



TOWLINE

THE OFFICIAL NEWSLETTER OF THE DANNY

ISSUE 2 - SEPTEMBER 2017

An update on our first year in business, 2017 has been a year of tests and trials and has allowed us to introduce The Danny to a whole new audience. A lot of work has been done and achieved by our volunteer teams and we thank all our members and volunteers for their continued and valued support.

Enjoy reading our news as we look back at 2017.



THE
DANNY





A Message from our Director Andrea Ward

Well here we are, in our first fully operation season and it has been a delight and an incredible challenge at the same time. We have met, and in most cases, overcome some unforeseen obstacles, whilst continuing to get excellent feedback and support for our cruises, static events and crews. Here is a brief rundown of the year so far...

Since the last Towline we have successfully completed some vital ship maintenance and repairs and obtained the renewal of our Passenger Certificate. We carried out our 2017 inaugural passenger voyage on 12th April from the Cruise Liner Terminal to Ellesmere Port, marking the start of our first operational year. In April, we attended the Easter Gathering at Ellesmere Port Boat Museum and did some mini cruises for the attendees to raise awareness of the Danny. These and our first full Manchester Ship Canal cruises got us some excellent feedback on TripAdvisor and valuable experience for our crew. Unfortunately, our first few months have also been plagued by problems entirely out of our control, but which have a huge impact on our schedule. Firstly, the basin in Salford Quays has silted up meaning there is not enough water for vessels of our size to enter, which means we are using a temporary berth on a commercial quay whilst this issue is resolved, this is in addition to the silting on the Weaver and the issues that caused us with our planned Anderton Boat Lift cruises, we are still busing our passengers to the Boat Lift from Acton Bridge, but one day we hope to be able to cruise the entire length of the Weaver. We still got excellent feedback from our passengers, with the crew being very highly praised. The next serious issue was the failure of the lock gates at Canning (Albert Dock) which meant we had to take the decision to cancel our next two cruises in May as we would not have been able to return to Canning dock for several weeks and we had many other commitments and bookings to honor. Fortunately, most passengers transferred to another date, but we were very disappointed to let people down. Thankfully the gates were repaired on time and we could carry out the next cruises on our schedule successfully and return to the Albert Dock in time for the visiting tall ships and the Mersey River Festival.

We launched our Talk, Tour and Lunch package earlier in the year, and I am very pleased to say that they are creating a lot of interest with bookings coming in throughout the year. The first one was hosted in April for a Probus club and resulted in all the attendees booking on a cruise later in the year and passing the word on through their networks. We have since successfully hosted several Talk Tour and Lunch visits along with both private and corporate static hires, which resulted in several further enquiries regarding hiring the Danny for specific events both this year and next. We have also hosted our own very successful Corporate Showcase, where we invited

representatives from local business to see the Danny laid out for an event. The attendance and enquiries generated surpassed our expectation, so we are delighted.

We now have the required licenses to sell food and alcohol when we are both static and cruising and this is providing us with an additional stream of income.

Ticket sales continue to improve as the year moves on and the word gets about. We have had a number of questions from our members regarding discounted tickets, and whilst we would love to be able to do this for our loyal supporters, until we are in the position of filling the cruises with full fare paying passengers, we simply cannot afford to do it. The costs involved in doing a cruise - coal, diesel, river pilots, Manchester Ship Canal pilots, port dues, canal dues, waste disposal and coaches - make operating the Danny very expensive. On a lot of cruises we need to have sold three quarters of the available tickets to simply cover the costs... so you see our profit margin potential is very slim at the current ticket prices. Other operators, with whom we regularly get compared, are able to share the costs with up to 370 passengers, we only carry 80 but the costs to us are the same, so I hope this explains a little why we can't offer discounts at this time.

We are continually looking to recruit more volunteers in all areas, ideally folk who can commit a day a week, so if you, or know of someone who would love to be involved with our little steamer, please get in touch. We rely completely on our volunteer crew to make Danny a success, and whilst the cruises are an attractive opportunity for our volunteers, the static days, and the income they generate, are vital to our success as a commercial operation and to make sure Danny 'pays her passage' as they say. We would love more volunteers in the engine/boiler room, bridge staff, deck stewards and in our catering Galley team. Also, we have a couple of roles which could be done from the comfort of your home, helping to coordinate the crews for static and cruising days... Please get in touch with me if you, or anyone you know, is interested in becoming part of our team.

