



Can you identify this Manchester Ship Canal steam tug? Please send your answer to Dan Cross, by April 21, 2006. — Prize for the first correct answer drawn — Bottle of Whisky. Previous quiz had 4 correct answers submitted. Of these Mike Williams' entry was drawn as the winner. The tug depicted was "Bantam Cock" Of The Liverpool Screw Towing Company.

Competition - Name the MSC Steam Tug

The Daniel Adamson Preservation Society



No 7



January 2006



Editor: John H. Luxton

The Tow Line



Daniel Adamson Clarence Dry Dock – May 20, 2004. J.H. Luxton (DAPS)

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Supported by the
Heritage Lottery Fund

www.danieladamson.com

D.A.P.S. Officers and Committee	
Chairman	Tony Hirst - 39, Liverpool Road, Chester CH2 1AB Tel: 01244 373880 Email: tony@thenterprises.fsnet.co.uk
Vice Chairman	Dan Cross – 17, Cedardale Park, Barrows Green, Widnes. Tel: 0151 4231393 Email: dan@uptonrocks.fsnet.co.uk
Secretary	Patrick Crecraft – 8, Newlands, Naseby, Northampton NN6 6DE Tel: 01604 740144 Email: pat@pcrecraft.freereserve.co.uk
Treasurer	Alan Hughes -11, Rockwood Drive, Skipton BD23 1NF Tel: 01756 701320 Email: hughes@skipton4.fsnet.co.uk
Press Secretary Newsletter / Website Editor	John Luxton – 236, Smithdown Road, Liverpool L15 5AH Tel: 07973363370 Email: luxtonjh@btinternet.com
Fund Raising Coordinator	Diana Skilbeck – 21, Arkwood Close, Bebington CH62 2AU Tel: 01513344432 Email: diana@skilbeck5.wanadoo.co.uk
Working Party Coordinator	John Deakin – 8, Woodhall Drive, Runcorn, Cheshire WA7 5QB Tel: 01928573877
Archivist	John Griffiths – 24a, Egerton Park, Rock Ferry CH42 4QZ Tel: 01516440186 Email: johnandtenacity@hotmail.com
Committee Member	Neil Marsden – 91, Prestbury Avenue, Prenton CH43 0UQ Tel: 01516082868 Email: neil.marsden3@ntlworld.com
Events Coordinator	Colin Leonard - Tel: 01928 790 893 Email: colin_leonard@hotmail.co.uk

DAPS Commercial Supporters	
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DAPS is supported by The Heritage Lottery Fund and the Fund for the Preservation of Industrial and Scientific Material (PRISM).	

Editor's Notes
<p>Welcome to edition #7 of "The Tow Line". This being our first 20 page edition!</p> <p>I have for sometime requested contributions from members outside the immediate committee and I am pleased to announce that in this edition readers will find an article "Hopper 14" by Thomas Sherriff and Deryk Simpson's notes regarding the appearance of the "Danny" in the new Granada TV series "Locks and Quays"</p> <p>For the benefit of those members who are not "on-line" this edition features the first part of Neil Marsden's "A Remarkable Survivor".</p> <p style="text-align: right;">- John H. Luxton, Editor</p> <p style="text-align: center;">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>

work, an application will be made for another payment to DAPS for a further 40% of the award. The remaining 10% will be paid upon completion of the planning work.

Our first setback however came a few weeks ago when we were informed by the main contractor, Northwestern Shiprepairers that Clarence dry-dock, and adjacent to our current berth in Liverpool had been closed with immediate effect. We were now required to get the "Danny" over the Mersey into the Birkenhead dock system as she was now to be dry-docked at NSL's Bidston dry-dock.

Quickly, shades of 2004 set in when we had to start preparing the old girl for a further tow with insurance to arrange (£750 for cover for the tow), pilotage (again free from Liverpool pilot's through DAPS members Stuart Wood and Tom Teebay) and of course the small matter of the tug to tow us there. Once again Svitzer's stepped in again offering free towage on a "when we are not busy" agreement. Other obstacles included the conditions of insurance which laid down that the tow must be undertaken in daylight hours and in no more than Force 4 winds; personally I think all towage jobs should carry this stipulation but I suppose I would say that!

John Deakin & Co worked hard preparing the boat for the tow and clearing her of all of our collected worldly goods we have amassed over the last 20 months or so. A big thank you to John Churchill for organizing the trailer so well and keeping track of exactly what is were. All non-watertight openings, vents and low steps have had to be sealed up again as was the case last time.

Once the Danny arrives at Bidston, the first job will be the asbestos removal contractors Pyrod, to come

aboard, seal the boat up and remove all asbestos from the boiler/ engine room as laid down in the contract. This should take no more than 14 days. Once this is complete and when the dry-dock is available the "DA" will then move into the dry-dock were all out of water survey work will be undertaken. This will include a full Lloyd's class NDT survey of the hull, removal of props and shafts for survey and general hull/ superstructure survey. The MCA will attend the vessel for this with the NDT being undertaken by Ocean Marine and the findings presented to the MCA. Geoff Heaps our Marine Surveyor will be representing DAPS during the dry-dock period.

Once all this is complete, the Danny will then be towed back to her berth in Liverpool and when we are ready, all internal and mechanical surveys will be completed and the boiler survey will commence, being undertaken by Royal & Sun Alliance and the MCA. By this point we will begin to have a clear picture with regards to eventual re-build requirements with a view to returning the old girl to steam powered passenger carrying class as she was up to 1984.

