

Get Involved!

Join a working party

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

Forthcoming Working Party Dates

Every Tuesday. Saturdays: August 13 & 27. For other dates in September and October please check web site or contact John Deakin or Neil Marsden.

Crew The Stall This Summer & Autumn

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.

Even if you can only spend an hour or two at one of the events listed below, your help would be invaluable.

The society has chosen to attend the events listed below as they are designed to appeal to transport enthusiasts and as a consequence they will have much to interest you. So why not have an enjoyable day out and help crew the stall as well?

The society will be attending the following during the summer and autumn.

National Inland Waterways Festival – August 27th to 29th

Venue: Preston Brook, Runcorn

Malpas Steam Fair – September 10th & 11th

Venue: Malpas – Cheshire

Birkenhead Tram Museum Open Day – October 2nd

Venue: Pacific Road, Birkenhead, Merseyside.

Please note that the National Inland Waterways Festival is held over the August Bank Holiday Weekend.

If you can help please contact our Events Coordinator – Colin Leonard.

Tel: 01928 790893 after 18:30 or email: colin_leonard60@hotmail.com

Barbecue!

There will be a BBQ held at the Daniel Adamson in Salisbury Dock for members, their families and friends on Saturday September 24, 2005 commencing 14:00 onwards.

Please contact George Pennington for details:
g.pennington@blueyonder.co.uk Tel: 0774 281 3600



The Daniel Adamson Preservation Society



No 5



July 2005



Editor: John H. Luxton

The Tow Line



"Daniel Adamson" shares the Dry Dock with "MSC Scimitar" – February 1984. J.Slavin (DAPS)

Contents

Contacts & Commercial Supporters: 2
Editor's Notes: 2
Chairman's Letter: 3
Chairman's Annual Report: 3
Open Day and AGM: 7
Gift Aid: 9
Secretary's Report to AGM: 9
Welcome New Members: 10

Restoration Diary: 11
National Register of Historic Vessels: 14
The Tow Line Competition: 14
DAPS Shop: 15
Maritime Memorabilia Appeal: 15
Join A Working Party: 16
Crew The Stall At Events: 16
Barbecue: 16

www.danieladamson.com


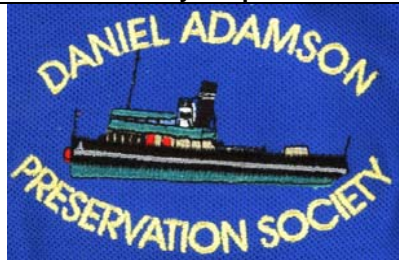
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|---|---|
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| DAPS Commercial Supporters | |
|---|--|
| Carmet Tugs Ltd James Walker Sealing Technology John Tiers & Company JPS Scaffolding Liverpool Pilots Makita UK Ltd Mersey Docks & Harbour Company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

| Editor's Notes |
|---|
| <p>Welcome to edition #5 of "The Tow Line". Once again we present a 16 page edition packed with all the latest news. A proportion of the magazine has been given over to reports from the AGM for the benefit of those members who were unable to attend.</p> <p>Due to pressure on space part 4 of the "Officers and Committee - Who's Who?" has been held over to the next edition.</p> <p>Once again could I please remind members that contributions to "The Tow Line" are most welcome on any related local nautical subject? If you can put pen to paper or finger to keyboard, YOUR contribution would be most welcome!</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> |

The DAPS Shop


Please help support the restoration of the Daniel Adamson by purchasing merchandise from the society shop.

Polo Shirts £16.50 inc P&P

Embroidered Daniel Adamson Logo
Available in sizes: Small to XXL

Please contact Alan Hughes to confirm availability of sizes.



Set of four Daniel Adamson Post Cards - £1.75 including P&P

Please send orders to:
Alan Hughes

11, Rockwood Drive, Skipton, North Yorks, BD23 1NF

Tel: 01756 701320
Email: hughes@skipton4.fsnet.co.uk

Cheques should be made payable to The Daniel Adamson Preservation Society.

Maritime Memorabilia Appeal

If any members have any unwanted maritime memorabilia, magazines, books etc could you please consider donating it to DAPS in order for us to sell it at the forthcoming events facilitate the raising of much needed funds.

