as “listed”. For a vessel to be considered, it must meet the following criteria: 1) built in the UK before the end of 1955. 2) Over 40 tons displacement and/or over 40ft (12.19 metres) in length. 3) Based or operating in UK waters and substantially intact.

The Core Collection (CC) comprises historic vessels which:

- are of pre-eminent national importance

Chairman’s Letter

"Time seems to be passing ever more quickly. Much effort has been expended in drafting an application for lottery funding for us to ascertain what work, and at what expenditure, will be required to put the tug back in full operational order while being conserved to the highest standards. I now have even more sympathy for those who have struggled through the similar process. Never mind the words just getting quotations for work seems to take an age. We are though now just about to be in a position to discuss our proposals in detail with the HLF officers.

Work on the boat is covered in another part of the newsletter, but while it is the core activity much other work has been going on. The Council met recently, while much of the communication and decisions can be undertaken via the Internet there is nothing like talking thing over round the table, but not too often. We covered a very wide ranging agenda.

We set the date and format for the AGM which will again be held at the Merseyside Maritime Museum coupled to an open day on the tug. We are expanding our activities in promoting the society - Colin Leonard

Membership Matters

Members are Vital!

Your subscriptions have been a major factor in keeping the *Daniel Adamson* intact and afloat.

However, the 'Danny' is far from 'saved' - and we all want to see her steaming out in the Mersey again!

We're a long way off our goal. You will have read of the early mighty efforts made, and the continuing work to stabilise and conserve her.

has agreed to look after our activities at events, thank you. We are acquiring improved display material, a new membership form and some items for sale including polo and sweat shirts with a DAPS logo. More details in the next edition. Fund raising is continuing and Neil has been very successful in having suppliers donating tools for working on the tug.

Membership renewals will be due soon and we will be making payment by standing order available to stop you forgetting to renew your membership as well as saving you and DAPS time and money.

These are just a few of the activities that are taking place, for a one year old organisation we have moved a long way. It may seem to some that we have slowed down a bit, perhaps we have but the initial rate could never have been maintained. We are in my view steadily moving forward, with I believe some major steps forward, will come before too long. All made possible by the hard work of many, thanks to everyone who has contributed in any way".

- Tony Hirst

While remarkable efforts have succeeded in minimising the costs of work so far, they have been substantial, and increased by significant recurring costs - not least insurances.

After much preparation (both of the vessel and forward plans), we will soon be hopefully embarking on an expensive programme of the professional assessments required to

obtain a substantial grant for full restoration.

Despite the big bucks we hope to obtain, we will always have to provide a proportion of the restoration costs, and *all* recurring costs (which are not eligible for grant aid), so we always need the support of members, both your loyalty (which strongly influences grant aid) and your subscriptions (which keep us and 'Danny' afloat).

For the first time in our short history, it is **membership renewal time** (unless you joined after 1st January this year). Subscription has been held at last year's rate, and now there are two methods of payment, with a loose renewal form provided with this newsletter for your convenience.

You may pay by cheque, as before - simply enclose this with the form and post as shown. It really would help us if you can spare a slightly larger sum, to include an additional donation.

You can alternatively set up a 'standing order' - sending the cut-off lower part of the form to your bank (I have filled in our bank details). This saves you the hassle of routine renewals, and provides us with further evidence of loyalty to grant-providers (not divulging personal details). You can of course cancel a standing order at any time.

WELCOME TO NEW MEMBERS

Joining after the last edition of the newsletter.

(f) – family member

Robert Bagshaw - Isle of Man
R. Basnett - Manchester (f)
John Churchill - Ellesmere Port
Stuart Gardiner - Frodsham
Carl E Irlam - Ellesmere Port (f)
Paul, Mason -Wallasey
Carol, Murray - Wirral

The 'membership subscription' boxes must cover your single recurring annual subscription. If you are unable to get this to your bank in time for 1st May, please enter 'date of first payment' as the earliest practicable after 1st. May this year, and 'thereafter ...due date' as 1st. May (for following years).

You may like to consider a second standing order, for a small sum to be paid (say monthly) as a painless way of providing further support. This is of course quite optional, but cannot be mixed with the subscription, so please use the second set of boxes headed 'Optional additional donations paid during the year'.