At the time of writing, we attempted to move the Daniel Adamson twice (14th & 15th January) but these attempts both had to be cancelled at the last moment due to increased work load for Svitzer's on those days. We will be trying again week commencing 2nd February. So fingers crossed!

- Dan Cross

STOP PRESS

The "Daniel Adamson" was moved from Liverpool to a berth outside Northwestern Shiprepairers' Bidston Dry Dock on the afternoon tide of February 03 by Svitzer tug "Ashgarth"

getting started, we will need your continued support for the long term and our contributions are every bit as important now and in the future, as they were at the outset. Like everything today restoring 'Daniel Adamson' will be a costly exercise, there are no 'blank cheques'!

If you are reading this and not yet a member, please consider joining us, you really do get a lot for your money, I know I do!!

- Neil Marsden

Working Parties

Whilst the Daniel Adamson is at North Western Ship Repairers, Bidston Yard, access to the vessel will be restricted to those members who are required to liaise with the contractors. The scheduled working parties will not resume until this work is completed.

Those wishing to attend working parties once these resume should contact: Neil Marsden – 91, Prestbury Avenue, Prenton CH43 OJQ. Tel: 01516082868 Email: neil.marsden3@ntlworld.com or John Deakin on Tel: 01928573877.

Membership Notes

Welcome to New members

Once again a warm welcome to those listed below:

Colin Brogan, Runcorn; Dave Houghton, Warrington; John and K Pickering, both from Runcorn; Phil Spenser, Northants; Mabel Summers, Liverpool; David Booth, Warrington and Brian Mulvey, Chester.

While we now have over 230 members, the increase has been slow, understandable at this time of year. However, we do need to be seen as an ever growing society. As before, new applications now take the member through to May 2007 - so now is a good time to come 'on-board'!

Dry Dock & HLF Update

In early January, after we submitted our application for the first part of our £50,000 PPG award to be paid, permission was granted by HLF to

Bring in a member!

Please try to enthuse someone about the 'Danny' and get them to join - using the cut-out section of the brochure (contact me for more) - and please try to get the Gift-Aid section signed.

Gift-Aid

Thanks to the majority of you signing for Gift-Aid, Alan was recently able to get a substantial sum again from that lovely Mr. Brown (towards the total we must find towards the Project now in hand) - that signature is vital to us - and again thank you. If you are in any doubt about the scheme, please contact me.

- Pat Crecraft Secretary

begin work and in accordance with HLF rules, 50% of the grant (£25,000) was paid directly to DAPS. When work is underway on the PPG related

Chairman's Letter

As I write the efforts of many members are coming to fruition. For a number of them much of 2005 was dominated by preparing our bid to the HLF, others concentrated on working on the tug, others on publicity and others on the multiplicity of tasks needed to make organisations like ours successful. The results of these efforts have now born fruit; we have confirmation of the grant from HLF and now permission to start work. There has been a tremendous amount of work undertaken on the tug; every time I visit there is a significant change. We have gained significant media coverage from major articles in regional newspapers, radio broadcasts and TV programmes. The few events we have attended have proved their worth and talks to societies have become a regular feature. Tow Line has gone from strength to strength. We have a new store and workshop, thanks to the IWA giving us their old container. These are just some of the activities that have moved the project on and raise DAPS credibility and profile.

Snippets from the past

Many members from Runcorn and other areas around the Mersey will know or know of Bill Leathwood. He was the manager responsible for all of ICI's craft and cargoes transported by water from and to their works in Northwich. He was a County Councillor and an influential member of numerous organisations associated with the inland waterways.

Bill is a mine of information about the waterways and traffic in the Mersey basin. He has recently lent me some press cuttings, pages from his diaries

Once we had confirmation of the HLF grant we set about raising the remaining money so that we could start work on the project. Letters were sent to many potential funders, but so far with limited success. Some members have contributed additional funds, thank you to all who have and if you meant to and have forgotten to it is not too late, please send your contribution to Alan Hughes. One of our members has very generously lent us all we need to complete the HLF funded part of the project, so we are now under way. We do though need to pay it back, so if you know of any sources that you think might help, please let Di Skilbeck or myself know and we will follow them up.

Elsewhere you will find details of progress on the first stages of the project. If all goes to plan, by the time you receive the next edition of Tow Line the inspections of the hull, boiler and engines will have been completed.

- Tony Hirst January, 2006

and an audiotape made on the last journey of the DA under steam.

I have taken extracts and they are printed below. Some members may already know all or much of this information but as we widen our membership not everyone is as familiar with the facts about the "Daniel Adamson" as some members are. In any case it is worth reading them to visualize the picture he paints of the area around the canal less than 22 years ago. I hope you enjoy his reminiscences and these snippets from the past.

- Tony Hirst

This is a summary, of and extracts from, Bill Leathwood's diary for Monday the 12th September 1984 reporting on what was the last journey of the Daniel Adamson under her own power on the 10th and 11th September 1984. Summary made at the end of the year

Joined Daniel Adamson at 10.30am sailed up to Manchester Docks arriving 2.30pm.

How wonderful to hear the twin steam engines, to see the furnaces red hot – nostalgia.

I had wheel from just Latchford to Irlam, a real sail – only passed sludge boats & dredging tugs and barges. Only one ship and that at B & P Wharf.

