

# Friends of PRESIDENT

## “Steaming Up” – Issue 2

Following hot on the heels of the last issue of “Steaming up” is another issue! I will do my best to make these newsletters as regular as possible during this fascinating phase of the restoration project. Before we get down to what’s happening I am afraid that I need to climb onto my soapbox. You will see elsewhere in this issue that responses to both work parties and crewing dates have been disappointing. We in FOP are in danger of letting the few do all the work. In particular, the two Dave’s, Ron Spencer and his small band of helpers. Let there be no mistake, this is a huge project that we are undertaking. The rest of us cannot simply turn up with our cameras in hand ready to marvel at the boat, it is time to roll up our sleeves and get our hands dirty. **Simon Nuttall**

### **Work Party dates – President needs YOU!**

Two work parties have taken place since the last issue. Ron Spencer has asked me to request more help. It is vital that we complete the work allocated to us as soon as possible to ensure that we do not delay progress. The next work parties are as follows: -

**16<sup>th</sup> March**  
**6<sup>th</sup> April**  
**20<sup>th</sup> April**  
**4<sup>th</sup> May**

Other weekday work parties can be arranged subject to availability. If you can spare a day then please give Ron a call 0161 9803539. In any case please call Ron to let him know which work parties you are able to attend.

**The tasks to be completed are as follows: -**

Second or may be third coat of red oxide gloss  
Paint knees blue (two coats)  
Primer, followed by gloss in fore hatch  
Re-ink cloths and stencil (both boats)  
Assemble all running gear

Prepare Kildare for painting

### **Wither or not Crick?**

After much thought and scheduling of the work yet to be carried out we have reluctantly decided that we will not be going to Crick. Whilst deadlines are a necessary evil it is felt that we should not rush the final fitting out. It is all too easy to make mistakes when rushing to complete a project.

If you volunteered for this trip then please considered whether you can help on any other trips and let Richard Thomas know on 01992 466180.

## ***Crewing update***

Thank you to all members who have volunteered to date. This however only amounts to 18 of you – so where is the rest of the active membership?

The cancellation of the Crick trip is only bad to news to those (very) few who volunteered.

The Birmingham trip is very heavily subscribed. Windmill End has one volunteer, Parkhead four. We need a driver and Captain for the trip to Braunston.

Rather surprisingly there is still room on the Jam 'ole run – including a driver.

The more observant of you will note that I included a number of deliberate errors in the calendar. The Middlewich Festival is of course 14/15/16 June with Windmill End 14/15 September.

So can I urge you all to re-consult your diaries and let me have your completed forms. **Richard Thomas**

## ***Big news on the funding front***

With all the work going on to complete the boat it is easy to forget that we still urgently require funds. To refresh your memory the project is inching towards £45,000. At present we still require just under half of this. While Dave Stott has been busy on the boat side David Powell and Nigel Wood have been active on the funding front. In particular he has been developing our existing link with the De Vere Village Hotel & Leisure complexes.

The details have not yet been finalised but we will be holding a grand raffle. The first prize is a week's holiday hire for spring 2003, generously donated by Middlewich Narrowboats. We are actively investigating methods of selling large numbers of tickets, as this is a major opportunity to

raise considerable funds. You can all help by selling tickets on trips, events and of course to everyone you know.

Full details will be available in the next issue. **David Powell**

## ***Work Party report***

We have held two work parties since the last issue. The first was largely rained off due to very inclement weather. However on Saturday 2<sup>nd</sup> March 7 members attended: Dave Stott, Dave Goodman, Ron and Judy Spencer, John Logie, Bob Jervis and Brian Empsall.

I have included a picture report on the next page, but painting was very much the order of the day. Dave Stott and Dave Goodman were based at the museum preparing the boiler room ancillaries. Whilst the other painted the inside of the hull.

