

Friends of PRESIDENT

“Steaming Up” – Issue 5

No Jam ‘ole run

A word from our Chairman David Powell

Dear Friends

I thought I should put a few words together for this edition of ‘Steaming Up’. Firstly I am sure you will all agree that Simon has done a great job in keeping us all in touch with the restoration project and we all thank him.

‘President’ is nearly completed, Kildare is nearly finished – but! Unfortunately I have to tell you that we have reluctantly decided to cancel all planned trips for this year including the ‘Jam ‘ole Run’. As I write this (mid August) all the pipe work has to be installed and tested. We then have to run trials, learn how to use all the new bits so the time has run out. Dave Stott and his small team have done a great job so far, but the big challenge is about to begin with the fitting out of the engine room. We must not rush to finish everything the very high standard of work to date has to be maintained to the end.

It is now nearly 2 years since we arrived back from Waltham Abbey our last trip out under steam. We are all aware of the fantastic amount of work that has been done over this period. We are now



very close to the end of this major project and the time is approaching for some serious planning for the future. Times have changed and Friends of President has to change as well. We are living in a world of litigation and we have to protect the Society, the Museum and ourselves. We are therefore, unfortunate as it may be, going to have to live by a few more rules than we have in the past. The museums insurance company is now insisting on a level of training and certification for all users of exhibits and equipment, we have to put this in place before the boats are back in full service. We are working on this and we are determined to maintain our open approach to membership and crewing. Over the next few months we will be holding a number of seminars at the museum to bring current crewmembers up to date. This is not going to be a problem issue and will only strengthen us as a group and enable us to operate the boats better in a safe environment. I would welcome any member's ideas and help with this project so please do hesitate to let me know your thoughts.

We also have a considerable amount of money yet to find so please keep working on that, sell more raffle tickets, send in your money and counterfoils, and if you have any spare send in donations (with gift aid please)

2003 is going to be a busy year for Friends of President so please continue with your support and we will all have a great year.

Best wishes
Dave Powell

Progress Report

Work has continued steadily since the last issue of "steaming up". On the engineering front the main development is that the boat once again has an engine (although not as yet in position) and a boiler. Derek from the museum has completed his work and the engine and boiler were delivered to site recently. The next step is for the cabin to be completed. Ian Kemp is currently working on this, following which the engine and boiler can be positioned exactly.

In the meantime, the picture on the front cover shows that a lot of the now repainted running gear has been re-erected. Kildare has now been repainted and is back at the museum.

Readers will remember that we are going to use a profession steam engineering company to install the pipework. This being Thompsons who have already completed the boiler work. It is hoped that they will be able to start work within the next four weeks.

A slightly disappointing note has been struck with regard to the displacement lubricator shown in the last issue. That is the "Powell half pint lubricator" unfortunately when Dave Stott stripped the new lubricator to check its condition. It was badly blocked inside and the pipe to the bulb was completely blocked. He managed to clear these blockages, then discovered the glass tube was broken up in the neck. All the needle valves require repacking. He rang Preston steam and described the problem to Michael who stated that all items are supplied as seen. He has therefore decided to use the mechanical lubricator and change the drive to chain. Dave is convinced that in the long run it will be more efficient. But perhaps not as nice to look at.

Simon Nuttall



***Ian Kemp painting Kildare
Photo Maurice Parker***

Craning the engine and boiler in

On 23rd July the engine and boiler were together for the first time. The engine was brought over from the museum workshop where Derek has been working on it for a number of



Craning the boiler in onto greased slides

months. All components have been measured. The new flywheel has been bolted on as has the old barring wheel. ***All photos Maurice Parker***