Please Contact Colin Leonard if you can help

NATIONAL REGISTER OF HISTORIC VESSELS

The "Daniel Adamson" has been placed on the National Register of Historic Vessels [NRHV] Designated List maintained by the National Historic Ships Committee [NHSC]. The Main Committee of the NHSC unanimously voted the "Daniel Adamson" on to the NHRV Designated Vessels List at a meeting held at the end of May week.

Designated vessel status is granted to vessels considered by the National Historic Ships Committee to be of a

high regional or local significance and which merit priority for long term preservation and support.

John Paton, NHSC Secretary commented, "The committee were particularly impressed with the vessel and the preservation project. There should be no doubt now that in heritage terms she ["The Daniel Adamson"] has considerable value. The NHSC pays tribute to the vision and perseverance in rescuing this remarkable vessel".

Competition - Name the Mersey Steam Tug

The answer to April's tug quiz was the MSC tug "Rixton". Eight people answered, four of which were correct. The winner of the bottle of Scotch was Colin Leonard. His name was first out of the hat, well done Colin!

So for this quiz? Surely a familiar sight for anyone near the River Mersey in years gone by? The tug in the background is the "Moor Cock". Please e-mail or post entries to Dan Cross (details in front) by the end of September. Good Luck!



Chairman's Letter

Thank you to all those who came to our first Annual General Meeting and in particular to those who entered the discussions, there is nothing worse than getting no reaction from an audience. Council members were grateful for the positive comments from members. The open day on the boat was also a great success and thank you to all those who helped in any way to make it an enjoyable experience for those visiting. It was also a great financial success with takings from both events approaching a thousand pounds.

You will see three related items from the AGM in other parts of this newsletter. We have to publish part of the final accounts. An initial profit and loss account was sent to all members with the notice for the AGM, but the audited accounts vary slightly, and show that we made a slight surplus. The new presentation is not as detailed as Alan's so it is worth looking at the earlier set which shows how little we have spent on administration and the very high proportion of our income that has gone on the boat.

The second item is a SWOT analysis (strengths, weaknesses, opportunities and threats). We presented some suggestions under each category at the AGM but we would like you to add your thoughts. Not only will this help us finalise our lottery bid and help with the next one it will add to the consultations we need to undertake to meet the HLF requirements. Please

Chairman's Annual Report

Introduction and rescue

This report covers the first 14 months activities of the Daniel Adamson

think about it and reply as detailed on the relevant page.

The third is that all the present Council and those that have been seconded during the year were elected for the coming year. Council appointed Dan as our Vice Chairman, something I am particularly pleased about.

A draft of the HLF bid has been submitted and was well received but as we expected there were a few issues that we have to deal with and some sections that need strengthening. We had a very productive afternoon with the HLF officer. We hope to have all the outstanding issues completed by the end of this month so look forward to a positive response before the winter.

It has been a dynamic year, so much has been achieved thanks to the commitment of members and the organisations that have supported us, let's hope that the next year will be as successful. Thank you to everyone who has contributed in any way. Please though do not forget to buy your polo shirt and postcards, they will also be on sale at the Inland Waterways Festival at Preston Brook, I hope to see many of you there and Colin will need you to help with our stand.

- Tony Hirst

Preservation Society. I am delighted and proud to report that in my opinion what has been achieved in this time would be creditable for a new organization if it had taken three years. I have been involved with museums and conservation for many years and I have never come across an organisation that has set off at the

pace achieved by our society. It is a credit to all those involved be they working on the tug, with the organisation or just being a supporting member, paying their subscription, passing on the right messages and encouraging others to join.

The support from outside organisations has been more than anyone could have hoped for, in particular the maritime organisation around the Mersey. The value of these materials and services has been calculated to be worth over £26,000 to the project.

The Society came into being following one of our members learning of the imminent demise of the Daniel Adamson (DA). She had been at the Boat Museum since 1985 with the intension of forming a separate trust to restore her. After much discussion and correspondence The Boat Museum Trust were unable to gain the agreement of the then owners the Manchester Ship Canal Company to transfer her to a new trust in order to raise funds to bring her back to life. Although limited work was undertaken until the late 1990s she deteriorated and was subject to considerable vandalism, this escalating after the millennium leading the new museum management to ask the then owners the MSC, to remove her from the museum leaving them little option other than to have her broken up.

