

Friends of PRESIDENT

“Steaming Up” – Issue 4

*She’s back – Dave Stott
re-launches President*



On Wednesday 3rd July the restoration of President took a huge step forward as she was craned back into her natural element – water. At about 2:30 Dave Stott re-launched her with a bottle of beer kindly provided by Harry Stoopman. It was wonderful to see her floating again. The event was witnessed by about 40 people, including members of FOP, members of the public and no less than three television crews – BBC and ITV regional news plus the team from Waterworld. The crane only just squeezed into the yard, it being a mobile 50 ton machine. The most difficult part of the operation being the balancing of President on two stops. The crane driver later reported that the overall weight of the boat was 12.5 tons. This being without the engine, boiler and its running gear.

Simon Nuttall

More Launch Pictures

All photos Simon Nuttall



Preparing for launch. The crane is literally squeezed in with no more than three feet to spare.

Nigel Jackson (ex BCLM) assists with guiding the fore end in. The Waterworld cameraman can be seen on the right



Once again afloat and looking magnificent.



Work Parties

We are coming up to a very important time in the restoration of 'President' and a lot of the work will now be done by our members. President's engine and boiler are now in the boat and the intensive work is now taking place to fit out the engine room and Dave Stott will need help with this mammoth task, please contact him for details of days and requirements. Although it is anticipated that we will hold work parties every Saturday. 'Kildare' is now painted and back at the museum, there is still a lot of work needed to be done so please give some time to get her back into operational state so she is ready for the big day when 'President is ready.

Ron Spencer is away until early September so please contact Dave Stott on 01782 611708 or Dave Powell on 01799

If you require it, accommodation at Brook St at the BCLM can be arranged. The Museum is only about 15 minutes from the boatyard. Currently, it is not advisable to sleep on Kildare. This will change as work progresses.

Please give some time to get the boats finished.

Dave Powell

Engineering report

Now that the boat is back in the water the work really begins in earnest. Dave Stott has been working hard to ensure that he has all the various components to begin installing the plant. The intention is to use a lorry equipped with a Hiab crane to collect the engine and condenser from the Museum and take to Dadfords Wharf. The crane will then be used to lift both the engine and the boiler into the boat. All the engine work has now been completed including the crankshaft. Readers may remember that this particular item was causing some worries, as the firm who had offered to undertake the work free of charge was being very slow. However, all is now well and it is ready to accept the flywheel and barring wheel. The flywheel is a smooth faced item to ensure that there is no danger of shovels etc being caught up in it.

Of the items that Dave has purchased recently there is one which really caught everyone's eye at the AGM. That is the new displacement lubricator. For those of a non-technical background I will endeavour to explain what it does. Steam itself is a poor lubricator and without any form of lubrication the cylinder would either wear very rapidly or seize up. Thus thick oil is necessary; this is mixed with the steam just before it enters the cylinder. The piece of equipment used for this is the afore mentioned displacement lubricator. Oil is as we know lighter than water and hence always floats to the surface, thus



by gradually admitting steam into the lubricator it condenses into water and displaces enough oil into the steam to lubricate the cylinder. Apart from being a wonderful piece of brass it is named the “Powell Half -Pint lubricator”!

Dave has also purchased a matching pair of steam pressure and vacuum gauges.



A welcome visitor to the AGM was a wonderfully restored bell from the engine room. Brian Empsall has made a wonderful job; Dave Powell put the bell to good use during the AGM, ringing three bells whenever he wanted to bring the meeting to order.



The engine room will be piped up by Thompson's the boiler repairers. It is anticipated that it will take two men about a week to complete.

Engine and boiler bearers ready for action

Boat pull

On June 8th the great boat pull took place, with a team of 'pullers' from the Village leisure club pulling the boat from Parkhead locks to Dadford's Wharf.

The story however didn't start on the 8th but the day before. Dave Powell, Dave Stott, Nick Haynes and myself joined the boat in early afternoon to take it through Dudley tunnel. The previous workparties had loaded her with about 10 tons of assorted railwayline and chains. In her unloaded state the cabins are too high to get through the tunnel, as of course are the masts and stands assembly. But, the heavy rain in the day before and on the day itself had brought the level up by about two inches. Thus it was with some trepidation that we took the boat through the gauge. What we hadn't reckoned with was that the boat would be too wide! At which moment a look of horror spread over our faces, knowing that there would be 12 members of the leisure club meeting us at Parkhead with no boat.