Onwards and upwards for the continued success and increase in awareness for the second half of our year...

National Historic Ships UK announces “Flagship of the Year Award”

Following eight successful years of very different kinds of vessels from around the UK winning this award, National Historic Ships UK has again extended the scheme for 2017.

This year, National Historic Ships UK decided the applications more strongly represented Regional rather than National event programmes and it was decided to award four Regional Flagships to recognise the commitment that many vessels give to their home cruising grounds.

In announcing this further extension of the scheme Hannah Cunliffe, Director of National Historic Ships UK, said:

“I am delighted that we are able to offer these Awards once more and publicise the range of cruising programmes which these vessels are planning for the coming season. Our four 2017 Regional Flagships have all shown their enthusiasm for raising the profile of UK maritime heritage at the events they are attending and we look forward to working closely with them in the months ahead.”

The Award criteria requires vessel owners to come forward with seasonal programmes to engage the public through festivals, demonstrations, on-board cruises, quayside visits, educational programmes, participation in races and similar activities. Flagships are expected to promote actively the role of

National Historic Ships UK by distributing associated PR material and flying the flag as our ambassadors.

The four Regional Flagships will each receive a grant of £250 to be spent on the vessel, along with a special Regional Flagship Broad Pennant denoting the year in which the award was made.

The 2017 Regional Flagship Awards have been given to:

CARONIA (Regional Flagship of the Year 2017 for the Solent) - for her commitment to education and engagement with maritime heritage involving an intensive series of visits from her current home port in Chichester to her historic home port of St Ives, via Yarmouth, Falmouth, Penzance, Plymouth and Dartmouth.

DANIEL ADAMSON (Regional Flagship of the Year 2017 for the North-West) - for her commitment to education and engagement with the North-West’s maritime heritage involving an intensive series of visits extending to Ellesmere Port, Liverpool, and Lymm.
<http://www.thedanny.co.uk/>

OUR DADDY (Regional Flagship of the Year 2017 for the South West) - for her commitment to education and engagement with the South West’s maritime heritage involving an intensive series of visits extending to Brixham, Looe, Falmouth, Dartmouth and the Isles of Scilly.

Our volunteer team receive the pennant from John Kearon from The Council of Experts for NHS.



Volunteer with us | BY LES GREEN

We offer many volunteering opportunities and we are looking for more members who can help in all areas especially during our important static days as well as during our private hire events when we welcome the public.

Volunteering can be fun, hard work and rewarding and is vital to the success of The Danny. Please email andrea.ward@danieladamson.co.uk if you would like to volunteer.

Volunteer day out on the Llangollen Railway

Whilst the “Danny” was undergoing her winter maintenance many volunteers had few

opportunities to contribute to the project or meet friends and colleagues so when the suggestion of a “get together” day out on the Llangollen Railway was made there was a ready acceptance. The mention of a discount may also have influenced one or two!

We all headed for the 11.20 am from Corwen allowing for nearly 3 hours to enjoy Llangollen town before returning on the 3.10pm to Corwen.

The event was well supported with 42 on board and even the weather obliged with some early spring sunshine for the twenty mile return trip through the stunning Dee valley.

A ride on the engine footplate was available to the lucky winners of a raffle organised in conjunction with the railway and four lucky members had the privilege of riding with the driver and fire man on the rostered locomotive, a Stanier “Black 5”

Tours of the railway workshops were available and twenty members took the opportunity to view steam engine being restored and in some cases new ones being built such as the Patriot class “Unknown Warrior”.