The worst was Manchester Docks – a scene of dereliction. Around 2.45pm, got orders to return.

Tomorrow's event (there was to be a staff trip to Runcorn) was off due to dockers, (they were going on strike). I got 'bonus' of return sail. Took wheel below Partington to Latchford. A beautiful tug to steer – no trouble at all. Arrived back at Old Quay 7pm. Will this be her last trip? A red-letter day for me.

Copy of Bill's notes taken on the voyage

Depart Old Quay 10.30.
Captain Len Peach
Mate Colin Leonard
8 knots
Maurice Wiggs Wks complex
Sunk wreck
Soon aware of communications – what would it be like when canal was busy?

Took wheel from Latchford to Irlam

2 Sludge boats – 2 dredging tugs with muck barges
No canal railway
Water – seems improved
100 ft cut
Entrance to Calamanco Lock still there.
Partington – office boarded up
2 tips only
Nothing there - no steel works
- CWS Wharf
Irlam – 5 sluices, 16ft rise
Rudheath hole – section. House building over large areas since I used to come as a lad.
Daveyhulme - Sludge berth - most alive
No traffic at all
High level
Barton Aqueduct – nothing working
Shell Oil Wharf - nothing
Eccles Oil Wharf - nothing
Weaste Oil Wharf - nothing
Irwell Park Wharf - nothing
B & Polson - Dutch & Bulk Cargo craft
Dereliction
Old Sulphure Sludge Wharf
Esso
Mode Wheel Lock

The decay demolition & dereliction commences with a vengeance
Shell tanker & WD Nayle being repaired
Dry Docks – 3 Runcorn Russian ships for breaking
Symbolic!
Demolition at BOCM.
Hovis gone
Sun Mills gone
Open spaces at Trafford Wharf
No timber
Huge container, large gantry with several Containers, Straddler, lying rusting.
No Grain Warehouse top of No. 9 Dock.
Deserted sheds – empty quays- Bull Cargo tied up, only vessel.
Sheds in 8 Dock down - only 60 t crane at top by dock offices. – Ind. units

Fund Raising Progress

The beginning of 2006 has brought good news on the fund-raising front. At the beginning of December I sent off 10 requests for funding and we have just heard from two of these awarding us £3000 in total. £2000 came from the Manifold Trust and £1000 from The Mercer's Company. Some of the other charitable foundations have let me know that our request will be considered when their Trustees meet.

I know from Tony Hirst that many members have made donations and we are most grateful for these. The value of these donations is not just

Restoration Diary

The much awaited dry-docking of the "Daniel Adamson" is imminent, but it will not take place 'round the corner' in Clarence Dry-dock, as originally planned. As a result there has been a great deal of activity aboard the vessel in recent weeks to make her ready for the tow across the Mersey to the NSL Bidston Dry Dock.

On January 15, no less than fifteen volunteers turned out; in addition to our great friend and supporter Bill Thompson (JPS Scaffolding) who was on hand with his newly acquired fork lift truck, to assist with some heavy lifting.

There was a lot to do and this included modifying the weather-proof sheeting, allowing this to be rolled up to give unobstructed access to the main deck area, the removal of some machinery previously stripped for overhaul and other 'portable' items placed ashore in secure storage.

monetary but gives greater clout to requests to charities who then realise how committed are our members.

This is a very exciting time for the 'Daniel Adamson' as the survey will enable us to find out what restoration work is needed, and the cost of the necessary work which will start the process of returning the vessel to her former glory.

If any members have knowledge of, or links with, any charitable foundations please let me know.

- Di Skilbeck

It was the removal of some of this exceedingly heavy gear which required the aid of Bill's truck as well as numerous volunteers, dragging, pushing and 'encouraging' the items into their new temporary home.

This done, some of the old 'temporary' deck patches which required replacement, to provide a safe working area and to complete the integrity of what remains of the original (rotted) deck timbers were lifted. This work exposed the now 'legendary' 'Hayward' deck-lights, those, I have waxed lyrical over numerous times in these pages. Previously only visible from below, the cast frames were discovered to be in first class condition and will provide hours of polishing ahead!!

In closing, I think I should just add, the fact that we've received a very welcome donation from the Heritage Lottery Fund, does not mean the restoration is 'in the bag', or even close, far from it, we are really just

- (YN 222)
- 1903 -xx/10: delivered to "Shropshire Union Canal & Railway Co" (GBR)
- (GBR flag, regd Manchester, ON 104479)
- 1907 -xx/11 L.R. class withdrawn at owner's request
- 1922: Taken over by "MSC - Manchester Ship Canal Co" at Manchester (GBR)
- 1936: renamed **DANIEL ADAMSON** (175 GRT, 16 NRT)
- 1983: retired from MSC service, on loan to the Ellesmere Boat Museum
- 2004: reported due for breaking up to Sammy Evans at Garston (GBR)
- 2004 -xx/02: TugTalk-members and tuglovers (www.tugtalk.co.uk) started action for her preservation under initiative of Dan Cross and Bruce Biddulph
- 2004 -21/02: formation of "D.A.P.S. - Daniel Adamson Preservation Society"
- 2004 -10/04: towed to Clarence Graving Dock by the Svitzer tug 'Ashgarth'
- 2004 -23/05: entered the dock for inspection and hull overhaul
- 2004 -07/06: un-docked
- 2004 -10/07: D.A.P.S. recognised as registered charity (nr 1104681)