We set about drawing the boat in with the chains and managed to just about get the boat through the gauge, but only by making sure that the

boat was absolutely parallel with the gauge. Literally we passed the gauge with about 3mm to spare. It was thus with some trepidation that we set off through the tunnel. We needn't



have worried though as we passed through the narrowest bits with at least six inches to spare. We did though assist Dudley canal trust with assessing the accuracy of their gauge.

As was mentioned in the work party section, Kildare is not really in a fit state to use, so we once again availed ourselves of the good nature of the Village Hotel who provided us with cut price rooms for the night. With a further added bonus being the restaurant which

stayed open for new orders until 10:00 p.m. (if only other places did the same, how many times have we rushed to get for last orders at 9:00)



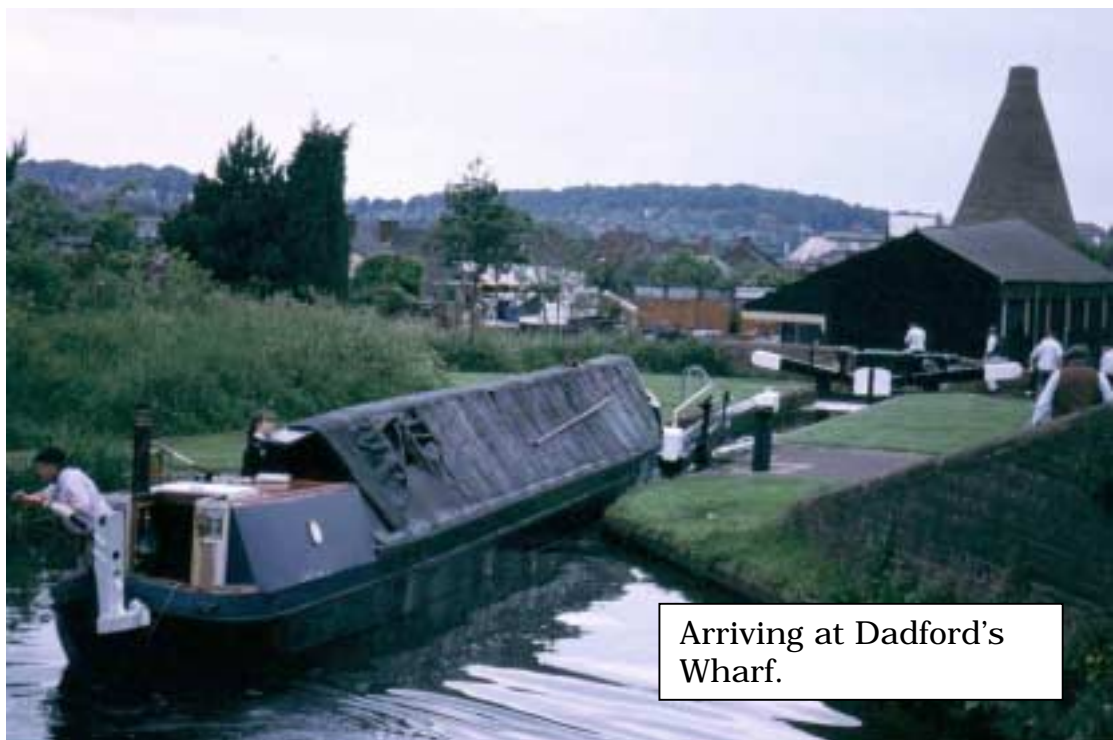
Through Merry Hill- Bob Jervis

Fortunately the day dawned bright and dry. The previous day's football - England Vrs Argentina (1-0 to England, just to remind you) did however take a toll on our 'pullers'. It had been anticipated that we would have 12. In the end only 5 turned up. But I have to say they were wonderful. They pulled the boat willingly all day.

We left Parkhead just after ten. Being pulled was quite an experience, with the

boat being reasonably well laden it swam so well through the water. It was possible to stand steering and have such a peaceful experience. Progress was rapid and we arrived at Dadford's Wharf by 3:30. It was great to be boating again and over £600 was raised.

Simon Nuttall



Arriving at Dadford's Wharf.

Crew: David Powell, Dave Stott, Bob Jervis, John Byham, Nick Haynes and Simon Nuttall