Les Green (Trustee) said: “Choosing a venue for the day out was not difficult and as Llangollen Railway had helped DAPS so much with advice and training, it was logical that we took our business there. The day demonstrated the mutual respect volunteers in the heritage section have for each other; Llangollen put on a great day out which the general public would find difficult to access. DAPS volunteers were made especially welcome and discussions are currently underway as to how our two organisations can work together in the future

The “Danny” Hosts American Academics – John Moore’s University guests boost corporate hire business

Bob Cannell and his team really laid out the “red carpet” for one of the first corporate bookings on board the “Danny” when on 23rd May a high powered team of academics from John Moore’s University and their guests, South Connecticut State University, took a full two hour experience.

The visit to the “Danny” was a part of a tour of the Albert Dock complex which also included the Tate Gallery. The team from John Moore’s included Sir Malcolm Thornton and Dr Edward Harcourt whilst the American University had Dr Joe Bertolino and Dr Ellen Durnin in their party.

The “Danny” laid on a full tour of the vessel including engine rooms, a short presentation about the vessel whilst the galley was opened for light refreshments. Each guest was given a memento of their time on board in the form of the new paperweight inspired by Edgar Hodges painting.

Bob Cannell said “The volunteers did “DAPS” proud and the guests really appreciated the work done to put the vessel back in service”



Welcome Aboard!

Membership Report

Sheila Leonard Membership Secretary



I am pleased to say the active membership of the Daniel Adamson Preservation Society has now reached 460. We are also delighted to have had many new members since our last Towline and we welcome you all.

Sadly, since the last Towline/Messenger Line was published, 6 members have passed away and we send our condolences to their families and friends.

We hope you enjoy being a part of our 'family' and look forward to you visiting the boat. If you have any friends, work colleagues or family who would like to join us let me know and I will send them a membership application form.

I hope members who have joined us on our cruises throughout the summer have enjoyed the experience of sailing on the Danny and hopefully I will have had the chance to meet some of you on board too.

It was also pleasing that most of you have renewed your memberships in 2017. (Membership Renewal was due on 1st May and remained the same fee as last year (£25 for single membership and £30 for family membership.)

A lot of members pay by standing order but if you don't wish to do that you can send a cheque to me at 60 Halton Road, Runcorn, Cheshire WA7 5SB. If you need to chat about anything, you can call me on 01928 576967 or via email, membership@danieladamson.co.uk

Another reminder is to let me know your current/updated email addresses because Georgia our Marketing Manager sends out snippets of news, especially to members and we don't want any of you to miss out.

Don't forget if you have a bit of spare time and want to join our band of volunteers you will be very welcome, just let us know.

DANNY COLLECTABLES

The Fundraising Team have commissioned a Special Edition Paperweight and Print (71cm x 53cm) beautifully designed with the Edgar Hodges painting of the Danny at Manchester – and for our Daniel Adamson badge collectors, we have specially made Gomm Badges.

We also have a superb custom-made Pen. Carved from recycled wood from the old Danny Wheelhouse following restoration and a real collector's item.

Fans of maritime folk music and shanties can purchase a specially recorded CD 'Step Aboard the Danny' performed by some of the best folk and shanty performers, old and new, including Hughie Jones from the original group, the Spinners.

Paperweight	Members price £10.00
The Print	Members price £24.00
Gomm Badge	£4.00
Danny Pen	£25.00
'Step Aboard the Danny' CD	£5.00



PLACE YOUR ORDERS NOW

Would make an ideal gift for the person who has everything
Contact Sheila – 01928 576967 to place your orders (P&P may apply)

Fundraisers Report - Steady Progress

Daniel Adamson fundraisers have continued with their recent progress and have seen the use of the “Danny” image especially in the form of Edgar Hodges painting expand and a new retail outlet support the cause. The period also saw the first social event on board when a casino night was organised.

Paperweights

Focussed currently on higher value items which have a “collectable” attraction the latest addition to the range has been the limited edition paperweight manufactured in the UK by Daphne Pain Ltd featuring the central portion of the painting in an oval shape. Retailing at £12 on board and £10 to members/volunteers initial orders were soon sold out and stocks needed replenishing.

Sold as a limited edition of 250 each weight is individually numbered in its own gift box and has proven to be an ideal present. One customer on a cruise bought 6 weights all for Xmas presents and a further customer bought 5 again to be stored away for Xmas. They have also made an excellent corporate gift when a high profile vessel hiring was made.

