TOWLINE

THE OFFICIAL NEWSLETTER OF THE DANNY

ISSUE 7 – JANUARY 2021

THIS EDITION

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2021 Cruises

It's full steam ahead for 2021

Good riddance to 2020, an annus horribilis for all, and welcome to 2021. Although work on the tug at present has been halted due to covid restrictions the Danny is in fantastic shape both cosmetically and mechanically. All of the major engineering jobs have been completed and the only outstanding jobs of any significance are the repair of a leak on the starboard condenser and the painting of the engine and boiler rooms. To quote our chief engineer, Kevin Lytton (aka Big Kev) we can live with the leak until next winter if needs be, and repainting the engine and boiler rooms, whilst nice, is not essential. Mechanically the tug is probably in better condition now than she has ever been since she was launched in 1903 and outwardly she is looking absolutely splendid. A big thank you to all our volunteers who contributed during 2020 to this achievement.

So the Danny is well and truly ship shape and ready to go. The engine trials in the docks and on the River Mersey went very well and according to Dan Cross the Danny ran like a dream. Our crew of volunteers are all raring to go. The vaccine is being rolled out at a pace and all indications are that by May the majority of our volunteers and our "target audience"

100 Club

Don't forget the DAPS Members 100 Club has been running since June 2020 with a lucky winner selected at random each month winning 10% of the subscriptions! It costs £10 per month and currently we have 54 members, so if you would like to join please get in touch with Sheila.leonard@danieladamson.co.uk

Chairman's Piece

Keith Levin

of passengers will have had at least their first dose of the vaccine. We are therefore optimistic that we shall be able to commence our cruising season on 3 May 2020 with a full schedule of cruises throughout the summer and autumn until November.

My thanks go out to Andrea, Cathriona and Georgia our wonderful team who worked tirelessly and above and beyond the call of duty throughout 2020. Thanks to their hard work and resourcefulness in securing grants for the Society unlike many other charities in the heritage sector we are secure financially in the short term. However we cannot rest on our laurels and we are continually thinking of new ways to bring the Danny before a new and wider audience. Les Green, one of our trustees who is affectionately known as "Uncle Les", has inaugurated a team of Danny ambassadors to spread the word to target sectors of industries and organisations and our team of presenters through the wonders of Zoom has expanded its audience beyond the North West and is now giving talks to interested groups throughout the country.

And hot off the press on behalf of the Society last week I signed an affiliation charter with the Canal and River Trust (C & RT) by which we have become affiliated at a regional level with the C & RT and other users of the waterways with the aim of working together to jointly promote the use and preservation of the waterways and associated infrastructure for the mutual benefit of the C & RT and its affiliates, to engage local communities and increase community involvement in local waterways and to connect people and communities with the development and stewardship of the waterways. I see this charter as an exciting and important opportunity to work with the C & RT and other affiliates in promoting the region's waterways and at the same time raising the Danny's profile.

So we enter the new year in a spirit of optimism. My message to you is: it's full steam ahead for the Danny in 2021. If you don't already do so, and you are able to help then volunteer for us. I would ask you all to spread the word to family and friends; support the Danny, buy tickets for cruises and with your support we can keep our unique piece of living and breathing maritime heritage in steam and sailing for many years to come.

Welcome Aboard!
Membership Report
Sheila Leonard
Membership Secretary

I hope all our members, both of the original DAPS membership and our newer Supporters Scheme Members, have had a safe and healthy 2020, and wish everyone a Happy New Year from us all here at DAPS.

A gentle reminder to members of the original Membership who still haven't renewed their membership for 2020, there is still time to do so! Don't forget 'Your Society Needs You'!

Your continued support is very important to the Society - your subscriptions are used the support the preservation and running of our little steamer!

We are sad to announce that unfortunately one of our longstanding members and volunteers and a good friend to some of our earlier volunteers, Pat Brennan has passed away recently. Our condolences go to his family and friends.

A special invitation to all our members
We would like to invite all our members to an interesting Zoom Talk of the Story of the Restoration of the Danny. (Probably in February). This is an opportunity to see the story told by our Volunteer Presenting Team who have been giving talks to external groups for a number of years, raising quite a lot of funds for the Danny.

If you would like to join us please email me at sheila.leonard@danieladamson.co.uk or phone me on 01928 576967 and I can give you some more details.

We are now looking forward to later this year, when the Danny will be out sailing the waters again and it will be with the help of each and every one of you.

Can I just remind you please that if you change your email address to let us know? We don't want you to miss out on any news items. Thankyou.

WE ARE LOOKING FOR NEW WRITERS TO JOIN OUR TEAM

If you can help to write articles relating to engineering, shipping or steam please email Georgia.hayes@danieladamson.co.uk

With thanks to the new team of regular Towline contributors Andrea Ward, Sheila Leonard, Bob Cannell, Peter Field, Cathriona Bourke, Keith Levin, Les Green, John Goodier, Colin Leonard.

News from the Engineers
Peter Field

Greetings from Peter Field, I am the Technical Team Volunteer Coordinator and editor of this engineering update. I have been volunteering for just over two years now, unfortunately very little hands-on this year but plenty of activity behind the scenes with training and communications. I'm looking forward to getting back to the ship and catching up with everyone as I know you are.
I plan to make this update a regular feature of Towline to keep you all up-to-date with engineering matters.

Thanks to Kevin Lytton, Graham Sherwood and Alan Dagnall for providing the information in this update.

It's been a busy year for the ship and a few dedicated souls so please read on for our news...

Chief Engineer Kevin Lytton's Diary of 2020 – a year of frustration

January 7

Today is the first volunteers day back at Sutton Weaver after the Christmas break. We started to fill the boiler in preparation for raising steam and Pressure Relief Valve (RV) testing.

January 9-16

Firebars and all other ironmongery replaced in boiler furnaces. Boiler lit and steam raised in 3 days followed by testing of port and starboard engines. Rebuild of steering engine completed. Diesel generator cooling water pump impeller changed after only 26 hrs use only. Suspect excessive wear due to silty waters in the Weaver. More of this later!

January 17

Lifting of boiler RV witnessed by British Engineering Services for insurance purposes. A good day!

January 18

Our planned trip to Acton Bridge to take coal cancelled due to river conditions. 2020 is starting to play up already!

January 20-21

Loaded 3.5 tonnes [140 x 25kgs] bags of coal by hand, steamed up to Acton Bridge and back for engine trials, all satisfactory. Steamed Sutton Weaver to Ellesmere Port Docks, loaded a further 9.5 tonnes of coal by grab from Mike our immaculate coalman.

January 24

Left Ellesmere Port at 07:05, locked out at Eastham and then full ahead on both engines to enter Cammell Lairds dry dock at 10:00 hrs. Very smooth trip. No evidence of what was to come tomorrow! Following the positioning and fitting of timber shores the lock started to drain and all crew were lifted off by crane and basket.
All fine up to now – shut your eyes and reopen them at the start of December if you wish to avoid major trauma!

January 25

A dark day for the Danny. With dock empty it was discovered that ¾ of a blade was missing from the starboard propeller

February 27 - March 6

Work by DAPS refurbishing various ships side valves, boiler blowdown ship side valve replaced by Cammell Laird. Starboard propeller removed. When the starboard tailshaft was removed it was realised that there was excessive wear on the bearings and sleeves, some of this due to the out of balance propeller. When the port tailshaft was taken out, only a little wear was evident. Because the other ship in the dry dock was now ready to leave, plates were welded over both stern tubes so that the Danny could leave the dry dock despite the amount of work still to be done. Bear in mind that Covid-19 was starting to rear its ugly head in earnest now.

March 6

At a meeting with DAPS, Cammell Laird and the Maritime Coastguard Agency, it was decided that shaft bearing flushing (river water pumped through the bearings under pressure to lubricate) would be increased to prevent the silty Weaver waters wearing out the bearings prematurely again, the existing system having been designed for sea water conditions.
The starboard propeller is to be replaced with delivery scheduled for the end of April. Tailshaft sleeves and bearings to renewed with improved design, port propeller to be crack tested. The Danny will be towed back to Sandon and return to dry dock when the new propeller is received.

March 16

The Danny towed back to Sandon by Svitzer Sarah.

DIARY CONTINUED OVERLEAF...