The MSC had already contracted the ship breakers to undertake her removal from Ellesmere Port and break her up, but through the persistence of one of our members and the rapid coming together of some over 20 concerned enthusiasts the Society was formed and within a month was registered as a company limited by guarantee. The MSC agreed to sell her to the Society; and so the project was born. Commitments had already been made

by Svitzer Marine to tow the tug to Liverpool and for her to share the dry dock with one of their tugs so that her hull could be surveyed. Many more companies provided free or discounted services and materials, so that by the time the tug went to Liverpool we were confident, that even with our minimal resources, we could fund the initial work needed to check the condition of the hull so that the Society could decide if it was practical to restore her to full operating order.

Prior to leaving Ellesmere Port members set too to pump out the bilges, clear up inside and generally make her seaworthy. It may seem from this that all went smoothly but there were problems; for example with the number of surveys and discussions that had to be undertaken to gain insurance to get her across the river. Getting her out of Ellesmere Port (she went aground just outside the locks, blocking access to the Hotel) and there were even delays getting out of Eastham as there was so much shipping using the locks. Finally at the end of March she left Ellesmere Port; at Eastham her ownership was transferred to the Society and she finally reached Liverpool.

The surveys and volunteer work

The results of the surveys undertaken while on dock were very encouraging, the hull in the main being in remarkably good condition. The hull was then grit blasted and painted. This did though show up some weaknesses, (mainly due to wet areas inside around the boilers, rather than external corrosion); a number of small patches were welded on as a temporary measure. She did though pass inspection and was given a five-year seaworthiness certificate. In less than a month she went from looking a

we do, whilst at the same time gaining a little more knowledge along the way. As ever our 'Chief Engineer' John Deakin displays his eagerness to impart just a little of his knowledge of the 'Daniel Adamson' gained during a fifty year association with the vessel to our young guests.

Special thanks to Boris Baugh and all at TTE!

July

Shortly after the AGM at the beginning of July a brand new generator was installed on the 'Daniel Adamson' to provide a reliable source of power for illumination and the operation of power tools.

The purchase of the generator was only made possible thanks to the support of members through membership fees, donations and / or purchase of sales items.

To all our members a big thank-you for your support!

Efforts to replace some of the "Danny's" 'missing' parts took a major step forward recently, with the donation of an engine-room telegraph.

For those not aware, the two matching 'Robinson' telegraphs and the engine-room repeaters were 'removed' from the 'Daniel Adamson' during her time at Ellesmere Port.

Thanks to the generosity of Mr. Kevin Brady of Runcorn and with the assistance of member Mr Percy Dunbavand, a very suitable replacement telegraph has been obtained, suffice to say it is first and

foremost made by Robinson's of Liverpool, like our 'missing' telegraphs it is designed for a twin screw vessel, and is largely intact, complete with link chains and is virtually undamaged.

This telegraph was originally installed as one of a pair on another local tug, scrapped some years ago.

It appears that aside from a good dose of 'Brasso' the major tasks of restoration involve the manufacture of a new access plate to replace that missing from the telegraph's pedestal/column. A small oval manufacturer's (?) plate also appears to be missing from the centre top of the dial head.

On Tuesday July 12 Colin Leonard delivered the telegraph to Salisbury Dock, where arrangements had been made to hand it over to our friends at TTE for restoration.

The donation of the telegraph takes us another important step forward, though we have a long way to go; we need another just like it, plus the repeaters for down below.

We will in the near future be mounting appeals for help in replacing these and other missing items, with articles in the local press and national magazines.

If any member or reader can assist, in locating original or suitable replacement items we'd love to hear from you.

- Neil Marsden

The engine room was given another blast with a jet washer in the hope of removing still more grime which we didn't quite shift at the previous attempt.

On this occasion we had given the whole area a thorough soak in 'Gunk' beforehand, so much so that those involved and the treated areas smelled equally of the distinctive aroma of this product (in fact I think I still do!!)

With a fresh application during the jet washing an amazing amount of filth was removed from all manner of surfaces, before the residue was carefully pumped out.

All surfaces were carefully dried and clean oil applied where needed. During the process it was noted that the main engine, crosshead slide lubricating oil reservoirs were not black but in fact brass!! Walter Graham set to and cleaned them up.

Also in the engine-room we (John Huxley / Steve Lawrinson / John Churchill and I) opened up one of the main engine thrust bearings (in this case on the port main engine) sadly some of the thrust pads are damaged, the white metal bearing faces having 'run'. The damage is considerable, but hopefully repairable. It is fairly self evident that this damage occurred in service and is most likely the result of inadequate lubrication / poor adjustment or a combination of the two. A glance at the starboard bearings shows similar excess wear and tends to suggest lack of oil as the main culprit.