Gomm badges

Are now on sale and selling very well.

On Board fundraising

“Love them or hate them!” raffles regarded by some people as old fashioned and some as an exciting little flutter are still a very successful way of raising funds and when volunteers were available on the for two cruises on the Weaver and ship canal over £300 was raised. A big thank you to the lady who stepped in to help out and brought with her the experience of running the pub darts team raffle on a Monday night!!

A merchandise stall organised by Sheila Leonard has also seen some good results with 9 paperweights sold on one trip alone.

Presentations

A quieter period as groups rather than talks and lectures tend to organise trips out in the summer months and this may be reflected in the increased activity for tours and presentations on board. Members of the presentation team are increasingly being requested to help on these important events. Currently we have bookings into April 2018 and

recently a number of Conservative clubs have requested lunchtime speakers.

In response to a number of requests a second presentation on the history and operations of the ship canal is being developed, naturally with “Danny” branding heavily embedded. Market research has shown that there currently is no organisation or persons offering this subject and it will give us repeat visits to groups and a wider appeal. Launch is planned in Autumn 2017

Casino night

This first use of the boat for what was a “play casino” was lots of fun and nobody lost their shirt” as the “punters” tried their luck on a number of games. An excellent ploughman buffet was laid on and plenty of “Danny” ale was consumed by those not interested in the gaming tables. The lower lounge was very popular and the guests were entertained by Eden Thomas on the guitar.

A race night (horse racing on video!) was researched but the professional suppliers declined to go forward as the design layout of the vessel was deemed not suitable for the event. Sorry about that one.

Retail outlets

Both to increase sales and support the marketing efforts of the “Danny” team retail outlets have been sought and it is pleasing to announce that we now have two “high street” outlets, Nauticalia based on the Albert Dock and Runcorn Picture Framers on Regent Street in the old town of Runcorn. .

Runcorn Framers are stocking prints, paperweights and badges whilst also running a raffle to raise funds for the “Danny”. Proprietor Chris Jones provides prints of his own work for sale on board the “Danny” and both he and wife Sara are keen members.

Nauticalia stock CD’s, paperweights and “Danny” whilst distributing marketing leaflets from well placed positions on the main counter in what must be one of the prime retail positions on the Albert Dock complex.

DAPS presentation team spreads the message | BY LES GREEN

To date bookings for 2017/18 amount to over fifteen with presentations having already been given to Probus Organisations, Historical Societies, Women's Institute Groups, Rotary clubs, Conservative clubs (after lunch speakers) and U3A (University of the Third Age).

Based initially on Dan Cross's pre-restoration presentation the new version, delivered by projector, is designed to tell the story of the "Danny" throughout her lifetime utilising many old photographs combined with video and scenes of important aspects of her restoration and cruising programme. Timed to take either 45 minutes or an hour dependant on the customer's requirement the purpose is to promote interest and hopefully visits whilst at the same time raising funds by the payment of a fee to the society and memorabilia sales.

The focus is on organisations within one hour's drive, approximately 50/60 miles from the cruising base of Ellesmere Port with the furthest booking being from Skipton. However, an extremely attractive request came in from Henley on Thames and Stuart Wood has taken up that challenge.

The team decided from the outset that they would offer a professional image and display prints, the model, banners and sales material. Many people have contributed to the development of the product especially Sheila and Colin Leonard Bob Cannell and Cathriona Bourke whilst the support crew setting up stands and displays has featured Ray Hines Peter Johnson, Brian Daulby and John Huxley.

The principle speakers have been Stuart Wood and Les Green whilst several more are learning the script. The largest audience to date has been over 120 at a booking for U3A in the stunning facilities in the "World of Glass" in St Helens.