March 23 - May 19

No work parties due to COVID-19 restrictions, weekly safety checks on board by Dan Cross when passing by in his tug.
Risk Assessments, Sanitation Procedures etc. prepared for the eventual return to work by limited number work parties.

May 20 - October 19

Volunteering resumed in a limited way including Deck Crew and Engineers on different days (that's the good news!) numbers limited to four with social distancing and hygiene regime.
Boiler flame tubes and furnaces cleaned. Circulating pumps overhauled – see separate article.
Other work included port main engine re-timed, boiler feed water pump overhauled, diesel generator exhaust system repaired/replaced, fabrication of furnace door latches and general maintenance.
Activity wasn't confined to the ship, Zoom was used to facilitate theory training in competencies for Assistant Engineers, Firemen and Trimmers to enable greater flexibility of volunteers once cruising resumes and practical competency can be demonstrated.
A number of dates through the summer were given by Cammell Laird for return to dry dock which were all cancelled resulted in the decision being made to bring forward the annual boiler inspection.

October 21 - November 2

The limited manpower and potential dry dock date of November 4th required us to look at our methods and pumping out the boiler rather than draining it reduced the emptying time from 3 working days to 10 hours. So that was something beneficial that Covid-19 brought!
The Black Gang managed to remove all 120 firebars and clean out 194 flame tubes in 4 working days, a horrible, heavy, dirty job.
The boiler manway doors were removed along with the safety valves and main stop valve bonnet for inspection.

December 3

Internal inspection of boiler by Rob Houghton of RJ Inspections satisfactory. Hurrah!

December 4

The Danny towed from Sandon to Cammell Laird dry dock by Svitzer Trident. At last. Hurrah again!

November 5-19

The new bearings were cooled with liquid nitrogen to shrink and fitted into shaft tubes and A frames and the propellers refitted with replacement sleeves installed on both tall shafts. Thordon River Tough was the chosen product – tested on the Mississippi apparently!
The hull was washed down and repainted after touch up of anti fouling, sacrificial anodes fitted, shaft cooling water and automatic bilge pumps installed in the engine room with 24v supply.
Steam driven dynamo and engine removed for restoration and preservation. This has not been operational since the refit. The space released allowed fitting of the shaft cooling water and automatic bilge pump equipment.

November 20

The Danny towed back to Sandon. Home at last!! A final hurrah!

November 25

Cammell Laird working at Sandon to complete cooling water and bilge pumps

November 27

MCA completed internal inspection of boiler, bottom manways installed and boiler filled using the firehose.

November 28-29

All firebars installed, boiler filled, top manway fitted.

November 30

3 small fires lit.

Steam raised over three days

December 3

Both engines warmed through and run up, first time in 9 months. All satisfactory.
The new propeller shaft cooling water system was tested and produced 25li flow in 80 seconds. This is not acceptable as the manufacturer's requirements are 25 li in 60 secs.

December 4

Suction piping on cooling water pumps replaced with larger diameter pipe

Starboard 25li in 40 secs

Port 25li in 41 secs

Satisfactory!

December 4-6

Light fires kept in to maintain steam

December 7

Dock trials in Sandon Dock, no problems

December 8

MCA on board, raised steam to demonstrate safety valves, both lifted at 127 psi.

Locked out at Langton for river trials, weather horrible, (not in the boiler room!) half ahead down to Rock Ferry, turned and full ahead against the tide, emergency stop demonstrated to inspector's satisfaction.

December 9

Safety valve lifted again for RJH inspector

December 10-22

Preparation for winter – Boiler pressed up (completely filled with water to exclude all oxygen) and furnaces cleaned out.

COVID-19 LOCKDOWN III

All volunteering suspended until further notice.

Automatic bilge pumps

The automatic bilge pumps are a requirement of our new insurers and start to operate when the water in either the engine room/boiler room bilge or crew's quarters bilge, reaches a pre-set level. The ER/BR water is pumped into the oily bilge tank and the water from the crew's quarter's, as it is deemed to be clean, is pumped overboard. Various alarms will be fitted for pumps running, storage tank full etc which will alert key crew members by text or similar.

Improved tail shaft lubrication system

The tail shaft lubrication system pumps filtered river water through the bearings and back out into the river, cooling and lubricating on its way. The unexpected wear in the bearings is thought to be due to insufficient flow allowing silty water to re-enter the bearings at the outflow end. Increasing the flow, by installing bigger pumps, better filters and larger bore piping, should alleviate this problem.

Circulating pumps

During 2019 it was noticed that the two circulating pumps in the engine room needed attention. One was difficult to start and the other leaked steam. Their purpose is to circulate cooling water from the river through the condensers to condense the waste steam from the engines back to water so that it can be returned to the boiler.

On moving from Sutton Weaver to Sandon at the end of the season the starboard engine failed to start. On investigation, although the engine looked fine externally, the valve events appeared incorrect, or rather non-existent. On opening the drain cocks, and opening the steam supply valve, no steam was escaping from the drain cocks – very odd – indicating a fault with the valve that controls steam entering the cylinder (known as a D valve).

The lack of cruising in 2020 gave us the opportunity to completely overhaul both pumps. Graham Sherwood and Ian Johnson did most of the work guided by Alan Dagnall. Ian has the skills and equipment to refurbish and remake components as necessary which has saved us a lot of time and money.

Graham takes up the story... On dismantling it was found that the threads on the valve block had stripped, letting the valve spindle move inside it without passing the motion onto the valve block. As a quick temporary fix we pinned the valve block to the spindle – which meant we could carry on to Sandon. Replacement blocks for both engines were subsequently made. While these were being fitted, we took the opportunity to inspect both port and starboard engines further. A number of other components were either replaced or refurbished, including the valve spindles, eccentric drive pins, and the fit of the eccentric sheaves onto the eccentrics was improved. The crosshead guides were also given a skim to remove some slop due to wear. New gaskets were fitted, and a new lagging cover made for the starboard engine -the old one just fell to pieces on disassembly. The big ends were checked for wear, but none found – but this is the biggest suspect for the occasional clonking the starboard engine makes – a job for next year?

They were tested in late summer using compressed air and worked very quietly and smoothly once the valve timings had been set. During the dock and river trials in December both worked faultlessly – a job well done!

Well, I hope you found that interesting. Don't forget to spread the word to like-minded friends as we need as many new volunteers as we can get. I know that a few fell by the wayside last year and there maybe others who do not return. There aren't really that many active engineer volunteers so the more the merrier!

Yours Peter Field

SPECIAL INVITATION FOR ALL MEMBERS

JOIN OUR INTERESTING ZOOM TALK ABOUT OUR ART DECO DESIGNED STEAM TUG

Powerpoint presentations & talks given by our volunteer team, who have been presenting at venues for a number of years.

If you want to join us, please contact Sheila on 01928 576 967 or sheila.leonard@danieladamson.co.uk

2021 Cruise Timetable

We have been impressed with the number of bookings we have had so far for 2021 and it appears passengers are coming to celebrate and have booked in groups of friends and added bottles of prosecco to their bookings, so we are looking forward to some jovial cruises. We haven't had our usual coach and group bookings as yet, but we hope they will soon return.

Cruise Description	Dates available	Duration	Price
SUTTON WEAVER - ANDERTON BOAT LIFT VIA MARSH LOCK	7/5, 6/8, 26/8	5 Hrs	£50
ANDERTON BOAT LIFT - SUTTON WEAVER VIA MARSH LOCK LOCK	28/6, 26/9	5 Hrs	£50
ACTON BRIDGE - ANDERTON BOAT LIFT	23/9	1.5 Hrs	£25
ANDERTON BOAT LIFT - ACTON BRIDGE	19/6, 24/7, 5/9, 23/9	1.5 Hrs	£25
ANDERTON BOAT LIFT - ANDERTON BOAT LIFT VIA ACTION BRIDGE	9/5, 10/5, 30/5, 5/6, 7/8, 11/9	3.5 Hrs	£37
SUTTON WEAVER - ANDERTON BOAT LIFT **GIN CRUISE**	29/5, 18/6	4 Hrs	£45
SUTTON WEAVER - ANDERTON BOAT LIFT	27/6, 23/7, 25/7, 4/9, 10/9, 17/9, 25/9	4 Hrs	£40
ANDERTON BOAT LIFT - SUTTON WEAVER **GIN CRUISE**	6/6, 25/7, 8/8, 12/9	4 Hrs	£45
ANDERTON BOAT LIFT SUTTON WEAVER	17/7, 27/8, 18/9, 7/11	4 Hrs	£40
ACTON BRIDGE - SUTTON WEAVER **GIN CRUISE**	20/6	2.5 Hrs	£35
ACTON BRIDGE - SUTTON WEAVER	24/9	2.5 Hrs	£30
SUTTON WEAVER - ACTON BRIDGE	20/6, 25/6, 26/6, 18/7, 28/8, 19/9, 1/10	2.5 Hrs	£30
ACTON BRIDGE - SUTTON WEAVER VIA MARSH LOCK **GIN CRUISE**	19/6, 18/7, 24/7, 5/9	3.5 Hrs	£42
ACTON BRIDGE - SUTTON WEAVER VIA MARSH LOCK **VODKA & RUM CRUISE**	25/6, 26/6, 29/8	3.5 Hrs	£42