A great pity, but not the end of the world by any means, the shaft itself is generally okay, so that at least the sacrifice of the white metal did its job.

During May, John Broomby and Gordon Owen, our resident joiners, applied their skills to repairing, albeit temporarily, the aft accommodation companionway (stairs) which had been damaged due to vandalism at Ellesmere Port and had lain out of Access to this area has been restricted to a rather rickety aluminium ladder.

Thanks to their skill and those ever useful old discarded scaffolding boards we now have a safer access to this area of the ship.

June

Our great friends at TTE Ellesmere Port returned in June. Once again the staff and trainees have done us proud, this time refurbishing a number of valves, as we prepare for the inevitable surveys and inspections that lie ahead.

On this occasion the trainees stripped down and overhauled a selection of valves from the ship's engine room, under the supervision of TTE staff.

The June visit was the first for a new group of trainees, who were given a tour of the ship, including a brief explanation of the basics of the operation of the boiler and main engines as well as an account of why the 'Daniel Adamson' is literally a 'time capsule' of engineering history.

A short visit to the saloons to appreciate the once opulent interiors and the importance of restoring these to their former splendour was followed by 'a brew' of 'ship's tea' before the visitors returned to their studies.

We all hope that the trainees gain as much enjoyment from these visits as

total wreck to emerging with a sound and gleaming hull.

The Mersey Docks and Harbour Company gave us a secure berth in Salisbury dock where members set to work to dry her out. Covers were erected over the forward part of the tug but the rear deck (or what was left of it) was still open to the elements until a generous member built a rigid cover over the stern section. The rotten decks around the engine cover and saloon have been removed, the steel deck below sealed and temporary decks laid to provide a safe walkway and keep any driving rain out of the boat. Today the inside of the tug is dry and clean, probably more so than at any time since the early 1980s and work continues on preparing her for major restoration. An equally enthusiastic and skilled group have been working on the engines stripping them and freeing bearings as well as those in the propeller shafts. The boilers have been cleaned inside and out and subject to a number of inspections, which have given us confidence that they can be brought back into operational condition.

All of this work has been undertaken by up to 20 members working up to three days a week and all at minimal cost. When required tools and materials, just somehow appear from nowhere! Apprentices from TTE training in Ellesmere Port have undertaken other work. Gifts in kind and volunteer work can count as part of the society's contribution to a Lottery grant. By the end of April the labour content was valued at over £30,000.

We are very grateful to two members who lent us money at a critical time when some unexpected costs to repair the hull were incurred and we were waiting for the confirmation of our Charitable Status in order to claim an already approved grant from the

PRISM fund. Donations from members have made a significant contribution for which we are very grateful. The Gift Aid scheme has been a major help, adding 28% to donations and membership fees of those signing up to this scheme. This has so far produced around £1250 which will repeat each year for membership fees. We have ended this first period with a small loss even allowing the repayment of the outstanding loan. Very creditable for a new organisation that has achieved so much.

Funding for full restoration

The full restoration can only be undertaken with major additional help from specialist contractors. For this we need money. We have been reasonably successful in gaining grants and donations (particularly from members) but we have been restricted in making appeals to the traditional funding charities and the HLF until we have identified in detail the specific need for funds. We also need to raise our credibility and gain recognition of the importance of the tug. We all know it is unique, wonderful and must be saved, but there are many other projects around the country where their members have the same opinion of their project.

The principle symbol of importance recognised by the major funders is the criteria given to a vessel by the National Historic Ships Committee. Two of their members visited the tug in February and were not only impressed with her, particularly the saloon and how much of the original vessel remains, but also with the work, organisation, skills, enthusiasm and commitment of DAPS members working on the project. The tug is already on their list of historic vessels but because of the ownership problems referred to earlier and lack of an organisation conserving her she

could not, however important they consider her go onto the 'Designated' or even better the 'Core Collection' list. We are confident that by the time of the AGM she will be on the 'Designated' list. (On the 26th May we were informed that she has been put on the 'Designated List' and her position will be reviewed at the end of the year with reference to her going onto the 'Core Collection')

For much of 2005 we have been developing a bid for funding from the HLF. This is not for the full restoration but to fund the work needed to determine what has to be done and the cost, to put the whole tug back in full working order capable of carrying passengers while conserving her historic features. In order to gain funding we must demonstrate that we can earn sufficient money to maintain her in good order into the long term future.