Audience response has been excellent and one organisation that grades speakers has given DAPS top marks

Les Green (fundraising team) said "DAPS does not have a large marketing budget and has to look for innovative methods to raise public awareness of what the ship offers and these presentations are doing that. It is difficult if not impossible to measure their full value but following the presentation at St Helens one member of the crew reported a visit of some 25 members of that group on board in the Albert Dock"

Events have raised varying amounts. If you are a member of a club or society that wants a speaker contact georgia.hayes@danieladamson.co.uk



News from The Engine Room | BY JOHN HAKE

My name is John Hake and I joined the Society in 2004 and have always been an active member of the working party usually looking after all things electrical but with my Royal Naval training I can turn my hand to anything that needs a bit of fettling.

Soon after joining I obtained a set of books titled “Verbal Notes and Sketches for Marine Engineer Officers, Vol.1 & Vol.2 by J.W.M. Sothern” to learn all about boilers and steam engines on merchant ships.

So for the like-minded members and enthusiasts who, like me, are interested and intrigued in the workings of a steam ship powered by reciprocating engines, this article documents the history of our boiler from 2004, when we acquired the vessel, to the present day.

The Boiler

The boiler on a steam ship is its heart, when it is fired the vessel comes to life with smells and noises.

Our boiler, to give it its full title, is a single ended scotch marine boiler with three Morison corrugated furnaces and its vital statistics are 14ft. diameter and 10ft. deep and weighs about 25 tons.

It is a natural draught boiler, air is not forced into the furnaces to burn the coal but is sucked in by the action of hot air rising and to aid this the funnel has a liner fitted so the hot gasses are not cooled by the external cold air acting on the funnel.

The rear of each furnace is attached to a combustion chamber within the boiler and in turn the three combustion chambers have 3.5ins. diameter fire tubes, 194 in total, that run from the combustion chambers to the front of the boiler and into the smoke box.

The water in the boiler is heated by the heat of the burning coal in the furnace and the hot gases travelling into the combustion chambers and through the fire tubes. The gases are exhausted into the smoke box and up the funnel.

The working pressure of the boiler is 120psi and contains 17 tons of water.

The bunker holds 23 tons of coal.

This boiler was fitted, as new, during the post war refit of 1953, it was manufactured by John G. Kincaid & Co. Marine Engineers & Boilermakers of Greenock. When the vessel was retired from service in 1984 the boiler was mothballed in the correct manner but sometime during her time at Ellesmere Port the funnel cover was removed which allowed rain water to come down the funnel and slowly rot the smoke box from the inside.

When we acquired the vessel in 2004 the smoke box was well rusted and it was deemed as unsafe and had to be removed before it fell off, also during this exercise the tubes in the boiler were also removed, leaving a few stay tubes in place to help stabilise the boiler front.

We had numerous surveys done on the boiler as we tried to ascertain whether the boiler was repairable or did we need to plan for a new one. Each survey concluded that the boiler was repairable together with an idea how much it was going to cost and how long it was going to take, this information was put into the HLF bid.

Another survey was done on the hull and it was found that the plates and frames under the boiler were suffering from severe corrosion and would have to be renewed. This was a common problem on coal fired steam ships due to the practice of raking out the furnace coals onto the boiler room plates and damping down the hot ashes with salt water, this causes sulphuric acid to be produced which drops into the bilges and eats away the hull plates from the inside.

When we were awarded the HLF grant, the Birkenhead shipbuilders and repairers, Cammell Laird were the nominated shipyard to refurbish the vessel and she was taken over the river to be dry docked. The superstructure was quickly cut away and the boiler craned out and removed to a workshop, this allowed easy access to work on the boiler and also access to the replace the hull underneath the boiler.

The work to refurbish the boiler was carried out by Cammell Laird under the supervision of Molineux Boiler Services and monitored by the Marine & Coastguard Agency and our insurers Royal Sun Alliance.

The boiler survey indicated that the following work should be carried out:

- Replace all 194 fire tubes
- Fabricate a new smoke box and fit to boiler front
- Repair wastage to the furnace crowns with weld
- Replace any combustion chambers stays that are wasted
- Repair the furnace fronts where required

Before work could start on the inside of boiler there was a Health & Safety concern about access and egress, the original access to the inside of the boiler is via manholes, one at the top and two on the lower boiler front, these manholes are oval and measure 16ins x 12ins. Getting in/out is a bit of a tight squeeze and should there be an accident getting the casualty out through the manhole would pose a problem. It was agreed by all parties that a 35ins x 27ins aperture would be cut out of the boiler shell to allow easy access, which would be welded back in place after all the work was completed.