All bookings need to be made online only and can be made now at www.thedanny.co.uk and enquiries email enquiries@danieladamson.co.uk

Volunteer Update **Bob Cannell**

Well, 2020 has been particularly challenging with the Covid 19 Lockdown precluding any activity on board until May. Moving forward with a carefully planned schedule, work parties were resumed with a host of protocols, including PPE, sanitisation and social distancing to allow preparation work to be completed to allow us to sail into the 2021 season. Deck and engineering departments working on alternate days in groups of four have worked together to get us operational and achieve our MCA River Trials Certification which took place successfully on a very wet and windy Mersey on Tuesday 8th December.

With lockdowns in various formats being the flavour of the past months and acknowledging that only a limited number of volunteers can attend the Danny we have endeavoured to keep up interest with a weekly quiz, remarkable personal stories from some of our crew, and links to video footage from maritime history sometimes from not that long ago, but now seeming a lifetime away.

The recruitment of new volunteers has unfortunately been put on hold by the present situation, but we plan the hold a Zoom introduction session this January for those who applied at the end of last season. When we return to the River Weaver in May, we have scheduled in several specific events to attract new volunteers and engaging with both local communities and targeting potential young volunteers to join our fantastic team.

As always with the heritage sector, attracting younger volunteers is the primary goal, and this will be one of our priorities this season, with Cathriona Bourke our Education Lead working tirelessly in engaging with many local groups to promote our cause.

After the dreadful year we all had in 2020, I am looking forward to 2021 and returning to our normal service and welcoming new volunteers to the wonderful world of the Danny.

Bob Cannell

Our Work With The Canal & River Trust

The Daniel Adamson is pleased to announce that it has become one of the first organisations in the country to formally become an Affiliate Partner of the Canal & River Trust!

As you may know, the Canal & River Trust is the custodian of 2,000 miles of historic inland waterways across England & Wales including the picturesque River Weaver along which the Danny cruises. The relationship between the Daniel Adamson and the Trust is therefore vital, with the Trust managing the River Weaver for navigation purposes and the Danny bringing the people to appreciate it.

As the Chair, Keith Levin points out, the relationship is even more interdependent than that, with "the Daniel Adamson and the Trust owned Anderton Boat Lift both forming a significant part of the tourism offer in Cheshire, one bringing visitors to the other, so the opportunity to formalise our partnership through the Trust's Affiliation initiative made absolute sense! "

The Canal & River Trusts affiliation model developed out of the need to capture and evidence the many clubs, groups, organisations and societies that use and value the waterways the Trust manages. This is ultimate necessary as discussions are held with Government over the continued support of the waterways. Despite us all knowing the personal, social, economic, historic, environmental and wellbeing benefits of these waterways, there is still a need to evidence this given the backdrop of financial pressures the country is facing.

Simon Papprill, National Partnership & Development Manager for the Canal & River Trust reiterated " The Daniel Adamson is a terrific example of an organisation, which introduces so many people to the pleasures of cruising these wonderful waterways, run by so many active volunteers, supporting the local economy through tourism and promoting these unique cultural assets to many groups through their ever popular talks, all of which made the Daniel Adamson a perfect candidate to Affiliate with the Trust, and I welcome them as our Partner!"

Volunteer Spotlight

Bob Cannell's Interview with Graham Sherwood, Engineering Department

What is your background?
After Uni I had a false start in architecture (too arty farty for me!), then dropped into IT which in those days was seen as a safe bet workwise. When I started in the late 70's this meant such archaic things as air-conditioned computer rooms with false floors to provide ducting for miles of cabling, disc drives which looked like washing machines, and computers where the memory was made of magnetic cores. A different world to today's IT where a computer costing around a fiver and less than half the size of a credit card is probably more powerful than a 1970's data center which cost millions.

None of this stopped the lads in the operations department using the ramp up into the computer room as an improvised skateboard track for some out of hours night shift fun.

But in those heady days not everything was work...

Next door was the data entry department where a bevy of young women manned punch card machines providing "input" for the mainframe computer. Equality? - different times.

The girls also provided some welcome distraction for the lads in the programming team I had joined, but woe betide any lad hoping to chat up a girl, there was a risk of being caught loitering by the ever-vigilant Data Entry Department Manager(ess). This became known as getting your (punch) card marked :(

After 39 years in IT, largely working for the same company, voluntary redundancy was offered... gulp, my safe bet had been removed. After a relentless series of takeovers and buyouts, the company I worked for, for over 20 years, seemed like it didn't exist anymore making the thought of redundancy more attractive.

I have always had a leaning towards mechanical engineering. My father had a background in Electrical and Mechanical Engineering - he introduced me to Model Engineering and using machine tools as this was his hobby. This developed into building model live steam railway engines, pulling trains of kids around the park on the local ME club track. In common with lads of my era, during my teens I spent a lot of time and cash maintaining and running firstly motorbikes then cars. I still do - my wife and I enjoy touring in our Morgan Three Wheeler. It combines the raw freedom of a motorbike with the safety of a car. That is what I tell her anyway!

I knew taking the leap into the unknown with retirement that I wanted to keep my hands and brain as busy as possible, ideally doing practical things that I couldn't do during my working life. In IT all the work happens inside your head!

And the ultimate would be something to do with STEAM! I enrolled as a volunteer on the East Lancs Railway in the Steam Traction Department (a no brainer), but that seemed to take an age to process so I kept on looking...

How did you hear about the Danny?
Computer search of course! "Volunteer Steam near me" into good old Google returned many references to the Danny which looked interesting.

I now realise, living in Northwich, that in recent years I had seen the Danny in passing at Acton Bridge a few times and thought that looks interesting - but never made the connection I would become involved with it. Fate, as they say!

Why you became involved with the Danny?
The opportunity to work on and operate heritage engineering!

What did you think you would do/ intended to do?
I started with very little experience of marine steam so had few preconceptions. I had built many steam driven models and had just started working on full size railway engines. But I soon realised there were many aspects to marine steam which differed to my experience to date.

Everyone knows steam engines have a hot bit (the boiler) and a noisy bit (the engine) , but learning about condensers that circulate, exhausts that didn't chuff and a host of other wonderful things is keeps

me exercised and entertained. Let alone learning the relevant nautical terms and wait for it - knot tying (!) - thanks Mr Dagnall!

On my second visit, the Chief said we would be taking the main engine piston out for inspection. I think my jaw dropped and I am sure I said, "are you sure?". Shadowing one of the experienced engineers though we soon had it up on a hoist with smiles all round. How good is that? I remember thinking.

How did you find joining the team?
I enjoy working on the Danny for many reasons. By having the opportunity and inclination to show commitment with a dollop of aptitude (not attitude!), there is the opportunity to learn new skills and be given responsibility to work on new items. Shadowing more experienced guys at times is important to help good understanding of the marine environment.

I have found the team welcoming and cooperative sharing the same sense of humour (having the occasional daft laugh is important, simply looking to do our best for the boat. This could be machining new parts, refurbishing old ones or just shoveling coal! I must admit on first joining I had not appreciated just how important the positive team culture would be for me to make the most of my time with the Danny.

During the Covid lockdown the team put together many online training sessions relating directly to the roles I could take on during cruising which was much appreciated and very worthwhile. Keeping in contact via zoom was a great way to feel that we were still contributing however remote.

How long have you been involved with the Danny?
About 18 months.

What have your roles been?
On running sessions Trimmer and Trainee Fireman. I am looking to take on Assistant Engineer duties when the opportunity arises.