The criteria that we plan to work to as far as the seaworthiness of the tug is concerned are those set by the Maritime and Coastguard Agency and the boiler insurers. The standards for the immediate and long-term conservation will be to the best conservation practice and will be set out by an outside consultant. We are gaining advice from the Conservation Centre of the National Museums in Liverpool and English Heritage over the conservation of the saloon. When we have completed this work we will be in a position to seek funding to complete the restoration needed to bring the tug back into operational order.

The draft bid was submitted in early May and we hope that we will be able to commence work before the end of the year. We will have to provide some of the funding for this and more for the later application for the full restoration. As soon as we have a clear indication of a successful bid we

will be mounting a major fund raising exercise to enable us to provide our portion of the funds and proceed with the work.

The organisation

The above is a report on the core activities of the Society, but there is more to running a growing organisation. The Council has the responsibility of running the Society. We have sought people to serve on it with the wide range of relevant experiences needed to undertake this often forgotten but vital aspect of the Society's activity. They have all enthusiastically tackled their tasks even though some have come across aspects that are new to them. Without their commitment we would not be passed first base with the project.

The names and the specific responsibilities of those who have served during this period are listed at the end of this report and they are all seeking re-election for the coming year.

Membership has grown to almost 200 and communications with members has improved both via the excellent newsletter and web site. The Society's activities have been widely reported in the press and we have embarked on modest promotions through festivals and shows. To pay for these and raise some funds we intend to sell a number of branded items including clothing.

Properly looking after the growing collection of small objects from or associated with the tug and documents relevant to the Daniel Adamson is important. A member of Council is responsible for this activity and to enable us to keep them secure the Boat Museum has agreed for the time being to house them.

I should explain that item 4 of the second 'overhead' refers to members who had not initially provided a Gift-Aid signature. We can now also claim on their first year's contributions.

At the time of going to press, the membership stood at 205, with outstanding renewals just over 40. I would like to extend our thanks to all of the membership for your valued support.

- Pat Crecraft

WELCOME TO NEW MEMBERS

Joining after the last edition of the newsletter.

Frank Campbell, Liverpool; Cpt. D Entwistle, Southwell, Notts.; Robert Findlow, Runcorn; Stephen Greenhalgh, Eccles; S.E Houghton, Runcorn; Chris Kane, Liverpool; Thomas Little, Liverpool; Mrs. D.R. Miller, Stockport; Roy Nelson, Wigan; T. Sheriff, Lincoln; Bob Swift, Neston; Tom Tebay, Heswall; The Wall Family, Freckleton, Lancs.; George Watson, Devizes; James & Jenny Watson, New York, USA and Mr.& Mrs. Williamson, Runcorn.

Restoration Diary

May

Our list of Commercial Supporters grew again in May. A sample of a rust inhibitor known as 'Rustroy' was tested on the newly cleaned plates in the aft peak hold with excellent results. An approach to manufacturers 'Wymark Ltd' of Cheltenham generated a very positive response from Managing Director, Melvyn Dane who very generously donated 25 litres of 'Rustroy' sufficient to treat approximately 1750 square metres!!

'Rustroy' really does a great job and the treated metalwork actually looks as good as new. Our sincere thanks have been sent to Melvyn and 'Wymark Ltd' for their generous support.

During May DAPS member John Churchill approached Sealex Ltd of Ellesmere Port. This company supplies all manner of jointing materials as well as a host of other

industrial products including packing, hoses and ducting etc.

Sealex Ltd. also manufactures specialist joints and gaskets for some very large pieces of equipment in doing so some very large off-cuts result. These 'off cuts' can be put to good use on smaller pieces of equipment.

Derek Johnston of Sealex Ltd. arranged for John to collect a considerable selection of the 'discarded' but perfectly serviceable 'off cuts'. This was a generous gesture of support towards our project.

Most, if not all, of the joints we need to replace can be made from these 'scrap' materials. In some cases many new joints can be made from a single piece, we are delighted with the stockpile collected by John and most grateful to Sealex for their generous support.