When all the work on the boiler was completed it was filled with water and hydraulically tested in the workshop to 120psi to check for leaks, when these had been rectified and all parties were happy with the test results it was ready to be replaced back in the vessel.



1. With all the pipework removed before the vessel went into the shipyard, it is a straight forward task for Cammell Laird to cut away the superstructure and crane the boiler out.
2. The hole cut into the side of the boiler to allow easy access/egress, one of the combustion chambers can be seen through the hole together with some of the stays that support it. Some of these stays had to be replaced because they had worn thin (wasted). This hole was welded back up when all the work on the inside of the boiler had been completed.
3. This shows the pitting on the furnace crown before the work starts to lay down welds on the furnace to build the metal back up to it's required thickness. This type of wear to a furnace crown is not uncommon and is caused by the feed water in the boiler not containing the correct amount of chemicals.
4. The boiler front showing the new fire tubes fitted, the white paint is part of the non-destructive testing that have been carried out on the welds.
5. On the top of the combustion chambers there are a series of girders that prevent the top of the chambers from collapsing, the stays (bolts) holding these in place had wasted (worn thin) so they had to be replaced.
6. There was an issue with the front of the centre furnace, it was wasted and required renewing. The picture shows how a new insert had been fabricated with complicated curves and bends.
7. The new insert fitted to the bottom front edge of the furnace held in place with weld and rivets, the white coating on the boiler is from the non-destructive testing of the welds.
8. with the boiler still in the workshop the newly fabricated smoke box is attached to the boiler front to check it all fits correctly.
9. The refurbished boiler being dropped back into a newly repainted boiler room, it just sits on a cradle inside the vessel and held fore and aft by collision chocks.
10. The smoke box being shoehorned into the space between the boiler front and the aft boiler room bulkhead.

Education Programme Update

The Danny's education programme is up and running, offering ways of learning about the Danny for children, families, school pupils and students.

August 2nd – 4th saw over 500 visitors to our family days on the Danny in Liverpool. Children explored the boat using our teddy bear trail, and had the opportunity to make Danny badges and Art Deco or nautical themed flags. Families seemed to really enjoy learning about the Danny together, and feedback was really positive: "Thank you for a wonderful family experience. Such a lovely welcome, and volunteers made us feel relaxed – we stayed much longer than we planned to!" Further family days are programmed during the school holidays, at Canning Dock and Ellesmere Port.

In May, we delivered a very special project in partnership with Thornton College. Young people with learning disabilities worked with us for six weeks to learn about the Danny, and about how we work with the public. On the last day of the project, the students put on an afternoon tea and guided tour of the vessel for friends and family on board. The young people were very proud of the new skills and confidence they had gained from working with the Danny, and the programme coordinator from their college very much hopes to continue working with us to offer this wonderful opportunity to other students in the future.

Our offer for schools is exciting, relevant and inspiring for pupils learning history, art and design and science. All the information for schools is available on our website, all our activity is linked to our partner museums, and our brochure has gone out to over 500 schools locally. However, most schools that have come to us so far have been from outside the region. Although they are not who we have been targeting, the teachers have sung the praises of "the passion, knowledge and expertise of the volunteers, and the range of activities on offer", and it is encouraging that teachers have found the experience so valuable for their students. We are really focussing on

opportunities to meet with school curriculum development groups across all the boroughs we reach over the coming months, in order to get the word out to our local schools more effectively.

We will also continue to offer placements to engineering students at Hugh Baird College and Port Academy Liverpool this coming winter. We had 5 engineering placements last year, and the students were enthused by getting practical experience, after long terms of theory. "I learned a lot from the engineer I was working with, and I learned what it's like to be in a working environment" was a response echoed by several of the students, and the only improvement to the programme they suggest is "more time on the Danny".