In maintenance sessions I have worked on many areas of the boat, too many to list, but all adding to my knowledge of what makes the boat tick. It is a surprisingly complex beast requiring its own local portable infrastructure. On a boat everything has to come with you - when cruising you need to be self-sufficient for long periods - there are no water towers at every station!

What you enjoy doing?
I mainly enjoy the renovation aspect of what we get involved with - refurbishing old but essential machinery.

But I do get a kick out of lighting up and firing - physical skill combined with the nouse to tend a fire in very different circumstances. There is something primeval about setting a good fire, with the bonus on the Danny of then seeing that energy move something. Not to dissimilar to cars, with a fire in each cylinder?

Most memorable moment?
We refurbished both condenser circulation pump engines late 2019 / early 2020.

This job was triggered by a failure on the starboard circ pump engine - the thread on the valve block which drives the valve up and down had failed so the valve itself wasn't being driven, which then meant the engine wouldn't start so condenser water wasn't circulating! Not good. A quick fix was done to get out of jail.

This failure led on to an appraisal of the rest of the engine, and its twin on the port side. Both had been making unhealthy noises. Some parts were badly worn and needing replacement, while other parts needed careful adjustment to recover usable working clearances. The aim was to get the engine to run as sweetly as possible as any good engine should.

Big smiles and cheers when we first trialed it on steam - not only did the engine self-start (a difficult thing for a single cylinder engine at the best of times) but it also ran noticeably quieter.

Not as smooth as we would like however, so there is still work to be done - the starboard engine still has a noticeable clonk at bottom dead center which we want to eliminate. We have run out of time in this maintenance period to take this further - so a job for the next year.

A highlight has been working with Gordon Whitehead collecting information about the valve gear of the main engines, with a view to making timing adjustments. 'Tuning up' to make a car analogy, but a very different game on engines this large and old. We made some adjustments to the main port engine just prior to the recent river trials and got some positive feedback as a result which was great. It is interesting to compare timing an engine with 30" cylinders to my models which typically have 1" cylinders!

Being aboard as we went into dry dock at Cammell Laird recently was a unique experience. Moving into the historic No 6 dock with its ancient sandstone walls, with a huge Royal Navy ship towering over us was awe inspiring.

Image © Andrew McClaren / Am Images

My Life on The Danny

Colin Leonard

My name is Colin Leonard and I have been a DAPS Volunteer since 2004. My interest in the Danny stems from working on the Traffic Tugs on the Manchester Ship Canal from 1963 which included being rostered on the Danny during her summer season. She only operated during the summer so did not have a regular deck crew, but her deck crew was made up of lads off the traffic tugs. It was 1969 (I was a young 22-year-old) when I first set foot on her at Old Quay, Runcorn, (which was the base for all ship canal floating craft) 2 days before her cruise. This meant washing her down top to bottom, scrubbing decks, polishing brass work, and making her spick and span for when the guests stepped aboard her in Manchester.

The day before the cruise we left Old Quay for Manchester and on the way up we continued scrubbing and washing her down ready for the following day for when the passengers came aboard. On arrival in Manchester, we berthed at East end of 7 Dock and then I had to go over to the stores to be kitted out in my uniform which consisted of trousers, sweater, and cap. The trousers were ill fitting, black twill and in my case a few sizes too big which made me look like 'Coco the Clown' – needless to say these weren't popular amongst the crew as they were so uncomfortable and in fact one member remarked "I don't want to wear trousers that someone else's b******s have been swinging in".

These were, thankfully, later replaced by denim jackets, jeans, shoes, pullovers, and a t shirt with ship canal logo on the front but thankfully no cap.

Once back on board we made sure all the work was finished and the engineers had banked the fires up for the night, it was tradition, early evening for all the crew either to walk to the many bars in Trafford Road (which was known as the Barbary Coast all over world) for a few pints and for the famous 'chips curried gravy & cabbage rolls' in Abdullah's and the more adventurous hopped on a bus into town to visit Yates Wine Lodge or the German Bier Keller.

Next morning the outside caterers came aboard with all the drinks, and canapes. We then moved the Danny to 6 Dock to embark the passengers at 10.00 am. Once the guests were on board, we let go to make our way down the canal. Donald Redford the MSC Chairman would mingle with the passengers and organise a game of deck golf with a bottle of whisky for the winner whilst the caterers were serving them drinks. Although the MSC company employed thousands of staff Donald always seemed to remember everyone's names.

The passage down the canal was timed to arrive at Bridgewater House at about 13.15 where the guests disembarked for lunch which included the famous 'Bridgewater Trifle.' The crew were also treated to lunch but not the same as the guests but did include the 'trifle.' After lunch, the Danny left for Eastham where upon arrival the passengers disembarked and once all they had all left, we then made our way back to Old Quay at Runcorn, arriving back after another successful cruise about 19.00.

From 1969 until I tied her up for the last time in September 1984, I crewed the Danny most summers. If someone had told me then, I'd be back working on her 37 years later I wouldn't have believed them because sadly I expected her to be turned into razor blades years ago. Since 2004 when I first got involved in the Preservation Society, I have made lots of new friends hopefully for life and I can recommend to anyone of thinking of becoming a volunteer to sign up.

Colin Leonard

My Volunteer Story

John Goodier

Image © Andrew McClaren / Am Images

My association with the Manchester Ship Canal goes back to the early 1950's when we were living in the ferry bungalow at Astmoor near Runcorn. My dad was the ferryman as well as working for ICI at the Chemet factory. We were there for 4 or 5 years until I fell into the canal while playing on the jetty and was rescued by the mate of a passing Coopers sand barge. But that's another story.

From there we moved to Weston Point, still close to the Ship Canal where the local school was almost on the dockside. So, canals and rivers featured a lot in my young life. I moved to Helsby Grammar School for the next 5 years and on leaving there I had no idea what sort of job I wanted to do, so applied for a job on the traffic tugs while I decided. 23 years later I was made redundant.

New starters on the tugs were designated as spare crew to cover for sickness and holidays, but in the meantime they were odd jobbing around Old Quay yard or working on the swing bridge or lock. I spent most of my time in the sailmakers shop making large fenders, hatch covers and splicing wire ropes for dredging tug steering gear.

Another part of the work around the yard was looking after the' Daniel Adamson'

between trips. The brasswork had to be kept clean, the paintwork washed down and the decks scrubbed.

When the boat went out on a trip one of the spare lads would sail as No2 deckhand, the senior No2 in the regular crews would sail as No1 and the senior No1 would sail as mate. The boat always had a designated Captain who conducted all the trips.

John Goodier in the Ship Canal annual review at the wheel of the Danny wearing his official uniform cap

I sailed on the 'Daniel Adamson' during the seventies and early eighties as No1, No2 and as mate. When a trip was scheduled the crew skipped their regular 24 hour shifts and worked by the boat at Old Quay. The day before the trip the boat would sail to Manchester, being washed down and cleaned on the way up. On arrival the boat was moored up and the crew were free to go ashore for a meal and a few beers.

The trips were varied. From company long service awards, industrialists and shippers, local authorities and on one occasion the Royal College of Defence Studies. This latter group were all high ranking serving military men. Admirals, Generals and Air Marshalls.

As the guests arrived on board the deck crew stood by to take hats and coats and stow them in wardrobes on the prom deck. You can imagine how much gold braid was in evidence.

During the trip we had a visit to the wheelhouse from an Admiral Harkus from H.M.S. Sultan who was fascinated by the Sentinel steering engine and spent the next half hour or so happily chatting and sniffing steam. I mentioned to him that I'd recently spent some time on a sail training schooner with a Sultan engineer called John Evans. "Ah" he said "that's Evil Evans". So, ours is not the only Evil out there.

When we arrived at Eastham there was a bit of confusion when we produced the uniform caps for the departing guests. Khaki, Air Force blue and Navy were okay but when you've achieved rank like that you don't need to put your name in your cap like a schoolboy.

However, things were soon sorted out and off we went back to Old Quay and the resumption of our regular shift pattern of 24 on and 48 off.

All the trips I did on the "Daniel Adamson" were interesting and fun, just like today and I look back on them fondly.

John Goodier

The Danny Lockdown Quiz

Purely intended as a bit of fun to while away a bit of time not as a technical exam. Some easy, some not so! A bit of research maybe needed.