1906 W.E. DORRINGTON

Registered: LR25-26: 36648 /LR35-36:16475 /(GBR)ON 124621
175 GRT, 66 NRT, L32,00m, B6,88m, D3,05m (105.0'x22.6'x10.0')
steel, 2 scr, 2x C2cyl by shipbuilder, 73nhp-534ihp

- 1906 -21/08: Launched by "Cammell Laird & Co" at Merseyside-Birkenhead (YN 674)
- 1906: delivered to "Shropshire Union Railway & Canal Co" (GBR flag, ON 124621)
- 1922: taken over by "MSC - Manchester Ship Canal Co Ltd" at Manchester
- 1937: broken up by "T.W. Ward Ltd" at Preston

1909 LORD STALBRIDGE, 1947 THE ROSE

Registered: LR25-26:26062 /LR35-36:11299 /LR43-44:10480 /LR47-48:14421 /LR50-51:78792 /LR56-57:80238
(GBR)ON 124625

164 GRT, 61 NRT, L32,18m, B6,88m, D3,10m (105.6'x22.6'x10.2')
2 scr, 2x C2cyl "Ross & Duncan" at Glasgow, 90nhp

LORD STALBRIDGE

- 1909: Built by "The Dublin Dockyard Co" at Dublin (GBR)
- 1909 -xx/11: delivered to "Shropshire Union Railway & Canal Co" (GBR)
- (GBR flag, ON 124625)
- 1922: taken over by "MSC - Manchester Ship Canal Co" at Manchester (GBR)
- (GBR flag, regd Manchester, ON 124625)
- 1947: To W.D. Guy at Cardiff (GBR), renamed **THE ROSE**
- (GBR flag, regd Cardiff, ON 124625)
- 1959: broken up at Briton Ferry - probably by "T.W. Ward Ltd" (GBR)

7 Dock – filled in. 6 Dock a marina.
Whole scene – dead.- Sad.
Only life the dredger 'Ince' at Trafford Wharf.

Only signs of traffic – scrap on quay 8 Dock corner.

Left Mode Wheel @ 3.15 pm. Made some clean smoke. Had gone low on steam deliberately. Downstream canal. Some sunshine Barton to Irlam.

Steady 8 knots & gliding along.
Took wheel below Cadishead & took her to Latchford.

Now doing about 10 knots. A joy to steer – she gave me no trouble.
Headed to the big lock with Percy Dawson.

Passed Mancunian at Naylor's Wharf and she left later to Percy Dawson.
Panary lying at Coopers Wharf. No boats now going there with sand.
Passed Randles, no sluice now.
Beyond the river with a clear channel between the banks.

Audiotape

Beside these notes the North West Sound Archive Director, Ken Howarth made an audio record of the journey to Manchester, with sounds from in the wheelhouse and engine room. There is much information to be extracted from this recording but three snippets that come to mind are of how

Press cuttings

A report from a weekly newspaper of May 1936 (identity not known) states that "The Manchester Ship Canal tug 'Ralph Brocklbank', which has been reconditioned at Old Quay Workshops so as to be suitable for carrying a large number of passengers as well as performing her usual duties, had a trial run on Monday when those on

The sand hole no longer so distinctive, bank erosion seen to that. The Guinness boat now swings at this point & a small buoy is placed there. Coming to Old Quay Swing Bridge was like emerging to new experience world. All very clever - passed nothing going up – unlike the R. Rhine.

At Old Quay we rounded up and berthed at 7pm in the appropriate berth.

A splendid day – others unfortunate ended at bonus for me.

The Daniel Adamson is now 81. She has reminders of more refined times. Now wonderful to walk on wooden decks – all over. Alas some wants replacing & more caulking needs to be done.
The brass work is good.
Saloon furnishings are now becoming old and faded.

Talk was that this might be her last time out. Indeed with the cancellation of the event I may well have been aboard for her last trip.

dominant the sound of the steering engine was, that there was a distinct knocking from a bearing in one of the engines and that the engine room telegraph was not working properly so the helmsman was asked to shout instructions to the engine room via the speech pipe.

board included representatives of the Engineering staff and friends.

The run to Eastham and back proved that everything was satisfactory. The work of reconditioning the craft has considerably improved her appearance".

A cutting from the Weekly News, for the week ending 15th March 1986, reports on the transfer of the 'Daniel Adamson' to the Boat Museum at Ellesmere Port and the proposal to set up a charitable trust to preserve the Daniel Adamson for future generations to admire. She is shown being towed under the Runcorn bridges by the tug Victory.

Another cutting of August 1982 describes the use of the 'Daniel Adamson' at the time and summarises her history. It goes on to report that "the tug has a crew of seven and that the only permanent member being the Master, was Tommy Kelly.

In between trips the 'Daniel Adamson' is cleaned up with brasswork being polished and the planks of the deck renewed. With its considerable age, it is a strenuous task for men of the Old Quay workshops to keep it in perfect working order but it has always been excellently turned out for all its trips".

It goes on to report that "when in service with the SURCC it carried passengers until 1915 when the Merchant Shipping Act made it uneconomic (there is nothing new in the world, trip boat operators are have similar problems today). After this it was used solely as a tug with sister ships, the 'W.E. Dorrington' and the 'Lord Stalbridge', on occasions towing as many as 16 barges across the Mersey.

