

# Friends of PRESIDENT



# 195

## January 2016

# Happy New Year

'Friends of President' is a support group working for the Black Country Living Museum, Tipton Road, Dudley, DY1 4SQ

(Registered Charity No: 504481)

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All items for inclusion in the newsletter to be sent to the editor, contact details above.

### **Help raise funds for Friends of President**

By searching the internet using <http://fop.easysearch.org.uk/>  
Current total : £71.71p from 7,962 searches

By shopping online via <http://www.easyfundraising.org.uk/causes/fop>  
Current total : £489.14p from 30 registered supporters

**Website : <http://nb-president.org.uk/>**

## **Editorial**

Welcome to the first 195 of 2016. I hope you all had a good Christmas and have got over the New Year celebrations.

The big news in this issue is that the boats will be going to a new destination this year - Liverpool. We have been invited to the re-launch of the *Daniel Adamson*, the only steam powered tug-tender left in the UK (more details about the *Daniel Adamson* below). This takes place over the weekend of the 7th/8th May in Liverpool's Albert Dock. On the way there, there will be a stop at another event at the Lion Salt Works, Northwich, the previous weekend.

We should then make it back in time to attend the Crick show, our major fundraising event of the year. Volunteers will obviously be needed to look after the sales stand. I have asked before, but if anyone has any good ideas for fundraising this year, could they please contact one of the committee members. Over the winter of 2016/17 the boiler has to be taken out of the boat and be taken away for the five yearly testing - an expensive process.

Tim Coghlan of Braunston Marina has also invited us back to the Braunston Boat Show this year to show off the work that has been carried out to *Kildare*.

Tim also let us know that he will be getting married on the 4th June to Liz Kenworthy-Browne in the small Norman church at Staverton. It will be a simple service with family and a few very old friends. If anyone would like a copy of the full letter from Tim, let me know and I will send it to you.

## **Kildare News**

Work party - Dec 5th - in attendance Tony Tibbins, Bob Crompton, Alan Ward, Steve Kirk and myself.

The final board in the bathroom area was fitted and a start made to the floor in the fore cabin (this is difficult because of a lack of manoeuvring space. it will have to be split). It is hoped that a work party on the 19th will see the finish of the fitting. Then all the boards will need to be lifted and the cut edges sealed. Then the various units can be positioned to identify where the lift/ventilation sections will be cut.

The range still has to be correctly fitted as the smoke box is still not positioned correctly to the flue. This is important as it will allow smoke and gases to leak into the cabin and will reduce the ability to control the burn rate.

**Dave Stott**

Dave then sent out an email to say that the last working party for 2015 would be on the 19th December, and he ended it with "Finally, my sincere thanks to all who have given their valuable time to work parties during the last few months, I assure you your efforts are greatly appreciated. A very Happy Christmas to you all and your families and a Peaceful New Year."

Work party - Dec 19th - in attendance were Nick Haynes, Tony Tibbins, Steve Kirk and Alan Ward. Nick sent the report and photos.

Cut and fitted final board in the fore hatch then measured and decided where all the flooring needs cutting for the access points. Cut the first two lengths before I left at 16:00. He also says that the white in the following photos is sawdust.



## **Fundraising**

Thanks to all your Christmas shopping and searching, £16.17p has been added to our funds during December, £14.47p from shopping and £1.70p from searching.

## **Membership Matters**

I have started to send out the renewal notices for 2016, if you haven't heard from me yet, you soon will. Of course, you don't have to wait until you get the reminder, you can always send me a cheque before that, I won't complain (Individual £15, Family £20, Corporate £30, payable to 'Friends of President').

What will change this year is when people are removed from the list if they haven't renewed. You will have three months to renew, and if you haven't paid by the end of March, then the March newsletter will be the last one you receive.

There have been some differences between the list that I have used as editor and the one that I received from Malcolm when I took over from him, so some people may be getting a request to rejoin even if they didn't renew last year. Hope you don't mind.

## **Website News**

Unfortunately our website still hasn't been sorted out. The shop and members' facilities for renewing their dues are still not available, so paying by PayPal isn't an option at the moment. If you want to pay by this method please don't forget to keep checking if it is available. If you have forgotten your password to be able to log in, there is a link to get a new one on the signing in page.

## **The Daniel Adamson**



This photo and the following information has been taken from the Daniel Adamson Preservation Society's website.

<http://danieladamson.co.uk/>

The DANIEL ADAMSON is a significant historic vessel being constructed as a tug-tender having the capability to both perform towage duties as well as carrying passengers. She is one of only two surviving tug-tenders in the U.K. and the only surviving steam powered tug-tender. Propulsion being via two 2 cylinder compound condensing 500 ihp engines providing propulsion.

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

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

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

Following the scrapping of the MSC’s original tug-tender “Charles Galloway” in 1929 the company further enhanced the passenger facilities by providing removable awnings fitted to the bridge and stern decks.