One other thing you can do - to help see the *Daniel Adamson* steaming in the Mersey again. Ensure you have signed a grant-aid form! Half of you have - the rest can bring us approaching another £1000 from the treasury - at no cost or inconvenience to you (truly!). If you are in any doubt, please contact me, otherwise please sign the Grant-Aid portion of the loose form and return it - however you are paying (or even if you joined this year).

On behalf of the 'Danny' and the society, thank you again for your essential support.

- Pat Crecraft, Secretary

Geoffrey Newton - Burton on Trent
Alan Oliver - Liverpool
Norman Silcock - Hornby, Lancs
Andrew Smith - Nottingham
Malcolm Watts - Mold, Wales
A & G Winstanley - Runcorn (f)

There are now 189 members. Apologies to Andrew Smith and the Winstanleys who were omitted from the previous newsletter.

On Board the Daniel Adamson in 1936



Promenade Deck.



Upper Saloon looking forward.



Upper Saloon looking forward.



Upper Saloon looking aft.



Lower Saloon looking aft.



Lower Saloon looking forward.

These photographs taken immediately after the 1936 refit were made available by former MSC tug skipper, Percy Dunbavand. They show the art-deco interior of the Daniel Adamson in pristine condition. If only it was like that now! However, these photographs provide the inspiration for the restoration of the interior to its former glory.

Several sources suggest that the interior was fitted by craftsmen from John Browns shipyard, Clydebank. This was apparently as a result of one of the then MSC Directors travelling on a recently completed John Brown built liner and being suitably impressed with the interior.



Can you identify this Manchester Ship Canal Steam Tug? Please send your answer to Dan Cross, by June 30, 2005. - Prize for the first correct answer drawn - Bottle of Whisky

Competition - Name the MSC Steam Tug

Committee News

John Deakin

In Edition 3 of The Tow Line it was reported that our Working Party Coordinator, John Deakin, was himself facing a spell "in dock".

The Committee is pleased to report that John has made a successful recovery and is back in action

Officers and Committee – Who's who? Part 3

This is the third look at the people actively involved in the running of the "Daniel Adamson Preservation Society".

NEIL MARSDEN

I was born in Liverpool, the second son of a Marine Engineer and Ship-repairer, so it is fair to say I have been around ships and their engines since childhood.

My elder brother was involved in marine engineering all his life from apprenticeship and a seagoing career with Alfred Holt's Blue Funnel Line and ultimately as a Marine Surveyor with the American Bureau of Shipping in Seattle, USA.

My earliest experiences were as a child assisting my father (usually holding a hand lamp to illuminate proceedings) in the engine rooms of a great many Irish Sea coasters. Ships included those from the fleets of Gardner's, Kelly's, Fisher's (of Newry) and the ships of Capt. Jim Tyrrell of Arklow, plus many more.

It was a natural progression to take up the career myself and so on leaving school I joined 'British & Commonwealth' (Clan Line Steamers) as an engineer cadet. College attendance at Plymouth and later South Shields was interspersed with sea time aboard company ships,

Colin Leonard

Colin Leonard was co-opted to the Committee of the Daniel Adamson Preservation Society during March as Events Coordinator. Colin, who was responsible for organising crewing of the stand at the Model Boat Trade Show at the Boat Museum, Ellesmere Port, will coordinate the society's attendance at future events.

This edition profiles Working Party Committee Member Neil Marsden:

where I served on both turbine steamers and motor vessels, in the latter case powered by the ubiquitous 'Doxford' oil engine.

Steam and 'short trips' was the spur to leave B & C and so I joined Esso Tankers, serving on vessels of their deep-sea fleet. Once more the routine of 'three months on/one off' proved once and for all I was really 'a home bird' and so with some reluctance I 'swallowed the anchor' and came ashore.

There followed a moderately eventful thirty years in 'law enforcement' during the latter years of which I was fortunate enough to make a couple of voyages aboard the then STA's brig 'Prince William' as assistant engineer. A most rewarding and highly recommended experience.

Shortly following retirement I learned of the formation of 'DAPS'

I knew the 'Daniel Adamson' albeit by sight only, from frequent visits to the Boat Museum at Ellesmere Port. I had often thought how important it was to save such a ship as an example of our maritime heritage and delighted to discover that I was not alone in this

view. I joined at the first opportunity and haven't looked back since.