In 1921 it was sold to the Manchester Ship Canal Company as a stern tug

Officers and Committee – Who's who? Part 5

Colin Leonard

I left school in the summer of 1962. My interest of shipping started at an early age and living within the locality

and was used to take Ship Canal employees on trips from Manchester to Eastham. (Bill has told me that she was never, except on one occasion when Hulme Lock was closed and she towed a string of barges down from Manchester, used for towing as a traffic tug, only as a stern tug. We do though have a photo of her with others towing the 250 ton crane, but he says that this does not count).

When the Ship Canal's tender the 'Charles Galloway' was scrapped in 1929 its passenger carrying capacity was lost and the 'Ralph Brocklebank' took its place. This meant that temporary awnings had to be fixed on the tug's bridge and stern, and only removed when used as a tug.

During 1936 a new superstructure was fitted, the bridge raised and the passenger accommodation improved, although the tow hook was retained so that tug work could still be undertaken. It was after this that the tug was renamed the 'Daniel Adamson' after the first chairman of the Ship Canal Company.

With at least two more trips this summer before the season ends and still looking as immaculate as ever the 'Daniel Adamson' looks set to carry on for quite a number of years yet".

(Note that the DA is referred to as an 'it' rather than 'she' as conventional. All sections within brackets are by Tony Hirst)

of the Manchester Ship Canal one of my hobbies of taking photographs started when I was about 13/14 using

So it is, that the oldest of the trio survives, while her two newer running mates lasted just 31 and 50 years respectively. One wonders what selection process determined their fates.

Why was it that, already over thirty years old, 'Ralph Brocklebank' was chosen for such a major alteration to emerge as 'Daniel Adamson'? I imagine it is unlikely that anyone can answer this question today and little chance that sufficient plans of all three vessels survive to make an informed guess.

Whilst in paragraph 4, I remarked that in general terms the average life of a ship is about 30 years, although I should add this is very much dependent on a host of circumstances. I acknowledge that certain types of vessel can often exceed this by a substantial margin. Indeed there are many examples of tugs surviving to great age and I can think of no better example than our close 'neighbour' 'Kerne' which dates from 1913. 'Retired' in 1971, she is very much with us today and following major boiler repairs should be back in steam in the near future. (See www.tugkerne.co.uk)

For a vessel to achieve a working life exceeding 80 years and still retain her original machinery, if not unique is most certainly rare, to find her still afloat and largely intact, now over 100 years after her launch, is in my opinion, bordering on miraculous!

This is the case with 'Daniel Adamson' and where eighteen months on, after 9,500 hours of volunteer labour and tremendous support, we have reached our first milestone. The granting of the HLF Project Planning Grant, will take the project to the next phase in restoring this amazing vessel to full operation.

I realise now that my outlook in year's past when I thought, '*Oh good, somebody's saving that old boat!*' was wrong, I should have said, '*How can I help save that old boat?*' and then done something about it.

If you are reading this and not already a Member of DAPS, then join us, if you are a member and would like to do more, do it.

If you would like to help but are not sure how, just ask. As you can see 'Daniel Adamson' is a remarkable survivor, but needs our help!

1903 RALPH BROCKLEBANK, 1936 DANIEL ADAMSON

Tug/Tender

Registered: LR25-26:31044 /LR35-36:13549 /LR43-44:06567 /LR47-48:06250 /LR50-51:56907 /LR56-57:57441 /LR60-61:58189

(GBR)ON 104479

173 GRT, 64 NRT, L32,03m, B6,91m, D3,05m (105.1'x22.7'x10.0' or 110'0"(105'1")x22'8"x9'5"(10'0"))

2 scr, 2x C2cyl "J. Jones & Sons" at Liverpool, 83nhp-583ihp

RALPH BROCKLEBANK

- 1903: Built by "Tranmere Bay Development Co Ltd" at Birkenhead (GBR)

not so sure. There seem to be some minor alterations from her 'Shroppie' days, but look at that hull again it's exactly as it is today!



The second photo shows a three quarter bow view, from the same period.



The third a view taken last year on leaving dry-dock, familiar isn't it?

Our historical notes mention that 'Ralph Brocklebank' was one of three similar vessels built for the SUR&C Co.



The next was named 'W.E. Dorrington' and came from Cammell Laird in 1906; she is pictured again post 1921 in MSC colours, making rapid progress along the canal. Dimensionally very similar, with slightly less power than 'Ralph Brocklebank' she was scrapped in 1937.

The final member of the trio, 'Lord Stalbridge' dated from 1909, a product of the Dublin Dockyard, she was again of similar dimensions, but of a slightly smaller tonnage. Her twin screw compound engines by Ross & Duncan of Glasgow, were rated as the most powerful of the three.



This magnificent view, in my submission, seems to emphasise this extra power, although of course by present day standards the combined power of all three would be eclipsed by many modern counterparts. Sold in 1947, she was subsequently scrapped in 1959.

a Kodak Brownie Camera and Gratispool Films.



I was also fortunate enough during the school holidays to go for an odd trip aboard a William Coopers Sand Barge, namely The Otter.

When I first left school I applied for various jobs including the Manchester Ship Canal Traffic Tugs but was unsuccessful so I ended up working at ICI Castner Kellner in the Post Room and Stationery Stores and then progressed to Castner Kellner Garage where I would eventually be employed on the locomotives or as a lorry driver.