Q1 When the Danny was launched in 1903 as the Ralph Brocklebank, what was her port of registry? *1 POINT*

Q2 What was the exact date in 1903 when the Ralph Brocklebank was launched? *1 POINT*

Q3 The Ralph Brocklebank was built in Birkenhead, but what was the name of the shipyard in 1903? *1 POINT*

Q4 Which company built the two main propulsion engines for the vessel? *1 POINT*

Q5 In addition to the two main propulsion engines how many steam driven auxiliary engines are there? *1 POINT*

Q6 Can you name them? *1 POINT EACH*

Q7 In WW1 (1914) the Ralph Brocklebank was briefly taken into Admiralty service. Can you name her Pendant number? *1 POINT*

Q8 In 1922, the Ralph Brocklebank was sold to the Manchester Ship Canal Company along with her two sister tugs, can you name them? *1 POINT EACH*

Q9 In the 1920's, still called the Ralph Brocklebank, she began to be used for VIP trips up the canal. What was the name of the old inspection vessel she replaced? *1 POINT*

Q10 In 1936, the Ralph Brocklebank was selected to be re fitted into the form we know today. Which company was successful in winning the contract to design and fit the saloons in the Art-Deco style? *1 POINT*

Q11 The vessel was re named Daniel Adamson in honour of the driving force behind the construction of the MSC. Where was Daniel Adamson born? *1 POINT*

Q12 The Danny has a Scotch Return Tube boiler. How many tubes are in the boiler? *1 POINT*

Q13 We often say the Danny's boiler is similar to those on the Titanic. How many boilers did the Titanic have and how many were double ended? *1 POINT EACH*

Q14 The Danny was used as both a traffic tug and an inspection vessel, but only operated as an inspection vessel in the summer months after which date? *1 POINT*

Q15 The Danny's last voyage as an MSC inspection vessel was in which year? *1 POINT*

Q16 After languishing at Ellesmere Port what year was she rescued by Dan Cross forming DAPS? *1 POINT*

Q17 After granting of the lottery grant in 2015 the Danny returned to Cammell Lairds for restoration. The boiler was re conditioned, but how many boilers has the Danny had since 1903? Can you name the maker of the current boiler and the date is was installed? *3 POINTS*

Q18 The new wheelhouse of the Danny was rebuilt by MPE interiors, what is the main wood type used in the construction? *1 POINT*

Q19 The Danny originally had two telegraphs which unfortunately went missing during her stay at Ellesmere Port. The current telegraph came from another MSC tug. Can you name her? *1 POINT*

Q20 During renovation of the saloon, a panel was discovered bearing the name of a White Star liner laid down in the 1928 at Harland and Wollf in Belfast but never completed. Can you name the ship? *1 POINT*

Q21 How many passengers and crew in total is the Danny licenced to carry? *1 POINT*

Q22 What is the Gross Registered tonnage of the Danny *1 POINT*

Lockdown Quiz Answers on last page

Recollections from a Life at Sea: PART 1

Captain David McNamee

As many of you know, I spent nearly fifty years at sea, progressing through the ranks from junior apprentice up to Master.

I like to think my apprenticeship was second to none, being taught by experienced seamen. My first Master was Captain John Verrill from Whitby, who served his time in sail. He was an excellent man, very fair but extremely strict. Every Sunday at 1600 hours I had to report to the bridge where I was grilled by the Master and Mate on the theoretical subjects I had learned that week. The senior apprentice and I were given two half days a week for "study time" and the rest of the working week was spent chipping, painting, and general shipboard maintenance. I learnt how to splice rope and wire using a fid for rope and a marlin spike for wire. On the five-day passage from Suez to Aden our time was spent splicing rope and wire into cargo slings or snotters.

We carried four dedicated helmsmen, whose job in addition to steering (no auto pilot) was to take keep the boat deck "Shipshape and Bristol Fashion". I worked with them renewing rope falls for the lifeboats and making new canvas lifeboat covers using a sewing palm and needle and coating the sail twine with beeswax making sure the "Sharks Mouth" was neat and tidy. Once in the Persian Gulf I would help the chippy to make the "Thunderbox" out of timber and canvas, which was then hung over the bow. One of my jobs as junior apprentice was to pump water up to the three water tanks – one on the Monkey Island-one on the boat deck and one on the after deck. This water served cabins and washrooms. This had to be done first thing in the morning and last thing in the afternoon.

With Health & Safety and Risk Assessments, our traditional and daily shipboard tasks are disappearing – we are not allowed to splice wires anymore. In all my time at sea, I have never seen a splice, whether rope or wire come adrift – snap YES.

Strick Line ships were regular traders to Manchester, where the funnel tops were removed at Eastham. Topmasts were telescopic and had to be lowered to clear the fixed bridges. Needless to say, I saw the "Truck" of the mast several times and sitting in a bosuns chair, double sheet bends and gantlines were the norm. Before using a gantline, you personally checked it for any defects and made sure it was fit for purpose. It was you and not your shipmate that tied the double sheet bend. A knot that was tied incorrectly could cost your life. Every knot used on board had a purpose and cadets at the Nautical College have difficulty in tying the different knots. I used the lead line once at an anchorage in south west India. We were loading Ilmenite sand for Immingham and were instructed to come further inshore. The lifeboat was lowered into the water and we headed towards the shore using the lead line to ascertain the depth of water to suit the ships draft.

The training of seafarers today has changed enormously to when I went to sea in March 1962. As a young apprentice I had to recite a collision regulation to the mate before I could go ashore. Cadets look at me in shock horror when I tell them my longest voyage lasted fourteen months – you signed ships articles for a voyage not exceeding two years.

Some of my colleagues at the college I lecture at find it difficult appreciate the skills of the old-time seafarers because they themselves were never taught the way we were. Those skills have all but gone and their use of correct nautical terminology leaves a lot to be desired.

Perhaps I should be put in a glass case in the foyer at Fleetwood Nautical College with a sign saying, "IN CASE OF EMERGENCY BREAK GLASS".

Capt. David McNamee AFNI, HCMM, MNM.

Learning with The Danny

Cathriona Bourke

The Virtual Danny

We have started work creating a virtual 3D model of the Danny, which will be the basis of quite a few virtual access tools. The initial filming of the hull took place while we were at Cammell Lairds, and we are currently trying to arrange the filming of the interiors around COVID19 restrictions.

Once complete, we are making a 360° tour of the vessel, which can be accessed via the website. Our volunteers are working to curate (and create) interpretation materials which allow people to learn about the vessel as they move around the virtual Danny, using the arrow keys on their keyboards. This will include archive images and footage, as well as footage created by us more recently – for example, we'll use images to show the saloons across time, film and audio to explain the workings of the Danny, and image and text to show the different kinds of vessels the Danny towed in her day.

We will also ensure we have got the Danny's teddy bear crew on show when we film the interiors, and we will be creating an updated teddy bear trail, so that children can search for the teddies around the vessel on the virtual tour, find out more about who operated the Danny and what it did, and do some activities and puzzles based on what they have found.

We will also be using this virtual model of the Danny to create a Danny gallery – an exhibition space on board the Danny, where we can showcase work by Danny volunteers, heritage partners, cultural, community and school groups. When we have had exhibitions in the real world – the schools' exhibition at the Brindley, or the art college students at Widnes Library, the feedback has been overwhelmingly positive. Now we have the chance to situate the exhibition on board the virtual Danny as well, and thus to reach a wider audience.

When we reopen, there are sure to be still social distancing rules in place, and we may not be able to have our usual numbers of stewards on board to show people around the vessel. However, we really want to start having people on board again. So we are also creating an augmented reality tour of the Danny on paper – this is an 8 page guide around the boat, with the possibility for the public to scan the paper to bring up the 3D models of the engine room, etc, so that they can more or less show themselves around in a socially distanced way, while we may not be able to offer our usual level of excellent live interpretation.

Finally, we will be working with our engineering team to create a couple of scenarios for a virtual training environment in the engine room. This will not only allow the public virtual access, but will also give them the opportunity to get virtual hands-on experience of the Danny's engineering.

Young People on the Danny

It is a challenge for all heritage organisations to get young people interested and involved, and it is vital for the future of our organisations. The Danny has succeeded in working successfully with local community groups, schools and colleges, and this year our plan is to work towards a sustained programme of engagement for young people, making a space for them to meet alongside peers, learn about the Danny and the waterways, and shape our offer for young people going forward.