## ***More on the Jam 'ole run***

Potentially the most interesting trip of the year is the Jam 'ole run. This takes place from 20<sup>th</sup> to 27<sup>th</sup> October 2002. This recreates what is generally regarded as the last of the long distance carrying contracts.

Originally operated by the Samuel Barlow Coal Co, it was taken over by Michael Streat's Blue Line Company. The contract was for the supply of coal from the midlands to Kearly and Tongue's jam factory on the Paddington Arm in London.

President and Kildare have been asked by our long term supporter and sponsor Tim Coglán – Braunston Marina join the other working boats on this trip. I for one am really looking forward to taking part. It will be unlike our normal runs in that it takes place in the autumn on the Grand Union. I am hoping for some wonderful misty autumn mornings. I am sure that there will be some excellent photographic opportunities with both our own and the other working boats. **Simon Nuttall**

## ***Work party in pictures***

The main job for the day was painting, for which the fine weather was a huge bonus. My thanks to Judy who acted as my roving reporter (and I am sure did a lot of painting as well). Brian Empsall must have offended someone at one time as he ended up painting the front hatches area. ***Simon Nuttall***



### ***The painting detail.***

Having escaped the forehatch Brian Empsall watches Bob Jervis and Ron Spencer hard at work

***Photo Judy Spencer***

Brian Empsall safely installed in his hole. Like every good engineer Brian found a dirty hole to play in! Seriously somehow Brian drew the short straw of painting the fore hatch area

***Photo Judy Spencer***



Just how many coats did do you want?

***Photo Judy Spencer***



# ***Restoration Progress report***

***At long last the pile of metal at Dadfords wharf is beginning to look like President.***



The new boatman's' cabin taking shape *Photo Judy Spencer*

Starting at the stern, all the riveting is complete and new bottom boards are in place. These are elm. Ian has managed to locate a source of good quality elm at a reasonable price. The back cabin structure is in place as is the metal cabin over the boiler. The new and improved weed hatch assembly is also complete. With careful study of photographs you can see that my new design for the front the boiler cabin is now in place. The doors should help keep all the coal dust from the blow down and other valves at the end of the boiler