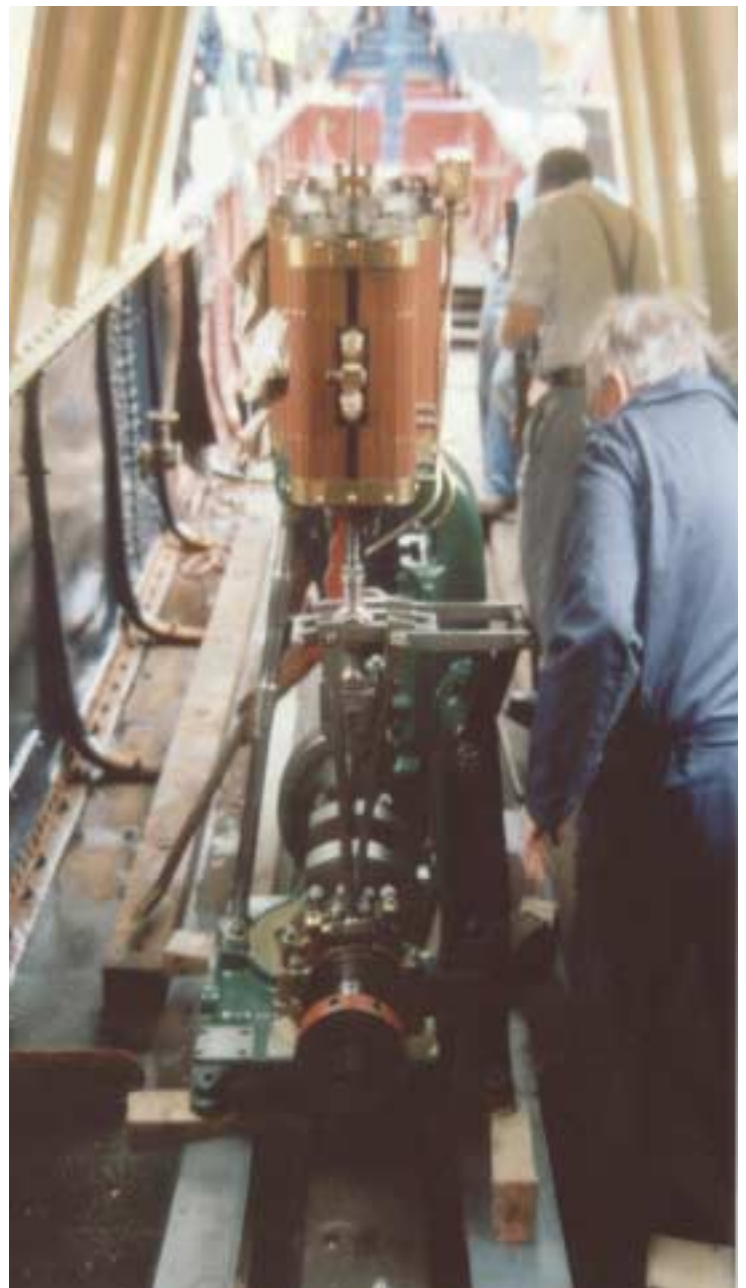


Boiler being drawn into the cabin



Our new engine ready to go into the boat. Attached to the front is a new smooth faced flywheel. Dave Stott has yet to decide whether to paint it. At the rear can be seen the barring wheel from the old engine. The massive construction and engineering can clearly be seen.

Now that's a sight for sore eyes. The new engine in the engine room for the first time. Doesn't it look the part? Standing at about head height (remember the floor is not yet in) it will dominate the engine room like the old engine never could. So immaculately engineered I am sure we will have some new engine room volunteers - roll on the autumn when it will steam for the first time.



Work Party Report

On 17th August, Dave Stott, Simon Nuttall, Geoff and Jack Dean, Martin Burke, Brian Empsall and Nick Haynes met at the Museum to complete 'Kildare'. The 10 tons or so of ballast was craned off and the boat cleaned from top to bottom. A lot of the accumulated junk was binned. It was also decided that the table and benches would be ditched in favour

More hard labour! Dave Stott on the windlass, about to lift some railway lines from the hold.
Photo Nick Haynes



of folding tables and chairs. But, watch this space for further developments on 'Kildares' hold.

Simon Nuttall



Contemplating the days work! Seriously, for those of you receiving this by email you will see "Kildare's" new paint scheme, with a green section. This is believed to be the correct livery. IF this comes by post then you'll have to wait until you see the boat.
Photo Nick Haynes