Feedback on cruises

Our very first public cruises have resulted in excellent and very warm feedback from the public who of course enjoy the steam experience but also enjoy the hospitality and welcome offered by our volunteer team. Passengers are often given personal stories of The Danny and volunteers time working on her past and present and they love to hear these stories and spend time with our team.

If you would like to write a review on your cruise experience you can do this on Trip Advisor. You can also read all our reviews there.

One high-profile passenger has written an article on her time on The Danny...



Letting off steam on the Weaver

Janet Richardson
Editor of Towpath Talk

I ARRIVED bright and early at Ellesmere Port for the cruise to Acton Bridge on Friday June 16 but could already see steam rising from Danny's chimney as the volunteers who make up the crew prepared the former Mersey tug to receive its passengers.

Soon the almost empty National Waterways Museum can park began to fill and people started to make their way along the waterfront to Telford Quay, some first enjoying a drink in the museum café.

Daniel Adamson Preservation Society trustee Les Green told me that over 100,000 volunteer hours went into the restoration of the 1903-built steam ship - originally named the Ralph Brocklebank - with its Art Deco interior.

However as the day was bright and warm, promising later sunshine, most of the 84 passengers opted to stay on deck to enjoy the sights.

After casting off we made our way along the Manchester Ship Canal through an industrial landscape with views across the Mersey to the Liverpool skyline, wind turbines and electricity pylons towering above us while sheep grazed the marshes undisturbed.

Railway-type signals in the 'up' position showed the entrance to the Marsh Lock and the Weaver Navigation, a Canal & River Trust lock-keeper waiting to see us through.

Once we passed a chemical plant, the countryside began to open out into meadows with cattle and sheep grazing and the seagulls and oyster catchers were replaced with Canada geese and swans.

Passengers could enjoy a drink or a beverage from the onboard bar as well as a bowl of local delicacy Danny Scouse - a meat and potato stew - served with red cabbage and a bread roll.

'Gongoozlers' and other boaters took photographs as we passed - the Danny with bunting making a colourful sight on the river where the like hasn't been seen since the 1970s.

Swing bridge

I was lucky enough to briefly join the crew on the bridge as we approached Sutton Weaver Bridge which recently underwent a £4.5 million restoration; traffic queued on either approach as the bridge swung open for us.

As we passed through waterside meadows filled with buttercups and woodlands, Danny's chug being the only sound apart from birdsong. I even had the thrill of seeing the flash of blue as a kingfisher darted past.

Our arrival at the Dutton Lock was not without an element of drama as the lock keeper and bystanders watched as Danny could not stop in time to avoid bumping the top gates.

The Canal & River tug which had been following us then came alongside and took Danny with her 10ft draft under tow for a short distance to avoid grounding in a shallower stretch of water.

Acton Bridge then came into sight where we disembarked before being bussed for a visit to the Anderton Boat Lift before returning to the National Waterways Museum car park.

Danny stayed on at Acton Bridge for the weekend during which people could look around the 1903-built tug now converted to a moving visitor and museum attraction following restoration with the help of a £3.8 million grant from the Heritage Lottery Fund.

Les Green told me afterwards that the day had been a record breaker, the 84 passengers being the highest number to date resulting in record takings at both the onboard retail and catering outlets.

Stewards assisting passengers off the vessel said that they had nothing but complimentary remarks about their experience.

A short video of the cruise can be viewed at <https://www.towpathtalk.co.uk/>

CHAIRMAN'S PIECE

Dan Cross

Dear Members, volunteers and supporters,

Firstly, I do hope you are all enjoying the new look Towline, now in its second edition in the new format.

I must thank John Hake for his editorship of Towline over the years. John is now an active member of the crew and shore support for the Danny and his time was limited for Towline duties.

Printing costs were becoming unsustainable and sending the Towline out electronically has had many advantages, none more so that enhancing the layout and content. Please remember that this is YOUR magazine and if you wish to see anything not already included or would like to contribute an article or photograph, please get in touch with Georgia at Georgia.hayes@danieladamson.co.uk. The enhanced magazine is now produced every six months and we need to develop a pattern for the magazine and its content.