My heart was really on the Manchester Ship Canal and when my father asked Bridge Master on Old Quay Swing Bridge in his local pub was there any chance of a job for me he kept me in mind and within a couple of weeks he came back and said a vacancy arose on the Swing Bridge as a telephone lad. I started on my 16th birthday in June 1963 and this was my initiation to life on the Ship Canal, and then 18 months later in 1964 it led to me getting a job as a No.2 deckhand relief in Old Quay Yard.

After 18 months relieving I was made regular No.2 Deckhand on the MSC Neptune which was classed as a day boat. (Although days at that time was a bit of a misnomer because when required we worked both days and nights). The Manchester Ship Canal company at this time had just

introduced 24hrs working and 48 hrs off, initially with 3 pairs of tugs. These were manned by the Senior Men in each rank.

A few months later we moved en bloc as a crew to the MSC Puma where I remained for about 6 months until my turn to go on 24 hrs arose when I moved to the MSC Sovereign. I was on the Sovereign for a short spell and then I was promoted to No.1 Deckhand – so it was back to day work on the MSC Merlin. I remained on the Merlin for about 2 years until the company decided to tie four boats up which meant there were demotions. So in 1968 I returned to the MSC Sovereign but on a different shift as No. 2 Deckhand.

In August 1969 I was back on day boats after being promoted back to No.1 on the MSC Quest where I stayed until September 1970.

The company then decided that all tugs would work a 24 hr on and 48 off system. This meant us moving to the MSC Ulex where we stayed until 1976 when we manned the MSC Viking which was new from the builders. In 1982 due to crew members on my boat taking early retirement the Mate and I moved to the MSC Viceroy whose crew we had been paired with, since 1970.

In 1986 I was promoted to Mate which meant that when the Master went off I was acting Master.

In December 1988 we were dumbstruck when the company informed us that we were all being made redundant and the towage would be contracted out using our tugs on bare boat charter.

On March 6th 1989 I left the Viceroy in Eastham Sluice Way for the last time. That was the end of my 26 year career working on the tugs.

During this period I was called upon many times to be part of the crew of the Daniel Adamson which did not have a regular deck crew apart from the Master. In 1968/69 I was on board as No. 1 Deckhand. In 1977/79/80/82/83/84 I worked aboard her as Mate on various corporate and staff trips.

Daniel Adamson on TV Again!

On 5th January 2006 I was watching a new Granada TV series entitled "Locks and Quays" on the canals of the North West when our esteemed Chairman appeared on the programme, as did a shot of "Danny's" ship's bell.

More was to come however! Imagine my surprise when during the same programme a week later on 12th January there was a long sequence on the history and preservation of "Danny", complete with extended interviews with Tony Hirst, Dan Cross and John Deakin.

The Port of London Authority – Hopper 14

I was born in Glasgow, coming from a long line of Marine Engineers and Master Mariners. It was this background that set me off on a lifetime in heavy engineering. My grandfather had been with the Donaldson Line, and before his retirement he was superintendent to Robertson's who owned a large fleet of coasters bearing the names of precious stones.

After retirement he went to live at Sandbank on the Holy Loch. Visits to my grandparents entailed taking the train to Gourrock, then by one of the Caledonia Steamers to Dunoon or Hunters Quay, very often on "Queen Mary II". It was from the deck of one of these ships that as a small boy I noticed an odd looking vessel with

Little did I realise that when I tied her up at Old Quay at approximately 18.00 hours on the 10th September 1984 it would be the last time she sailed. I am confident that in a couple of year's time I will have the opportunity to sail on her once again.

I thought the information and interviews came over very well and gave a good description of the history and preservation of "Danny", without being compromised by TV editing. All too often the viewers' comprehension of an item on TV can be adversely affected by inappropriate editing. What superb publicity for DAPS, as this programme must have been seen by tens of thousands of people in the North West.

- Deryk Simpson (153)

funnel aft. I didn't understand what my father meant when he told me it was a mud hopper.

My father was appointed superintendent to the Temple and Dornock Steamship Company and we moved south in 1942. It was on a very cold Monday morning in April 1949, that I started by apprenticeship at the No.2 Ship Repair Yard at Harland and Wolff at Surrey Docks.

The main work at this small yard was in the repair and maintenance of vessels of the Port of London Authority, which included a fleet of dredgers and tugs, an assortment of craft in the salvage department, maintenance of the lock gates, and

an odd looking tug-boat casually viewed from the window of a passing train or car, as one passed over one of the Runcorn / Widnes bridges. On occasion there were many other vessels in view, but with her 'peppermint green' upper works, this one stood out.

Years later I saw her again, now moored in Ellesmere Port at the 'Boat Museum'. To be honest I didn't take a great deal of interest, merely thinking something along the lines of 'oh good, somebody's saved that old boat.' Though I visited the museum frequently I never set foot aboard and didn't notice her decline over the years.

Fortunately others had and it is to their credit, that when it was announced that the 'Daniel Adamson' was to be scrapped, they determined to do something about it. For many who joined, this was personal, they had lived and worked on the vessel, others had known her from child-hood, literally 'knew every rivet!'

I was determined to learn more too. From that point on, as a regular 'volunteer' I have been closely involved in the project, I have learned a great deal and whenever possible have tried to convey through these pages and in the society newsletter 'Towline' regular reports on our progress.