From my first visit I was hooked and have attended almost every working party and Society Stall since. In that time the size of working party groups has steadily grown and it is a testament to their hard work how much progress has been made in so short a time. I have made many new friends in the process and despite foul

Restoration Diary

January

Despite horrendous weather on January 18, that day's working party notched up our 4,000th man-hour since record keeping began.

Despite the weather we welcomed Brian Gregory yet another retired sea going Chief Engineer to become involved with our project. Like John Huxley he is a former Cunard man.

Jobs completed on January 18 included the removal of the Starboard Main Engine HP piston valve cover; allowing access to the valve itself, which on initial inspection appears in good order.

The 'barring up' of the starboard wing furnace of the boiler and the examination of all remaining fire-bars,

February & March

In the engine room all valve gear on both main engines has been stripped, cleaned and tested for ease of operation, adjustments made for wear and all evidence of corrosion, scoring etc. carefully removed.

Inspection of the main engine condensers in preparation for testing was undertaken. The propeller shafts were cleaned up again in readiness

weather and fair we have always managed to enjoy a laugh along the way.

I have great faith in the project and know that we are involved in a very worthy cause. We are fortunate in that our membership includes a wealth of expertise in a whole range of disciplines and I am totally confident that we shall succeed.

wing and bearer bars stored in the port and starboard bunkers took place in January. Only one fire bar was found to be broken which isn't a problem as we have many spares and have enough to "bar-up" all three furnaces.

The fore-peak tank hatch coaming received further attention during January to seal it from the weather now that the decking in that area has been lifted.

The very severe weather during January made it necessary to lash down all the scaffolding planks over the aft deck with rope to supplement the metal fixings. Pat Brennan, Doug Hall and Gordon Weston undertook this task in a hailstorm.

for examination. Bilges thoroughly cleaned and access points prepared to the interior of the hull for NDT survey of its entirety.

Work continued on the aft deck which has now been completely removed over the aft peak tank area, this area has been painstakingly chipped, scraped and wire brushed over a

amount of supporting documentation to explain what we did, why it was done like this and what we need the funding for. Barring any major problems, we hope to have the application submitted by the end of May.

I will be the first to admit I hadn't realised that for this relatively modest application, just how much work was required to come to a definitive answer. As well as submission of the completed application booklet,

supporting documentation of over 50 pages of close typed submission will accompany the application "package".

Reliance on third parties to respond is an obvious delay but all in all everything has so far gone to plan. We will keep you all informed and hopefully before the end of the year we will see the old girl free of asbestos, dry-docked and with full survey reports to hand to plan the "next" phase!

- Dan Cross

<h2>Volunteer!</h2>
<h3>Join a working party!</h3>
Those wishing to attend should contact: Neil Marsden – 91, Prestbury Avenue, Prenton CH43 0UQ. Tel: 01516082868 Email: neilmarsden3@ntlworld.com or John Deakin on Tel: 01928573877
<h4>Forthcoming Working Party Dates</h4>
Every Tuesday. Saturdays: May 7 and 21. For other dates please check web site or contact John Deakin or Neil Marsden.
<h3>Crew The Stall at an Event!</h3>
As well as working on the vessel volunteers are also needed from time to time to assist on the DAPS stall when the society goes on tour visiting various Transport and Industrial Heritage Events in the North West.
The society needs members to crew the stall just as much as it needs volunteers to present themselves for a working party.
If you can help please contact our Events Coordinator – Colin Leonard. Tel: 01928 790893 Email: colin_leonard60@hotmail.com

The Tow Line Competition

Congratulations to Nigel Bowker of the Wirral who correctly identified the Mersey Tug as the "Moose" which was featured in edition #3 of "The Two Line".

Moose was built by H & C Grayson Ltd of Garston (Yard No. 94) for "Mersey Towing Co Ltd" (subsidiary of "Canadian Pacific Railway Co.") 1915.

1915 – Hired to Admiralty until 1920.
1920 -08/01: returned to owners
1945 -28/07: sank in the Mersey after a collision with 'Kawartha Park'
1946: Sold to "Liverpool Screw Towing & Lighterage Co Ltd", renamed PRAIRIE COCK
1960: no longer represented in Lloyds Register.

to allow full visual and electronic survey of the hull etc to class requirements. 2) draw shafts and remove props to note readings and wear-down. 3) Main engines, thrust blocks etc to be opened up for survey and readings noted.