Membership is a major factor in restoring the *Daniel Adamson*

- Providing membership fees & donations
- To finance immediate work
- To provide 'matching funding' to enable major grants
- Providing evidence of strong support for the project
- Healthy membership numbers are necessary to obtain large grants
- Simply being a member enables the project
- Providing direct working support or facilities (by those who can)
- Essential short term conservation has protected the vessel
- Direct work and donated equipment makes available finance go further
- This work also qualifies as 'match funding' for large grants to come.

Membership is a major factor in restoring the *Daniel Adamson*

Well done!

- Membership has reached 200 - in our first year
- Membership Fees & Donations have totalled £8,300
- Gift-Aid has increased this by some £1200
- Over 30 existing members later signed for Gift-Aid at renewal
- Soon we will apply for another substantial Gift-Aid sum
- These results enable us to seek major funding

You are keeping the project going

Membership is a major factor in restoring the *Daniel Adamson*

We can do even more though ...

- Some 50 members have not yet renewed their membership
- Your support is vital
- Over 40 members have not yet signed a Gift-Aid declaration
- 11 have told us they are in-eligible (thank you)
- If you qualify - please sign a form (tell me if you don't qualify)
- This costs you nothing (no snags) & your contribution goes further.
- Standing Orders help us and are easier for you
- No reminders, postage, etc.
- Known cash flow
- 20 members are paying their annual subscription this way
- 7 members are also donating a small recurring amount (£1/week to £10/month)

We are very grateful for this support

Membership is a major factor in restoring the *Daniel Adamson*

- Without your support the '*Danny*' would not have survived
- Our volunteers do a tremendous job - many, many thanks!

- However - simply being a member is vitally important
- Signing for Grant-Aid makes your contribution go further
- Get someone to join
- If you have a query, an idea - or a problem - contact the secretary

I hope that this report gives some impression of the amount of work that has been undertaken by members, the tremendous progress that has been made in securing the future of *Daniel Adamson* and to enable her before too long to be working again. It could be achieved in three years but may well be longer; it all depends on raising sufficient money. The actual restoration is quite practical to achieve and the information and expertise are available to have her back in operational and accessible to

Open-day and AGM

On July 2nd, the *Daniel Adamson* was open to members and visitors in the morning, followed by the society's AGM in the afternoon.

Our stalwart volunteers (too many to mention) had prepared the boat and were ready to show people over the boat, and man the Clarence Dock gate (a lonely but vital job, mainly carried out by Colin Leonard). Dia Hirst and Mo Crecraft provided the refreshments, Eddie Doig his popular fridge magnets and key rings, and for the first time, our emblazoned polo shirts were on sale by Alan and Judith Hughes (with members stripping off to change in to them on this hot day), together with a postcard pack of 4 views of the *Danny*, got together by Dan Cross.

It's not easy to be sure of numbers on such an occasion, but at least 58 members and 8 guests were joined by at least 6 visitors. It was splendid to see so many there (and for me - to put faces to names). These included 5 from the Midlands, 2 from the North, 2 from Wales and 2 from the Isle of Man.

Engine and boiler rooms were of course visited, but interest was also shown in the saloons, and work aft, while hard hats aside, everyone

the public, steaming on the Mersey and surrounding waterways, not just for members benefit, but to earn money to keep her in good order for future.

Thank you to all those, be they members and other supporters who have helped us get this far and we look forward to as successful a year into 2006.

T. Hirst OBE, Chairman, May 2005

enjoyed the companionship of the promenade deck.

Members much admired the results of the volunteers, who have spent thousands of hours on the unglamorous task of initially securing the condition of the vessel, and appraising what needs to be done.

Later we all moved to the Merseyside Maritime Museum, our kind hosts for our first Annual General Meeting. The principle reports are presented on other pages.

50 members attended, with apologies received from 10 others. The most formal business was to elect the council. No new candidates had been put forward, all those in office were willing to stand, and the meeting unanimously voted for them to continue in office, including those who had been co-opted during the year, as full council members. At a brief meeting after the AGM, the council members asked Dan Cross (our founder) to be Vice Chairman (which he accepted), and all other offices remain as before.

The Chairman (Tony Hirst) spelt out our aims and objectives, and reviewed actions and progress to date.

Eddie Doig asked why we chose not to attend the Mersey River Festival. It was felt that the festival is now too generalised, and expensive to participate in with viable results, but we will consider it again next year.