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

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

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

From 1936 to 1984 the DANIEL ADAMSON operated both as a tug and as the company directors’ inspection vessel and a venue for corporate hospitality functions; the two sister vessels “W.E. Dorrington” and “Lord Stalbridge” having been disposed of by the Manchester Ship Canal Company in 1937 and 1946.

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

In mid February 2004 local tug man Dan Cross discovered that the DANIEL ADAMSON was about to be scrapped. Following a hastily arranged meeting and considerable efforts made by Dan the DANIEL ADAMSON cheated her appointment with the breakers.

Instead of crossing the River Mersey to the breaker’s yard at Garston DANIEL ADAMSON departed the Ship Canal bound for Clarence Graving Dock on Saturday April 10, 2004 propelled by the Svitzer tug ASHGARTH.

Since April 2004 the society has made great strides towards reaching its goal of returning the DANIEL Adamson to operational condition.

During this period there have been two dry dockings and all hazardous material has been removed by specialist contractors.

Volunteers have given thousands of hours to the project and you are invited to browse through the web site and see for yourself what has been achieved in such a short time scale.

### **Museum News**

The following article was first published in the Historic Narrow Boat Club magazine, and is reproduced here with permission.

*Peacock* was built at the Birmingham Saltley boat dock of Fellows, Morton and Clayton and was registered on 2nd November 1915. The registration documents show she was built as a fly boat, working day and night carrying general goods, crewed by four men working in shifts. *Peacock* worked with FMC's northern fleet until nationalisation in 1948 and in 1952 British Waterways sold *Peacock* to John Hemelryk.

John Hemelryk looked after *Peacock* for over 40 years and repaired and maintained the boat to a very high standard without converting it. This was exceptional, as in the 1960s and 1970s, boats were either scrapped or converted into leisure craft. As a result, *Peacock* is still close to its original form. The inside woodwork of the cabin is original and dates back to the early FMC years, and the Bolinder engine - still in full working order - is also an early engine (c.1935) installed by FMC.

John Hemelryk's novel approach to keeping a narrow boat, remaining close to its original design while at the same time maintaining it to a high standard, inspired many early historic narrow boat enthusiasts. The Historic Narrow Boat Club (established 1966) therefore created the John Hemelryk award for metal and composite boats in recognition of restoration efforts.

*Peacock* was in Hemelryk's possession until 1993 and was then sold to Birmingham Museums (Science Museum). As part of the sale, it was stipulated that the boat was to be displayed in the water and Birmingham Museums moored the boat in the Birmingham & Fazeley canal adjacent to the museum. From a large window in the museum the boat could be seen. When the Science Museum (Newhall Street) closed and collections moved to the Think Tank, a canal location was no longer available and *Peacock* found an alternative mooring at the Black Country Living Museum.

Recent maintenance work (June/September 2015) consisted of repair to the gunnels; on portside the gunnel had rotted to such an extent that it needed to be part replaced, while on the starboard it required repair of bolt holes and shakes. The pigeon box, engine slide and cabin slide were repaired and cabin doors re-fixed. This work was completed by Rex Wain (Brinklow Boatyard). Paintwork was undertaken by Steve Priest, who stripped the paint from the external cabin and engine room and back deck. All was then sanded down and a protective paint film was built up using an epoxy primer, followed by conventional undercoat and finished in the FMC early colour scheme of black, white, red and red oxide. The work was paid for by Birmingham Museums, with financial assistance from PRISM and National Historic Ships.

Due to limited funding available, the brief did not include sign writing of cabin and engine room. This meant that the boat would return to the Black Country Living Museum without her Fellows, Morton & Clayton livery and thus would look unfinished. The lack of sign-writing was much discussed among boat enthusiasts and the general feeling was that this should be avoided. After all, *Peacock* was once owned by John Hemelryk, who maintained her so well. As a result, several boat enthusiasts came together and paid privately for the sign writing which was beautifully executed by David Moore.

*Peacock* returned from Brinklow to BCLM under her own power; the original 1935 Bolinder running perfectly. Before setting off from Brinklow, James Booth - boater and Bolinder enthusiast - inspected the engine thoroughly, repaired parts and applied lots of TLC and oil. James and wife Amanda delivered *Peacock* safely to the Museum on Sunday 27th September during the BCLM boaters' gathering.

*Peacock* is now looking very well, however - as with all boats - maintenance will need to be ongoing. Further painting is required and funding will need to be raised for new bottom shutts,

stands, planks and a top cloth. Most importantly, she will need to be lifted out of the water to check the bottom, most likely followed by some repair, caulking and blacking. Any contributions to this continuing work will be gratefully received, contact Irene de Boo or Bernard Hales.

Most of all she needs to be used, so expect to see Peacock on the local canal network in 2016.

**Irene de Boo**

Finally, to get your brain active again after the festive season, here are 10 canal name anagrams, the word canal does not appear in any of them.

Fleeced shirt

Gnaws red tern

Legendary snowy tins

Nine men wail

No pushier rhinos

Nun in jet cow

Old rails enveloped

Rain on dung

Switchboard manger miner

Told fancy herd

There's isn't a prize, but you can let me know how you got on, and if you want help with any of them.

That's all for this month

**Neil**