There were many more requirements but this gives you an idea of what they were looking for. Royal and Sun responded in a similar fashion and listed all their requirements for boiler survey. The principal requirement is the removal of the asbestos lagging to allow full inspection of the boiler shell to take place.

I then set about obtaining quotes for all the work required. Obviously the main items were dry-docking and shaft removal and asbestos removal.

A meeting of all our engineers was convened in February to discuss the jobs list and to see if any additional investigation work was to be required by our selves. We discussed what jobs we could and could not undertake ourselves and the ones we could not (and there weren't that many), I set about obtaining prices for. By April 4th all quotes were in, with all contractors being asked to ensure that ALL work will be covered as we would struggle if faced with a bill above and beyond the quote.

All fees, including the MCA projected survey fees and Royal & Sun Alliance's projected survey fees have been calculated and all quotes added up. At present, the running total including conservation management plans etc is about £65,000- you don't get a huge amount for your money these days when paying commercial rates.

This figure includes a projected two week stint in dry-dock AND berthing alongside the dry-dock operators quay for a few weeks beforehand to

allow their contractors to safely remove ALL asbestos from boiler and engine room.

The figure is in excess of the £50,000 covered by a PPG application but we have looked hard at the requirements and we need to carry out all the work so we can be confident we know the vessel's condition 110% accurately before we start to decide how the re-build should be handled.

One phrase I use to the members all the time is that we "MUST NOT SELL OUR SELVES SHORT"- we will only no doubt apply to the HLF for major monies ONCE so we need to get it right. There is no benefit whatsoever in saying "it should be ok" or "it looks alright"- we need to know. We are confident that the shortfall can be met.

Certainly a couple of thousand pounds could be saved by undertaking another job or two ourselves. We are also confident that once all the additional documentation to support the bid is together, which it practically is now, we will be able to approach other bodies and organisations such as PRISM fund, Manifold Trust, Pilgrim Trust and the like with full explanations what we would require and for what.

Everything is now documented so we would not be going cap in hand for some additional "spends". Additionally if anyone has any other funding ideas please get in touch. Certainly once a (hopefully) successful answer to our bid is received, a huge amount of the work will be able to be started within budget. Our "match funding" element (10% at this stage) is catered for 100% via the volunteer hours which I believe is now over 6,000 man hours.

The HLF local office in Manchester will be consulted with by the end of April with a first completed copy of our application accompanied by a large

period of several weeks to reveal plating in remarkably good condition.

Temporary boards were carefully cut to cover this area providing a safe 'deck' where until recently rotten timbers had been an ever present hazard. On completion of the conservation of the tank top frames and bulwarks this area can be re-secured pending the ultimate renewal of the decks.

In the background we have also been busy in identifying and canvassing support from local and national businesses.



As a result of this activity In March we received a number of power tools from Makita which are proving to be of great value. These tools comprise: a 5" angle grinder and 40 x steel cutting discs, and a large cordless drill, complete with charger two 3.3Ah batteries, this monster will drill, hammer/drill and hammer/chisel. The

April

Notwithstanding the Royal Wedding and Grand National, Saturday April 10 saw nine members in attendance at the 'DA'. Despite it officially being summertime, the weather was pretty awful with high winds and rain, combining with the cold to make it a dismal day.

price in the shops for this item alone would have been £758!

The Daniel Adamson Preservation Society also received tools from another well known power tool manufacturer, who at present would like to remain anonymous. This equipment consisted of: A cordless drill with batteries A jig-saw and angle grinder plus a dozen metal cutting discs, 5 assorted packs of jig-saw blades and 3 drill bit sets.

In addition to tools, Ian Wales of



James Walker Sealing Technology visited the Daniel Adamson and presented John Deakin with some examples of the company's products which will come in very handy.

By the end of March volunteers had contributed over 5,000 hours of work, every minute of which has made a difference.

Steve Lawrinson and Walter Graham spent the whole day trying to repair our ancient diesel generator. Despite much effort by Steve and Walter on April 10th and subsequently the diesel generator has to be considered dead and in need of replacement.

Meanwhile our small petrol powered (loaned) generator gave sterling service, providing just enough power

to allow Pat Brennan to continue his painstaking scaling and needle gunning of the aft peak hold. The results are truly amazing with the treated plates like new, it actually seems a pity to paint them they look so good.