Dan cross then went on to review our PPG (Project Planning Grant - see other pages). His main thrust was that we need to ensure that every possible renovation is covered, as only anticipated work will be financed - there is no chance to add anything in during the work, and the boat/society must be largely self financing thereafter.

Eddie Doig asked about educational visits? The vessel does not provide funded 'core curriculum' opportunities, and is more suited to less funded senior schools. Opportunities will be progressed.

George Pennington felt there were other opportunities which he would discuss later.

Deryk Simpson asked if we were aware of changes in HLF (Heritage Lottery Funding). We are, and have an ally in the National Historic Ships Committee, but can expect reduced funds available, particularly if London wins the Olympic bid. However, good schemes will succeed - we have to be good.

Tony then presented a draft SWOT analysis (of the society's Strengths, Weaknesses, Opportunities and Threats - listed below).

This exercise is important to define and clarify our approach, and he asked members to suggest additions to the lists. We would be pleased to receive further suggestions from any members.

At the meeting, the following was suggested:

Strengths:

Smoke! Billowing funnels attract the public (but are an affront to steam men, and probably environmentalists! Also a weakness.

Window into the Past. An emotive and useful phrase suggested by Deryk Simpson.

Photogenic. The vessel itself is attractive to all - Judith Hughes

Cruises: paying passengers: On the Ship canal, New Brighton, Crosby, even to Barrow? Probably sheltered waters only (Barrow possibly occasionally in good weather, no paying passengers)

Weaknesses:

Skills: Shortages - which will only get worse. A massive training programme will be needed - but also seen as an opportunity to train new generations in the mysteries of running/stoking steam engines, and handling the vessel. Deryk Simpson

A boat: Any vessel is difficult to keep in top condition, and expensive to maintain - especially if 100 years old. John Griffiths & Deryk Simpson.

Moorings: Security and tenure in the docks. Access for passengers. Paul Gwinnett (also see threats)

Coal: becoming more difficult to obtain, and labour intensive (skilled) firing required. Should conversion to oil be considered?. Deryk Simpson. Coal firing accepted as a potentially difficult issue which is being carefully considered.

Opportunities:

Film Work: Likely to be fee earning possibilities (when completed)

Threats:

Mooring: Dock redevelopment and the canal extension could lead to access difficulties to the river. (several)

British waterways will own the docks waterspace - can they provide a berth? George Pennington. This will be looked into.

Crew Space: There could be pressure on essential accommodation space for crew, and modern catering and other needs. Eddie Doig & George Pennington. We have to find solutions to these problems.

Insurance: Increasing cost and restrictions of mandatory insurance (e.g. possibility of passengers caged in behind head high fencing), and other requirements affecting the boats structure & appearance.

Gift Aid

Thank you to the majority who have signed a Gift-Aid declaration - which costs you nothing, and enables us to claw back some of the tax you have already paid (equivalent to 28% of your contributions to us).

Some of you don't pay tax, or do not wish to participate for some other reason. It will help me if you would let me know this (by e-mail, phone or letter).

We value the memberships and donations of the remainder who have not yet signed a Gift-Aid form, but please consider how even more effective your support can be. If you

Goodwill: We are dependant on the goodwill of several bodies.

Ship repairers: There is likely to be only one remaining repair yard on Merseyside.

Ship Canal Cruises: Costs of pilot, crew availability (and cost?), fuel, catering, per capita charges (etc.) - and possible competitive problem with current cruise provider. All these points are being considered in the business plan - currently considering 6 weekends a year. Waverley has a mainly (foreign) professional crew.

Finally Tony thanked everyone for attending, the ladies for providing refreshments, Eddie Doig and Judith Hughes for sales, and especially the volunteers for preparing the boat, on top of their usual labours.

- Pat Crecraft, Secretary

can, please sign either [the form enclosed with this Newsletter*] (*if possible John) a Gift-Aid form you may still have, or use the 'membership' section of our new leaflet, or simply sign on a piece of paper, with the words:

"I wish all donations and subscriptions I have and will make to the Daniel Adamson Preservation Society to be treated as Gift Aid donations, until further notice". I am a tax payer".

Return the form to the secretary (address elsewhere in this newsletter)

Thank you all once more - for helping us get the *Danny* steaming again.

- Pat Crecraft, Secretary

Secretary's Report to the AGM.

The following slides were displayed, with brief further explanation.