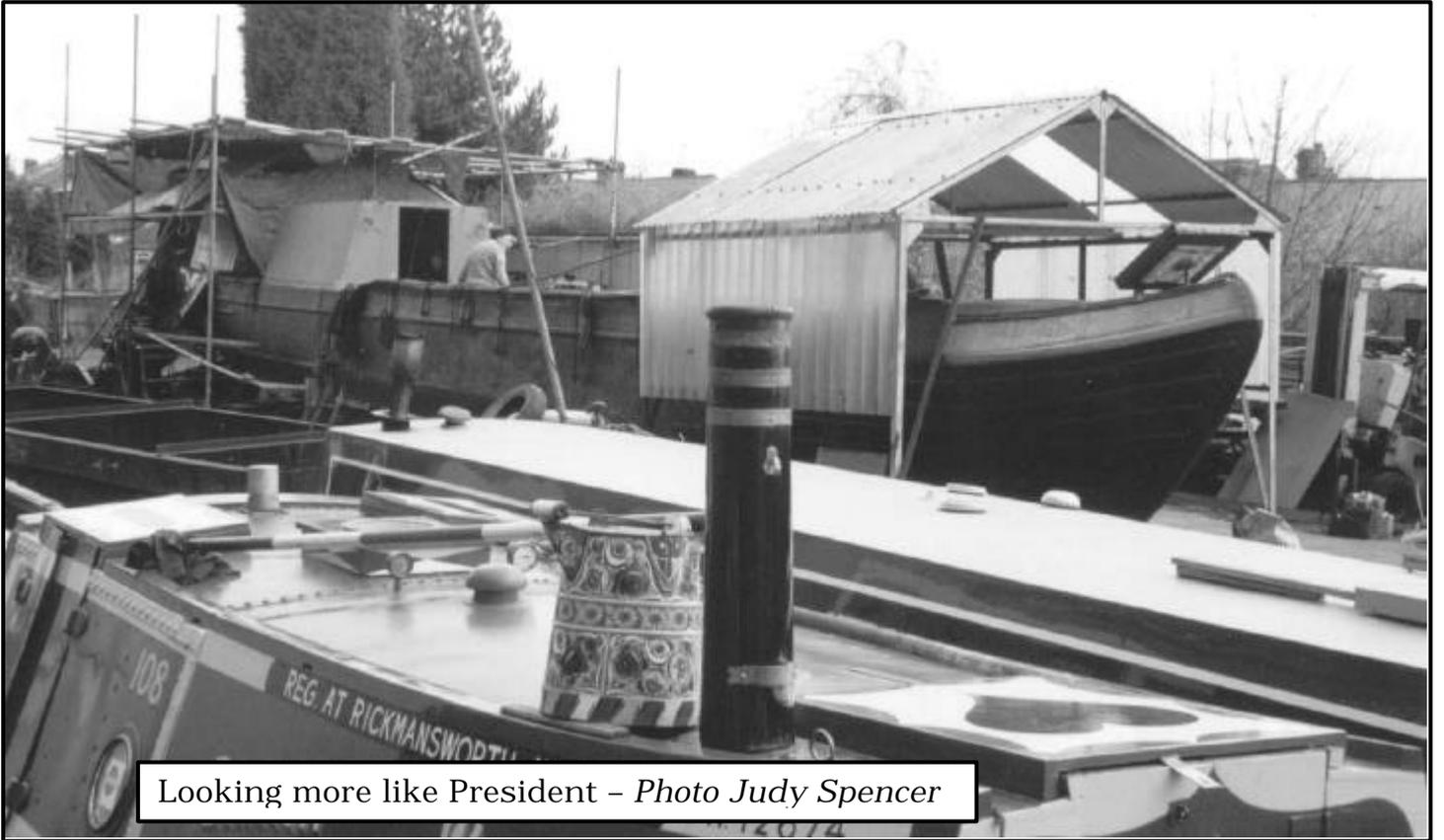
Moving forward into the hold, examination of the other bottom boards has revealed 5 very soft boards, in fact a welding rod was pushed right through one of them! The forward hatch area is in a bit of sorry mess; the frame, which holds the bulkhead in place, is corroded. The shoe plate, which sits below the bow, was also corroded and the wood inside it is probably original. After careful inspection and discussion we have decided to replace the shoe and re-bottom back to half way down the hold. The hatch has been de-scaled and coated with red lead and red oxide. The bow area and the remaining bottom boards will be replaced in 2007 when the boiler comes out again. The whole of the hull, both inside and out has been shot blasted. The lower outside section has been coated with a two-part epoxy resin and the inside with red oxide.

The boiler is now ready for installation and will be called forward in the next few weeks. The engine is still waiting for the work on the crankshaft to be completed (this is being done free of charge so we have to be patient).