We have consulted with our crew and are developing several ways for young people to get involved with us in the first year. Working with artists, as we have done for several other projects, we will support young people to think about the local waterways and the Danny, and to create a vision of what how they would like to use the waterways. This engagement period, will, Covid permitting, also allow for a number of trips to visit other historic vessels and cultural and heritage partners, and will create a strong connection between the young people and the Danny, without putting undue pressure on the Danny crew to train and support the young people. As young people develop a connection with the Danny, they can choose

Meanwhile we have small numbers of young people filtering into our engineering placements from Riverside College, and a strong interest from the college in continuing to work alongside us. We will work carefully alongside our engineers to ensure that young people are getting a warm welcome and a really positive and interesting learning experience, and are increasingly likely to remain involved as volunteers, and to develop skills and experience in maintaining and operating the Danny.

We also have a strong connection with the art department at Cronton College in Widnes, and we will be working with their college to support young people's events, and young people's development of design and creative skills in the heritage sector. Finally, we have great relationships with the sea cadets, Canal and River Trust and with local councils, which will enable us to maximise opportunities for young people.

Our aim is to create a truly inclusive programme, that offers multiple ways for young people to get involved. We have been working with Halton Council to reach young people who for whom the opportunities that the Danny has to offer can make a real difference in their lives. They have supported us to fund a youth worker, who can help these young people get the most from the Danny experience, boost their mental health and their self-confidence, and take note of all their experience and achievements while they are part of the Danny team.

We are working to ensure all of our safeguarding procedures are robust, so that we are ensuring a safe and positive experience for these young people, and have had support at board, staff and volunteer levels. We are now confident that when Covid allows, we will be in a position to create a great programme with and for young people, and thus to ensure the Danny's local support continues long into the future.

Ralph Brocklebank - Original Survey

The 'Danny ' as Ralph Brocklebank was launched at the Tranmere Bay Development Company's yard Birkenhead on the 24th. August 1903 with a Board of Trade Survey BoT on the 25th. of October. A copy of the Survey is shown with the original document as part of a large ledger in North East Wales Archives, Hawarden, Deeside.

The Ralph Brocklebank was built for the Shropshire Union Railway & Canal Company SURRC who had their office at Tower Wharf, Chester. The SURRC were required to provide details of their vessels to the local Customs Office which at that time was based in Connah's Quay then located in Flintshire.

When the Custom's House closed some of the documentation was transferred to the Archives in Hawarden including details of SURRCs other vessels the Lord Stalbridge and the W.E Dorrington.

The BoT Surveyor Mr Alfred Coe made a basic error all those years ago in listing the Low Pressure Cylinders as having dimension of 20 inches when in fact both are 30" in diameter.


MERCHANT SHIPPING ACT, 1894.

Certificate of Survey.

Our volunteer Dick Clague, recently wrote a fascinating article for Sea Breeze Magazine, as featured here. Thank you Dick for the mention!

TUGS TO TABLEWARE

The china clay connection

By the early part of the 20th century, steamships were well developed, but, for the pottery industry, horse drawn canal boats and coastal sailing ships were still the mainstay of their domestic transport systems.

BY **DICK CLAGUE** (ENGLAND)

The pottery industry started in the area around Stoke on Trent, probably because of the ready availability of coarse clay and the plentiful supply of coal from the Staffordshire coalfields. By 1740, Stoke-on-Trent was the main English centre of pottery production, but the area had only lengthy and slow water-born access to the distant East Coast via the rivers Trent and Humber. Transporting the finished products safely to the Mersey for onward shipment to world markets was a real challenge.

By 1800, the Potteries had become the world centre for pottery production – something made possible through the development of the canal system, a need recognised by people like Josiah Wedgwood who had turned to James Brindley, as engineer, to build the Trent and Mersey canal which was started in 1766 and completed in 1777. As the trade developed other canals were built and Thomas Telford completed the link to Ellesmere Port via his Shropshire Union canal in 1835. From these an inter-connecting network of routing options between the Potteries and the Mersey developed.

The Shropshire Union Railways and Canal Company (SURCC) was formed in 1846 at a time when it was already being proposed that canals should be converted into railways – an idea that never really caught on – and by 1908, it owned 200 miles of canals and less than 24 miles of railway (of which 5.25 miles were only part owned). It was effectively a canal management company and canal carrier and in 1908 leased its property to London & North Western Railway in perpetuity – extending the close working relationship the two had enjoyed since 1847. There does not appear to have been any synergy with L&NWR's own shipping operations from Holyhead or Fleetwood, the latter run jointly with L&Y Railway.

By the start of the 20th century the SURCC already operated steam tugs on the Mersey,

RALPH BROCKLEBANK AT ELLESMERE PORT WITH SAILING SHIP AND MERSEY "FLAT".

as well as a fleet of nearly 400 narrow boats on the canals, and the Manchester Ship Canal had opened in 1894. The tugs were mainly used to tow Mersey "flats" (flat-bottomed wooden barges up to 5m beam) between the canal system in Cheshire, where cargo was trans-shipped from/into narrowboats at Ellesmere Port, Runcorn or Anderton to take cargoes to

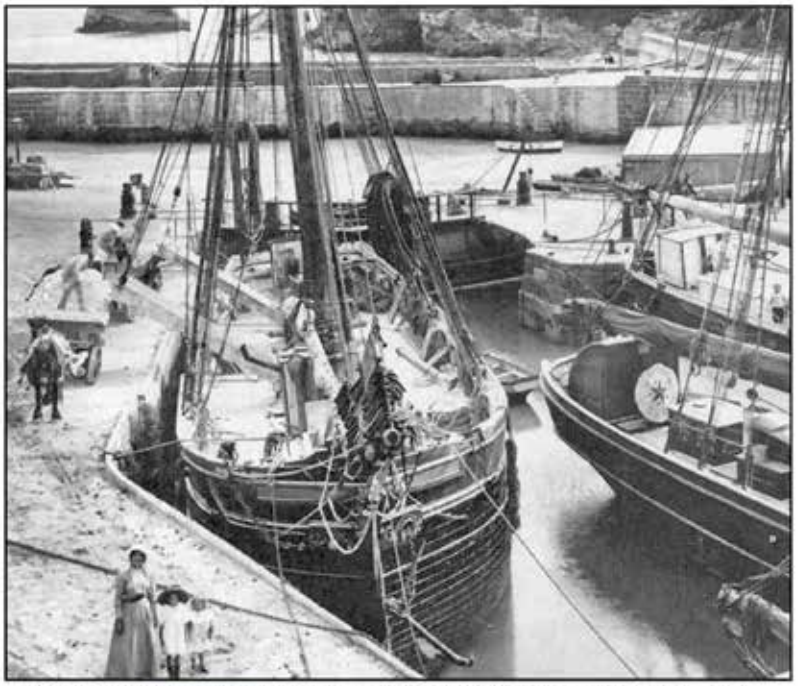
SHROPSHIRE UNION'S TUG **GEORGE STANTON** (1880) PASSING ELLESMERE PORT DOCKS WHERE BULK CHINA CLAY AWAITS LOADING FOR THE POTTERIES. AFTER 1906 SHE WORKED IN QUEBEC PROVINCE AS **EDWARD PRYKE**. RE-NAMED **J DE V** IN 1941, SHE LASTED UNTIL AT LEAST 1957.

FEATURE TUGS TO TABLEWARE

and the port of Runcorn was handling up to 30 sailing ships a month bringing in China Clay from Cornwall. Flints were also imported from Gravesend and Newhaven. Water born transport was key to the development of this major British industry which for over 100 years was the world leader.

At the start of the 20th century there was strong competition between railways, canals and sailing ships for appropriate parts of the china clay traffic. Speed was not generally an issue when moving bulk raw materials like China clay and flint – so it was a traffic well suited to canal and sailing ships, many of the narrowboats still being horse-drawn well into the 20th century. However, as the railways struggled to recover in the aftermath of the first world war, they made determined efforts to attract china clay traffic from Cornwall to the Potteries. Rather than just cutting their rates to attract the business, they used (abused?) their powers as port owners to put heavy dues on sailing ships using their harbours. By 1922, the British Sailing Ship Owners' Association reported that over 100 coastal vessels were without work, and that it was "ruinous for the docks and harbours affected and is against the permanent interests of the china industry". It is perhaps significant that the schooner **Duchess** took the last shipment of China clay from Pentewan to Runcorn on 28 September 1929 and that the Cornish harbour closed in 1940.