It also occurred to me that many people, like myself, will remember the boat, but not know a great deal about her. Some, again like me, will have sailed on ships (*okay, some will have spent longer on one wave, I know!*) built half a century after 'Daniel Adamson' and long since scrapped on some distant beach, half a world away when less than thirty years old. Perhaps they too will marvel that 'Daniel Adamson' survives.

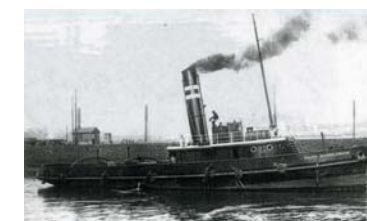
Let us look at the facts....

As reported elsewhere on this site the 'Daniel Adamson' was built as 'Ralph Brocklebank' in 1903. The now well known and very popular photograph of 'Ralph Brocklebank' passing the Pier Head, Liverpool about 1907, reproduced from an original post card supplied by member Mr Reg Lindop, is believed to be the earliest existing view of the ship.

Mr Lindop's father played a major part in the building of the vessel and by way of his son, has passed on to the Society irreplaceable documents relating to this period.

This view above all others so far, has inspired immense interest in the vessel and has probably done more than anything else to raise awareness into the unique status of the ship. Seen in the livery of her original owners, The Shropshire Union Railway and Canal Co. she is pictured passing a very different Liverpool waterfront from that which the majority of us will recognise.

She looks very different too, but that hull and the machinery within it remain the same.

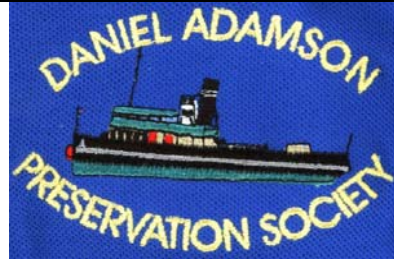


The first of our 'new' photographs shows her after 1921, now owned by the Manchester Ship Canal Co. In this starboard side view, her 'antiquity' is emphasised.

Some commentators have remarked that she looked 'American' in style, I'm

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

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

A Remarkable Survivor – Part 1

When I joined D.A.P.S. eighteen or so months ago, I did so because I couldn't stand by and watch this amazing vessel be consigned to a mere memory. I soon found that many people shared my view, some of

whom had close personal links and fond memories of the ship.

My own memories were, I found, generally similar to the majority of people, comprising a brief glimpse of

the machinery and supply of rams for the hydraulic cranes.

A regular visitor to this yard was Hopper 14, she had been built in 1911 by Ferguson Bros. of Paisley; she was originally part of a fleet of four vessels built purely as mud hoppers designed to tow a large dumb hopper: three of the sisters together with dumb hoppers were sold to the Tilbury Dredging Company. Hopper 14 was converted to a grab dredger by the addition of Priestman Cranes.

Her machinery comprised two large, three furnace, hand fired, scotch boilers, generating steam at about 180 psig saturated. She was propelled by a large triple expansion engine, with Stephenson link motion and a Browns hydraulic reversing engine. The condenser was cast integral with the rear columns of main engine; the Edwards's air pump bilge and feed rams being driven by levers from the h.p. crosshead.

The connecting rods had single top end bearings, difficult to adjust as was the multi collar thrust block. Being the apprentice I was given the task of wire brushing the casting of the condenser inlet water box just above the brass tube plate: while doing this I noticed a large discoloured patch of metal. This I tapped with my hammer, giving me a bit of a shock as it gave way leaving a hole about a foot across. Matters were not helped by some younger fitters wagging their fingers and saying "Oh dear, you are in trouble now, you will have to pay for a new condenser", I was left for the next hour or so worrying how I was going to pay for the new condenser out of my weekly wage of one pound thirteen shillings and three pence halfpenny (£1.69).

Keith Stone, who later became the yard the yard manager, and the PLA superintendent inspected the

damage, and between them they came to the conclusion, that the best solution would be to fit a temporary patch, to enable her to quickly return to service. A more permanent solution was to be resolved during her next boiler clean and survey.

On her return a new inlet water box was fitted, which necessitated the removal of the old tube plate, and all of the tubes were replaced by longer ones. A new larger tube plate was bolted to the flange of the old water box cover, and the new water box was bolted in place over it. New modified inlet and outlet pipes were fitted for the circulating water.

Auxiliary machinery included the CW pump driven by a single cylinder steam engine, a Dawson Downie general service duplex pump, two G&J Weir VDA boiler feed pumps, and a DC generator driven by a single cylinder steam engine provided electricity for lighting and light power. The primitive switch board was furnished with an ammeter, Voltmeter, several single pole knife switches and simple fuses.

Deck machinery included the hopper door engines, a windlass, and a couple of dredging winches on a Hastie steam steering engine, operated the unbalanced plate rudder through rods, chains and buffer springs to the tiller quadrant.

Her tall thin funnel was painted in the PLA pale yellow with black top with a large 14 on each side. My last sighting of Hopper 14 was in 1956 when I was working at Brunswick Wharf Power Station, it was a calm winters day and a tall plume of black smoke rose out of her funnel, straight up as she made her way down the Thames to the deeps.