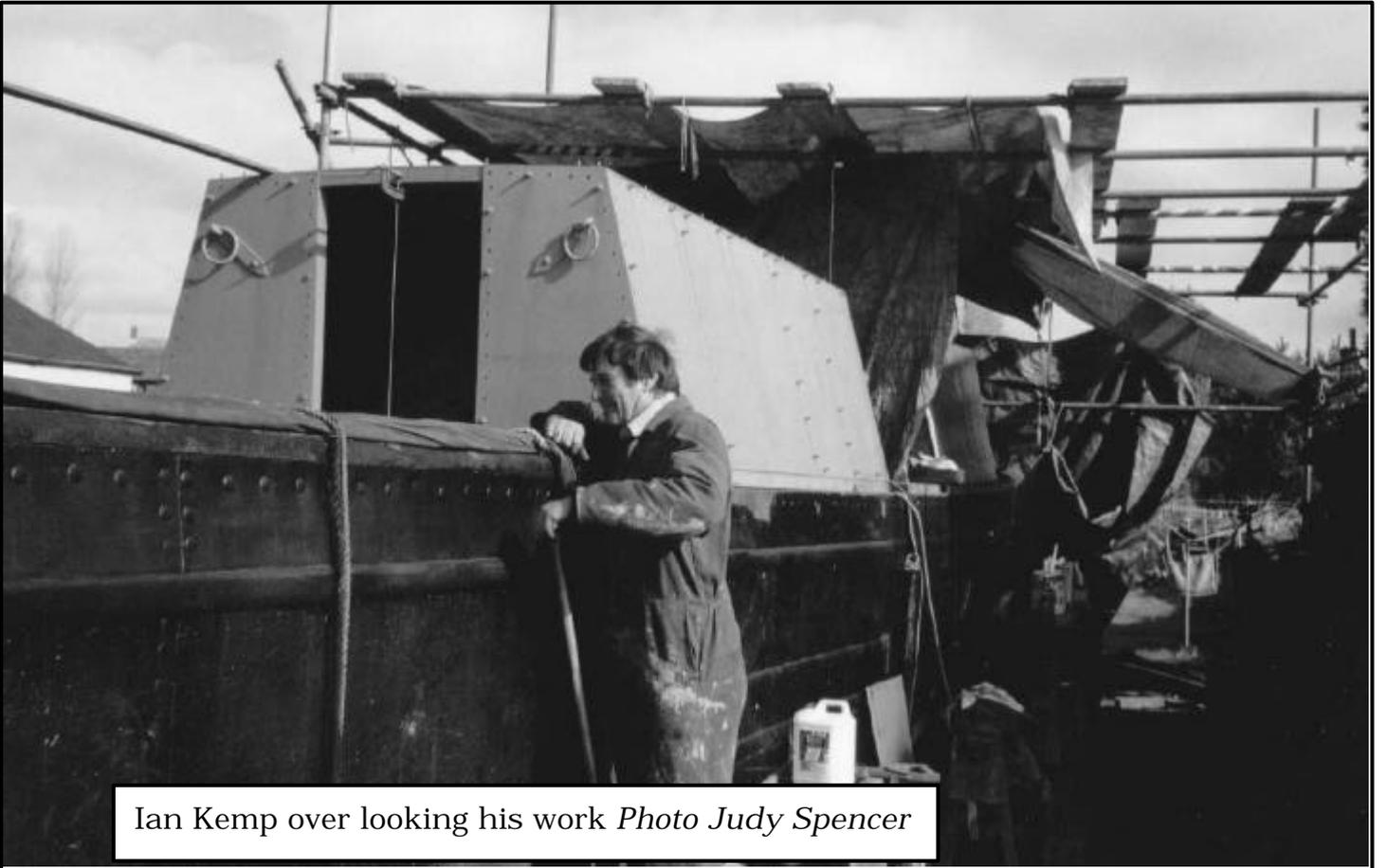


In my original plan I was going to use a weir pump to act as an air and condensate pump, from the outset I have had doubts that it would be satisfactory. I have sought much advice and done much reading. The main problems are: the swept volume of the water cylinder is not big enough; therefore any hope of a constant vacuum being pulled was very doubtful. Also the amount of water emitted from the condenser tends to be erratic and Weirs like a constant supply of water otherwise they can sulk and bang around. So I have decided in the short term to use an ejector. It is the same principal as the bilge ejector and that used on locomotives to pull a vacuum for the brakes. The alternative will be a freestanding steam driven air pump, whilst this available now; the cost (£3,500) is not. Finally, the new propeller arrived from Holland yesterday Friday (9 March) so slowly but surely President is returning to life. **David Stott**

New front of boiler housing.  
*Photo Judy Spencer*



Looking more like President – *Photo Judy Spencer*



Ian Kemp over looking his work *Photo Judy Spencer*