Although steamships handled much of the deep-sea traffic from early in the 20th century, sail still predominated on the coastal trade, thus requiring the steam tug **Treffry** to be based at Par to tow sailing ships in and out of the local ports. Built in Paisley in 1870, she remained in service until 1933, but sank at Dunkirk (whilst smuggling tobacco) the following year. She was joined in 1881 by the **Countess of Jersey** (scrapped in 1932) and in 1887 by the **Gallant** (broken up 1954) which were based nearby at Fowey. According to weather conditions, these tugs operated out as far as the Lizard and Start Point meeting sailing ships, as well as assisting in salvage work.



THE 1864-BUILT **JOHN FARLEY** AT CHARLESTOWN LOADING CHINA CLAY VIA CHUTES FROM HORSE-DRAWN CARTS. [PAUL WALKEY COLLECTION]

THE TUG **TREFFRY** IN PAR WHERE SHE ASSISTED SAILING SHIPS INTO AND OUT OF THE HARBOUR AND AT FOWEY BETWEEN 1870 AND 1933. [WWW.FOWEYHARBOURHISTORY.COM]

China clay had been discovered in Cornwall during the 18th century, but it was only with the decline of tin mining in the late 19th century that it really came into its own. Although 75% of production was exported, most of the rest still had to be taken out by sea, with Fowey, Par, Charlestown and Pentewan being the main china clay ports. China clay was shipped either in ½ or 1-ton wooden casks, brought to the ports by rail and loaded using ship's gear or, where receivers were able to accept it, in bulk. A system of chutes was often used for loading bulk from road or rail trucks. This system can still be seen at Charlestown – now a museum but originally developed from the small village of West Portmear by Charles Rashleigh (hence Charlestown) and designed by John Smeaton the 18th century civil engineer responsible for the Eddystone Lighthouse, Ramsgate Harbour and the Forth Clyde Canal. Charlestown is a small harbour and could only handle ships up to 60m x 10m so closed for cargo handling in 2000.

Par was developed between 1829 and 1840 by Joseph Treffry (after whom the tug mentioned above was named) originally to export tin and import coal from Swansea – but as the mining activity declined, china clay became the dominant export cargo. The port was tidal but rail-connected so concentrated on coastal traffic. The old port largely disappeared during modernisation in the 1960s which enabled it to prosper until the 1990s, but there have been

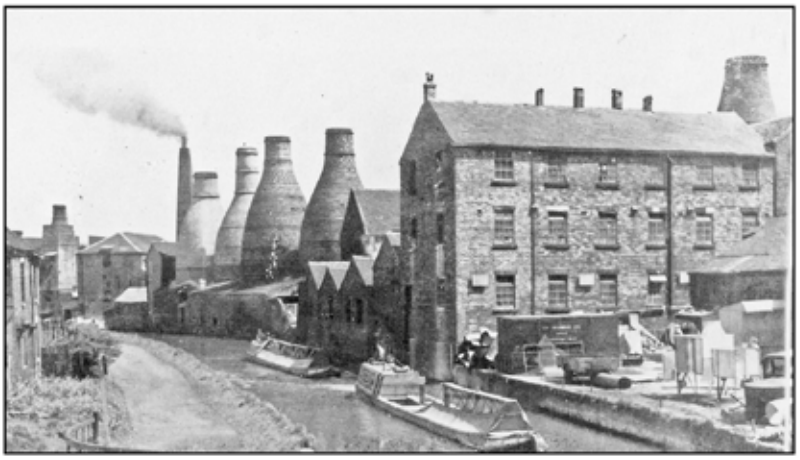
Birkenhead and Liverpool for export worldwide. They would also be used to tow sailing ships between the Cheshire ports and the open waters of the Mersey.

In 1903, the first of three new steam tug/tenders went into service **Ralph Brocklebank** with her sisters **W E Dorrington** (1906) and the slightly more powerful Dublin-built **Lord Stalbridge** following in 1909. Until 1915, they also provided a cross river passenger service between Ellesmere Port and Liverpool. All three were sold to the Manchester Ship Canal Company (MSCC) in 1922 when the SURCC ceased its loss-making canal fleet operations ahead of the railway re-grouping in 1923.

Thereafter, the MSCC mainly used the tugs for ship handling but offered some passenger cruises from Manchester to Eastham (with return by train) until 1936. From 1929, when MSCC scrapped their Director's launch **Charles Galloway**, removable awnings had been fitted to the **Ralph Brocklebank** to improve her suitability for that role, but in 1936, she was converted for VIP, directors' inspection and corporate hospitality duties with art-deco lounges installed, at which point she was re-named the **Daniel Adamson** after the MSCC, the name she still operates under today, carrying passengers on the River Weaver. This article concentrates on the twenty years the "**Danny**" operated for her original owners.

Pottery was one of the major cargoes carried via the canal system – waterborne transport from wharves alongside the potteries being preferred to minimise breakages, but the local coarse clay had been largely replaced by China Clay – which was shipped from Cornwall to the Cheshire ports of Runcorn and Ellesmere Port (even before the Manchester Ship Canal had opened in 1894) – so there was a two-way trade through the canal system to and from the canal-side potteries like Wedgwood at Etruria (which closed in 1950) and the still operational restored Middleport Pottery. At its peak, there were something like 2,000 pottery kilns in operation.

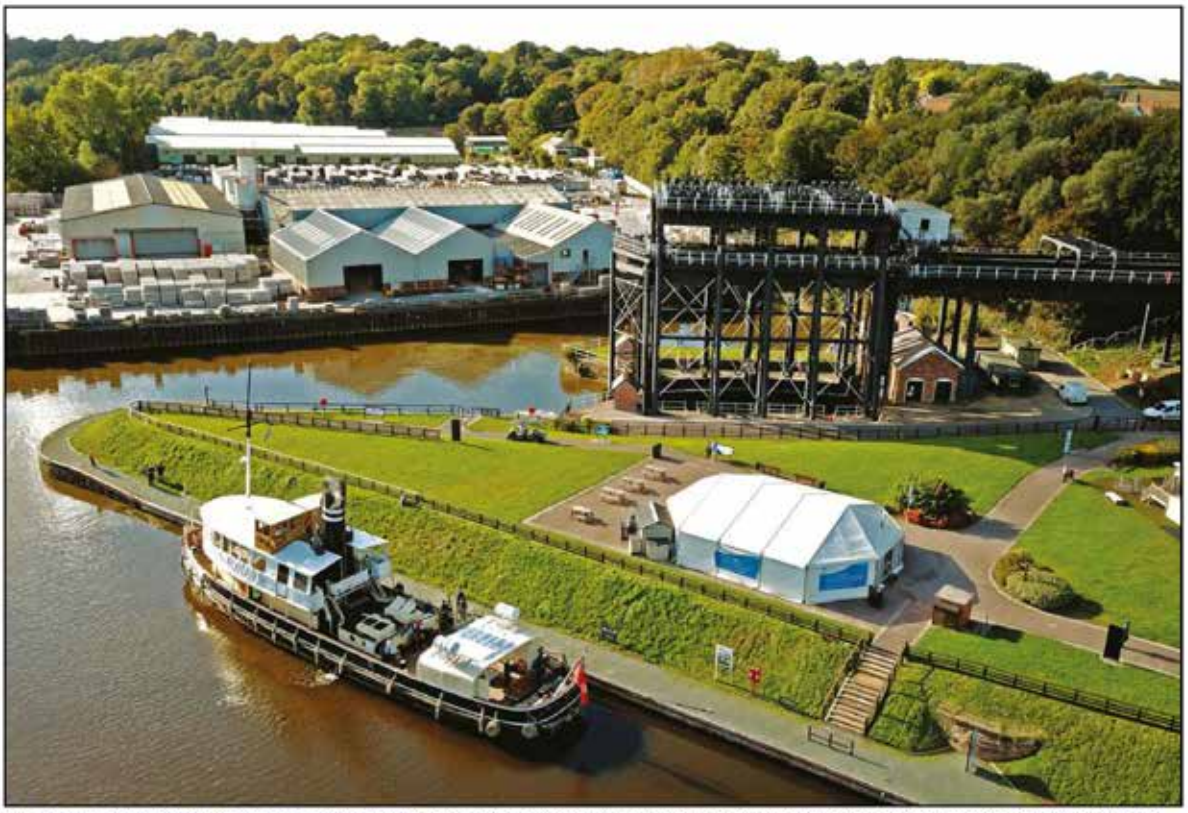
In 1906, 187,000 tons of clay were required to produce 48,000 tons of finished pottery



TOP: THE **RALPH BROCKLEBANK** TOWING MERSEY "FLATS" (APPROX 1907) AND LATER IN "PASSENGER SERVICE".