John Hake was also busy stripping down parts of the steering gear. He managed to open up both port and starboard chain wheels, cleaned them up, freeing the spindles, before 'boxing' them up once again suitably oiled.

As for the rest of the volunteers, it was agreed that the day presented an ideal opportunity to set about clearing out the aft crew accommodation which had been virtually destroyed over the years, by a combination of vandalism and leaking decks leaving little more than a large space full of rotten timber.

Our friends from TTE (Ellesmere Port) visited on April 12 led by 'Boris' Baugh and his staff who brought along a large party of apprentices for a look over the boat

The 'Sentinel' steering engine has been fully overhauled by Boris and his team who have tested it in running order on compressed air. The windlass has also emerged as good as new having been grit blasted, repainted and restored to working order.

During the visit volunteers and TTE staff discussed other potential projects on board, including the overhaul of more auxiliary machinery. This work is both essential to ensure the safe and successful operation of these machines, while at the same time providing tomorrow's engineers a rare insight into how things 'used to be.' Hopefully amongst these 'engineers of the future' some may continue their association with the 'DA' and eventually operate her for the benefit of those who follow in their footsteps.

Whilst outwardly there may not be a great deal of instant evidence of much work having taken place over the dark winter months, in reality remarkable progress has been made.

- Neil Marsden

The Daniel Adamson Forum

Member Steve Grenhalgh has created an online chat forum for DAPS members. It provides an online meeting place for members to discuss

the project and related matters. Access is via a link from the web site or directly at the following URL: www.daps.websiteallies.com

PROJECT PLANNING GRANT APPLICATION PROGRESS

As you will be aware from our last issue, we are now involved in applying to the Heritage Lottery Fund (HLF) for a project planning grant (PPG).

The purpose of these grants, are to fund the many aspects of preparing a

submission for a project for a full funding package to the HLF. The PPG's allow for applications for up to £50,000 to deal with many requirements groups such as ourselves will have before we know exactly what we want, what is required and by who and at what cost.

To submit an application to the HLF for a full grant, the lottery will require answers to many, many, questions. The answers to which, the successful completion of a planning phase, like this, should provide all the answers.

We first started by Tony Hirst, John Griffiths and myself sitting down before Christmas to examine the application literature (if you saw it you would understand why I shy away from calling it a form) so a clear picture could be formed as to what is on offer, what is and isn't applicable in terms of an application and what documentation we will need to prepare.

Tony and John, with their museum backgrounds were very keen to ensure that every stage of this process is dealt with in the finest of detail. After quite a few hours and much note taking, we went away to mull over our tasks during the festive period.

The basis of thinking was that if we wish to return the "Danny" back to operational condition, then the minimum standard to be met would be that of a marine surveyor and a boiler insurer.

If, however, we want to return her to passenger carrying condition, then the rigorous standards laid down by the Maritime & Coastguard Agency, as issuing authority for the UK must be met.

Therefore, we felt that the use of so-called consultants for this phase of the work would be money wasted.

There are two "statutory" bodies to deal with so we will deal direct and pay their charges. The MCA will be concerned with hull, machinery, safety equipment and construction whilst the

eventual boiler insurers- Royal & Sun Alliance, will deal with the boiler.

The MCA are sole classification authority in the UK but we do have a small choice of boiler insurers. However, there is a good reason we have chosen R&S – they have experience with similar boilers.

Our friends over at the other Liverpool based steam tug "Kerne" have a similar boiler to us (Scotch type but only two furnaces as opposed to our three) and they have been using R&S for many years, their surveyor knowing the boiler type well which is a real bonus in this day and age.

We set about our tasks in the New Year. Tony was dealing with managing the application, seeking quotes for "Conservation plans" (very important these days), "Audience development plans" (the HLF like these) and so on. John was making contact with his colleagues in National Museums and Galleries on Merseyside with regard to our art-deco saloon and having wood veneer samples analysed.

I was tasked with gaining responses from the issuing authorities- MCA and R&S and then acting on their requirements. The letters I wrote basically ran along the line of "we have a 102 year old steam tug with a 55 year old boiler in it, she last operated in 1984 but we would like to return her to service". "We are all sane and it's not as bad as you may think...can you advise" (a brief summary anyway!)

Responses were a little slow but eventually between the two lists of requirements for survey, a list was drawn up as to what exactly is required at this, the planning stage.

Examples with regard to the MCA for instance were: 1) dry-dock the vessel