There were two other grab dredgers in the dredging service the "Tolverne" and "Gallions Reach". The "Tolverne" was the smallest being propelled by a compound engine Henley's of Newbury as with "Hopper 14" the condenser was cast integral with the rear columns, CW, air pump bilge and feed rams were driven by levers from the HP crosshead. Steam was generated in a single coal fired scotch boiler, being a small engine it was manually reversed by a lever on a weighbar shaft.

She was fitted with a single grab crane forward of the hopper, I believe that she came from another port authority in the west country (*Would appear to be Falmouth – as Tolverne is in the upper reaches of the Fal - Editor*) and in PLA service she was fitted with a Sunderland Forge 3kw "shiplighter" set, a Dawson and Downie duplex pump, and also an old "Banjo" pup was bolted on a wooden pad to the engine-room bulkhead.

"The Gallions Reach" had been built just prior to the Second World War, I think by D. Holmes of Hull. At the outbreak of war she was converted for service as a salvage vessel, a rams horn and sheaves were fitted over her bows, her main deck was strengthened and a large winch placed forward of the wheel house, she was also painted in the colours of the "Grey Funnel Line".

After the war she was laid up in the Norway Dock with only a watchman on board, early in 1951 she sailed under her own steam to Hull, where she was converted back to a hopper grab dredger.

"The Gallions Reach" returned to Surrey Docks about six months later, repainted in PLA colours. She was oil fired with two single ended scotch boilers, each with three furnaces; and she was fitted with three modern

Priestman cranes, these cranes, these cranes were fitted with separate totally enclosed duplex slewing engines., The machinery and driver were protected from the weather by a spacious cab, unlike "Hopper 14" whose crane drivers were only provided with a metal roof and canvas dodgers.

One of the unpleasant jobs we had was to crawl into the buoyancy tanks of these vessels to fit new joints to the steam and exhaust pipes that ran through these spaces to serve the steam engines.

The dredging service also owned a fleet of ladder bucket dredgers, and several steam tugs fitted with a drag and under running gear, that were also used to serve the dredgers; relieving their crews manoeuvring them into new positions and running out their kedg anchors.

The last two years of my apprenticeship until 1954, were served at N o. 10 works North Woolwich, in the ship drawing office. This works was located in Park Road beside the main entrance locks of the Royal Albert Docks.

The large windows of the drawing office looked straight down the Royal Albert Dock. The ships that could be seen included: "Dominion Monarch", Royal Mail Lines "Highland Brigade", "Highland Monarch" and "Gascony", P&O, The Union Castle Line and the New Zealand Shipping Company. The ship handling tugs "Challenge" and others owned by Watkins Tugs, Gamecock Tugs and Sun Tugs could all be seen around the Royal Docks.

One of the unusual jobs I was given by the Chief Draughtsman was to go down to measure the starboard paddle wheel of the Woolwich Free Ferry "John Penn", and prepare a

drawing for a new eccentric strap for the feathering gear.

In those days the Thames was busy with shipping as far upstream as Kingston; "flat iron" colliers with hinged oval funnels served the Thameside power stations. Baltic cargo passenger vessels from Finland and Russia passed through the Tower Bridge and into the Pool of London.

The "Royal Iris" and the "Royal Daffodil" of the General Steam Navigation Company were seen on their way to Southend and the coastal resorts of Kent and Essex; they were fitted with a wheelhouse and bridge after the boat deck, this feature enabled them to come about at Galleons Reach and proceed stern first upstream to Tower Pier.

Many of the spritsail barges were still trading on the Thames and Medway, many had been converted to motor propulsion, but still a few traded under sail; mainly transporting saw timber and grain.

Long strings of swim ended barges were to be seen being towed against the current and tide by quite elderly steam tugs and modern motor tugs owned by the lighterage companies, the largest was most probably Gaisley's, with their yellow funnels with three thin red bands.

Other tugs were operated by Cory and the North Thames Gas Board. Probably the most famous barge handling tug on the Thames was the "Framfield", she had been built in the late 1930s and the subject of technical paper to the Institute of Marine Engineers. She was diesel electric and I believe that the propulsion motor by BTH. was supplied by two generators driven by Ruston diesels.

"Hopper 14"'s sister ships could be seen on their way to the deeps, with a heavily laden dumb hopper barge in tow. They were maintained in first class condition by the Tilbury Dredging Company, many of the crew were East European refugees. The Tilbury Dredging Company owned a fleet of large powerful tugs, bearing the name "Danube" followed by a Roman numeral.

The London County Council operated a fleet of sludge vessels, referred to as the "Honey Boats", they had black hulls, white superstructure and deck houses, a tall white funnel with LCC coat of arms and a black top.

Knights also operated a fleet of tugs based in Rochester, while I was the senior manager to the Guyana Electricity Corporation; I saw Knights tugs in operations on the Demerara River towing very large barges of Bauxite from Guymine round the coast to a Venezuelan Port.

Recently while doing an audit survey at St. Thomas's Hospital, I decided to have a walk around Surrey Docks, now renamed Surrey Quays; the Canada Dock where ships once unloaded timber from Scandinavia and the Americas has now been filled in and is a bus station and Tesco's.

The Norway Dock where we had a small floating dry dock and where we repaired the PLA Fleet has now shrunk to the size of goldfish ponds. Luxury flats have been built by the side of the Greenland Entrance lock; likewise the dock office and the pumping station that provided hydraulic power to the cranes and dock machinery have also been converted to luxury flats.

- Thomas Sherriff (196)