



Friends of PRESIDENT

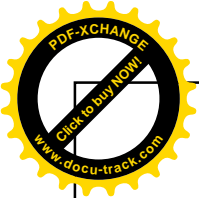
*"Steaming Up" Issue 16
April 2007*



"It's Back!"

Just add water, coal and cook for four hours

Website www.nb-president.org.uk



From the Editor

Its' been a while – four years to be precise. The last issue of Steaming up I did was February 2003, just before our twins were born. Looking back that was quite an issue as well as it celebrated President's return to steam after the major restoration. This time we have the

boiler back, following its tube problems.

Life in "FOP" is certainly interesting at the moment – we have a great season to look forward to and an absolute "shed-load" of work to do before that. As always work seems to fall on the few – the committee really do need your help at the moment to help getting the boats back out onto the cut and to crew it when it is ready.

Within this issue are details of fourth coming working parties as well as the crewing list. Please come along and get involved. Remember that as with most activities – *THE MORE YOU PUT IN THE MORE YOU GET OUT!*

Simon Nuttall

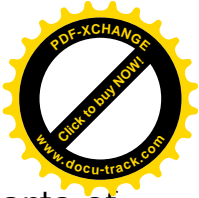
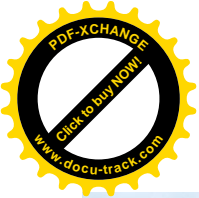
AGM – 21st April 2007



This years AGM will take place on Saturday 21st April 2007 at the Black Country Living Museum. The day begins with the AGM itself at 12:00, followed by a lunch – courtesy of the Black Country Living Museum.

At 14:00 there is a choice of activities between either a splicing lesson/refresher or a guided tour of the Museum.

If you haven't had a full tour of the Museum then it is to be recommended. If you are coming to the AGM then please let Nick Haynes know.



Salters Lode



One of the most interesting parts of our East Anglian tour will be Salters Lode lock. We will be locking up from Well Creek on the Middle level Navigation to the Great Ouse. The lock has a maximum rise of 8 feet. The problem for us is that the lock is 85 ft by 12ft so we can't breast up and there is no place at the top for "President" to wait for "Kildare", to complicate matters the Great Ouse is tidal at

that point and shallow at low tide!

The solution is to wait for a low rising tide when it is possible to open both gates at the same time and head off up stream. This relies on the correct amount of water out in the river, which silts up very easily especially when there is big tide. The Environment Agency has assured us that they will ensure it is dredged to the right depth for us. The planned passage date will be when the tide is right and is scheduled for either the 11th or 12th of July. It is though to some extent dependent upon the wind direction as well.

Working Parties

Due to the volume of work to be undertaken we are planning to hold work parties every Saturday until early June. Nick Haynes is co-ordinating them. Please let Nick know when you are able to attend.

We have already achieved a lot, to prepare the boats for the boiler, including a lot of painting, but there is still lots to do before we leave in June.

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Are you a "crew virgin"?

If you have never volunteered to crew on the boats then why not give it a go this year? We do recognise that it is quite a big step for the uninitiated and so we are organising a familiarisation day on the weekend 2nd/3rd June, this is the ideal opportunity to find out a little about what crewing involves and will include a short trip out under steam.



You don't need to have any specific skills to come along, or even have boated before, we will give full training to you both on the initial day and more fully on your first trip. We aim to provide a mix of crew between experienced and trainees on all trips. Equally if you are not interested in spending anytime in the engine room then there is no need to go down. But if it is the steam side that you are interested in then on each trip the Captain and Driver will try to make

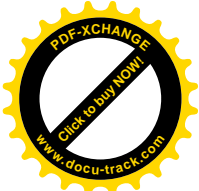
sure that all who want to are able to spend some time in the "hole". One thing we do insist on is that all drivers must be able to crew the boats from topside as it is vital that drivers understand what is going on outside and how the boats react.

We are producing a crewing manual this year for all volunteers and also operate a crew grading system so that volunteers can judge their progress, whether your dream is to Captain the boats or be appointed a driver (engineman/fireman)

If you would like to talk to one of the committee members about what crewing entails and how much fun it is then a number of nominated members of the committee are available to talk to you – David Powell (01799) 523855 and Simon Nuttall (01249 720978)



If you want to come along on the familiarisation day then please speak to David Powell



News from the 'hole

Last August on leaving the museum, one of the 72 fire- tubes split, allowing a small amount steam and water to escape from the boiler. President did an about turn to the museum and the boiler was shut down. A boiler company was contacted and contract arranged to replace all the 72, 2" diameter tubes. We had after all had 15 years service from the tubes, which is a testament to the boiler treatment we have used and the care take with the boiler,

This work plus an examination of all the welds and a hydraulic test was completed last month and the boiler has been returned and is now sitting in the hold awaiting positioning.



Once the boiler is located correctly all the bulk heads can be replaced and the work on connecting up all the pipe work can start.

One very annoying aspect of a steam engine which exhausts to atmosphere is the amount of water and oil mixed with soot that leaves the funnel, which then covers the boat, the crew and any unwatchful bystander.

A slightly less problem is the noise, very nice when ticking over, but by the end of a long very hot day can really get on ones wick. So we have, after consultation with other steam experts designed an expansion box which will sit at the side of the engine. It is 42" high and 15" diameter . insulated and clad in wood and brass to match the engine cylinder (*I have seen a picture – which we couldn't locate for this issue of steaming up – and it looks great and will really add something to the engine room – Ed*). Steam leaves the engine directly into the box where it spins round dropping all the water and oil to the bottom where it drains out through a valve. The steam then leaves the top and goes up the funnel or to the condenser. The plan is that the engine will run quieter and cleaner –we hope.

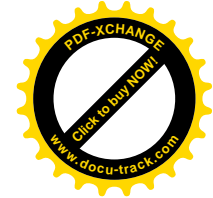
A further modification is fit a hand pump to clear the oil and condensate from the engine sump into a container in the hold. All of which means plenty of work for Bob Crompton and myself piping up the new items.

So please come and crew and see for yourself the improvements we have made.

Dave Stott



Crewing 2007



So here it is, if you haven't volunteered yet let Richard know you are available.

To Braunston, 18th to 22nd June

Braunston Boat Show, 23rd to 24th June

To Wansford, River Nene, 25th to 29th June

In steam at Wansford, 30th June to 1st July (static) and to March, Fox Marina, 2nd to 3rd July

To Prickwillow Museum, 11th July (Salters Lode 12th July) arrival 13th July, static in steam 14th July, to Ely 15th

In steam at Ely 21st to 22nd July (static) and to Cambridge, 23rd July

In steam at Cambridge, 28th to 29th July (static) and to Hartford Marina, 30th to 31st July

To Bedford, in steam (static) at Bedford and return to Hartford Marina, 9th to 13th August

To Huntingdon, in steam at Huntingdon and return to Hartford Marina, 18th to 19th August

To St Ives and at IWA National Festival (static), 23rd to 27th August

To BCLM, 28th August (subject to passage of Salters Lode); St Ives to Peterborough

Crew change at Peterborough, evening of 1st September; Peterborough to Braunston

Crew change at Braunston, evening of 7th September; Braunston to BCLM arriving 13th September