ABOVE: **BOTTLE KILNS ALONGSIDE THE TRENT & MERSEY CANAL NEAR LONGPORT - HORSE-DRAWN NARROW BOATS WOULD HAVE BEEN USED FOR THE CHINA-CLAY TRAFFIC IN THE EARLY PART OF 20TH CENTURY.** [WWW.CANALRIVERTRUST.ORG.UK/ARCHIVE]

Name	**RALPH BROCKLEBANK** (1903)	**TREFFRY** (1870)
Renamed	**DANIEL ADAMSON** (1936)	
Current status	Restored to passenger service	Wrecked Dunkirk 1934
Built by	Tranmere Bay Development Co, Birkenhead	J Fullerton & Co, Merksworth Works, Paisley
Yard No	222	7
Engine builder	J Jones & Sons, Liverpool 2 cyl – Steam reciprocating compound Original engines still in use	William King, Glasgow Single cyl HP (25nhp) Re-engined 1902 (75nhp)
LOA / Beam (ft)	110.5 / 24.5	63.2 / 16.3
GRT/ NRT	175 / 49	46 / 19
POR	Manchester	Fowey
Passengers	90	-
Owners	Shropshire Union R&CC 1903-1922 Manchester Ship Canal Co 1922-2004 Daniel Adamson Preservation Society current	Charles Remfrey – Fowey 1870-1912 Various Treffry family 1912-1933 Four owners 1933 - 1934



THE **DANIEL ADAMSON** (EX **RALPH BROCKLEBANK**) BERTHED AT ANDERTON, THE SOUTHERN TERMINUS FOR HER CRUISES ON THE RIVER WEAVER. THE STILL OPERATIONAL BOAT LIFT ENABLED NARROW BOATS FROM THE TRENT & MERSEY CANAL TO TRANS-SHIP CARGO WITH RIVER AND COASTAL VESSELS AT THE RIVER PORT OF ANDERTON - NOW AN INDUSTRIAL ESTATE (TOP LEFT) NEAR NORTHWICH. [DAN CROSS]

no china clay shipments from Par since 2007 with the remaining trade shipped through the natural deep-water port of Fowey – also developed by Treffry in the late 1860s.

With 100 coastal sailing vessels laid up in 1922, because of the attempts of the railways to take their cargo, the number of different vessels involved in the trade at that time is difficult to estimate – but not all would be dedicated just to coastal work or carrying a single cargo. Some small vessels travelled all over Europe – others even further.

A well-known example is the **Kathleen & May** built at Connah's Quay in 1900 as the **Lizzie May**. On her first commercial voyage, she carried 226 tons of firebricks to Rochester where she then loaded cement to Plymouth, pitch to Cardiff, coal to Falmouth before loading china clay to Weston Point (Runcorn). She is still afloat and can usually be found in Liverpool's Albert Dock complex.

Waterwitch was built as an ocean-going brig in 1872, but, from 1910, was regularly employed carrying china clay to the Mersey, back-loading with coal. Despite being wrecked off Newlyn in 1916, she was salvaged and rebuilt, carrying her last china clay cargo from Par to the Mersey in May 1939 after which she was sold to Estonian owners.

Fortunately, much of this heritage is preserved and provides good places to visit and find out more:

The operational restored Middleport Pottery. **https://re-form.org/middleportpottery/information**

The Ellesmere Port Canal and Dock complex now houses the National Waterways Museum **https://canalrivertrust.org.uk/places-to-visit/national-waterways-museum**

The Anderton Boat Lift **https://canalrivertrust.org.uk/anderton**

Charlestown Harbour **https://charlestownharbour.com/**

Of the tugs mentioned only one survives – the **Daniel Adamson** (ex **Ralph Brocklebank**) which has been faithfully and painstakingly restored to her 1936 condition - when she became the MSC's VIP hospitality vessel. In 2017 she was awarded "Flagship of the Year" by National Historic Ships UK. The "**Danny**" is now charity owned and volunteer-operated, running cruises between Sutton Weaver (near Frodsham) and the Anderton Boat lift on the River Weaver in Cheshire, as well as occasional special sailings on the Manchester Ship Canal. Most weekends between May and October she is cruising or open to the public and also hosts school trips, groups of all ages as well as musical events and gin, rum and vodka cruises. The **Danny** also has a team of experienced presenters giving talks to audiences in the North West of England and Wales about the **Danny**'s restoration, and the Manchester Ship Canal, to support the vessel and to raise funds. "Zoom" presentation now enable the team to reach out nationally and internationally, so any interested individual or small group can book a presentation and enjoy an illuminating talk in their own homes. To book a trip on the **Danny** - or a talk, or just to find out more, visit the **Danny** website **www.thedanny.co.uk**

The considerable help of members of the Daniel Adamson Preservation Society (DAPS), the Canal and River Trust Waterways Archive (www.canalrivertrust.org.uk/archive) Richard Puttick (China Clay History Society) Paul Walkey (author of "China Clay Ships of the Past) and Mike Sutherland (www.foweyharbourhistory.com) in compiling this article and supplying photographs is gratefully acknowledged.

JANUARY PICTURE QUIZ QUESTION

Name the Ship in this photo that was taken passing Ferry Hut on the Manchester Ship Canal.

ANSWER to the picture quiz in last TOWLINE

Unfortunately, we had NO correct answers – so no winners this time.

The ship was called the Polar Chief and her history is as follows:

Built 1897 for Elder Dempster as cargo ship Montcalm – Boer War Transport 1900.

Sold to Canadian Pacific 1903.

Requisitioned as British Expeditionary Force transport 1914 later same year converted to 'dummy' battleship HMS Audacious in an attempt to fool the Germans that the fleet was somewhere that it was not.

Sold to Shell Tankers and converted to a tanker renamed Crenella 1916 – torpedoed by a U boat but reached port 1917.

In 1923, she was sold to Norway and renamed Rey Alfonso. In 1927, she was sold back to British owners and renamed Anglo-Norse. In 1929, she was converted to a whaler and renamed Polar Chief. Although laid up in Tonsberg in September 1939, she escaped to the United Kingdom before Germany invaded Norway.

Polar Chief was requisitioned and passed to the Ministry of War Transport, renamed Empire Chief. In January 1942, she ran aground off Reykjavík, Iceland. She was refloated and temporary repairs made to enable her to be returned to the United Kingdom for permanent repairs. In 1946, she was sold to Salvesens of Leith and renamed Polar Chief 1946.

She served until 1952 when she was scrapped at a Clyde shipbreakers.

The Danny Lockdown Quiz **ANSWERS**

Q1 **Chester** *1 POINT*
Q2 **August 24th 1903** *1 POINT*
Q3 **Tranmere Bay Development Company** *1 POINT*
Q4 **John Jones &Son** *1 POINT*
Q5 **Nine** *1 POINT*
Q6 **Boiler feed, GS pump, Circ pumps x 2, Reversing Engs x 2, Tangye pump, DC gen set, steering engine** *9 POINTS*
Q7 **T11** *1 POINT*
Q8 **Lord Stalbridge, W.E.Dorrington** *2 POINTS*
Q9 **Charles Galloway** *1 POINT*
Q10 **Heaton Tabb** *1 POINT*
Q11 **Shildon, County Durham** *1 POINT*
Q12 **194** *1 POINT*
Q13 **29 in total. 24 Double ended** *2 POINTS*
Q14 **1963** *1 POINT*
Q15 **1984** *1 POINT*
Q16 **2004** *1 POINT*
Q17 **Three, J Kincaid of Glasgow 1953** *3 POINTS*
Q18 **Iroko** *1 POINT*
Q19 **MSC Quarry** *1 POINT*
Q20 **Oceanic** *1 POINT*
Q21 **112** *1 POINT*
Q22 **173 tons** *1 POINT*