Well now I have dealt with the formalities... where to start? So much has happened in the last 16 months since the Danny was re-introduced to the public in May last year and into this we have had some wonderful press coverage and the whole "Danny story" is slowly but surely getting out. The remainder of 2016 was centred around completing the vessel and obtaining the MCA passenger license. Following a lot of hard work and extensive trials and training this was achieved in late September. We managed to operate a couple of trips during 2016 including the vessels first visit to the River Weaver which was a personal highlight for me. Taking her up the river, dredging still taking place was one of the most challenging things I have done but one that makes me immensely proud. When possible and the constraints of the "Day Job" and family life with two young boys allow, I enjoy immensely volunteering and skippering the Danny. I did a couple of days in April and recently moved her from Ellesmere Port to Liverpool. Every time I become part of the team I realise just how lucky we are to have such great volunteers who make all this happen. Rain or shine (this summer usually rain!) everyone from the stokers and trimmers who are lighting fires at 3,4 or 5 in the morning to get the old girl up to pressure through to the Engineers who prepare everything, the deck crew who ensure everything is safe and shiny through to and not forgetting the galley/ bar volunteers and our wonderful stewards who all are 100% professional and committed to ensuring everyone who visits goes away having enjoyed a first class service. Coming from a commercial maritime background it also makes me so proud to be part of this team who above all are professional and safe in everything they do.

The Season is drawing to a close with just a few more trips to operate and then the October Steam Fayre at Acton Bridge. We have the program for 2018 ready and we have done our best to learn from this year, as a team we have considered what works and what doesn't and what's a risk and what is fairly safe territory. We have some very exciting plans for next

year but have also had to, at this stage hold off with our plans for Manchester until the dredging and maintenance situation is improved or indeed the intent to dredge above Mode Wheel is confirmed. At present a sand bar has formed above Mode Wheel Lock which means we have not yet been able to reach Salford Quays and the Lowry where, we would have enjoyed great exposure and trips would have sold well. This year trips up the canal have generally done OK and we have had to embark/ disembark passengers in the old Dry-Dock which is less than ideal. This means we are out of sight, passenger pick up is now at the Imperial War Museum and have additional costs for over night berthing and use of the facilities. It's under review and we hope the situation improves in time for next year. The Shining star this year has been the River Weaver. Canal & River Trust have been so supportive with what we want to do in bringing the Danny up the river. This has also meant many more people are learning about the River and some of the trips so far have sold out. Huge thanks are due to Alan Wrench the CRT Waterway foreman who, along with his small team undertook extensive vegetation management for us to improve access and sight lines. Further dredging is also scheduled to take place.

It's a cliché to say it's been a steep learning curve but from a cliff face we now have an energetic hill to still climb and master but we are doing very well so far. We have over 30 reviews on Trip Advisor and I am delighted to say we are a 5* attraction with some lovely comments. These comments always praise the boat and the volunteers in equal measure.

Open days especially at Albert dock are doing very well and again our team of stewards and volunteers from other departments who also enjoy stewarding when static are doing a sterling job. Steam on the dock saw over 5,000 people aboard over the weekend which was handled with utmost professionalism over a rare, sunny weekend. Another success story is our small team who go out to groups to give talks. A donation is always made in return for the talk and we are now finding many of the groups then decide to pay the Danny a visit, usually as part of an organised tour. Following this we then manage to sell tickets for cruises. From little Acorns we are developing healthy Oak trees in terms of business.

I must also pay huge thanks to our small but dedicated team of staff. Andrea (Director), Georgia (Marketing & Promotion) and Cathriona (Education & Outreach). All of them go above the call of duty on a regular basis and work far more hours than they are paid to do. Without them we would not be able to operate nor fulfil our obligations to HLF and I know a lot of you will have met one or more of them during your visits to the Danny.

Departures

Finally, people move on and retire from the Huddle and bustle of being involved on the front line of running DAPS This includes several of our Stars in terms of their contribution to the project leading up to and during the



Dan Cross being awarded the MCA certificate

re-commissioning of the Danny. Many have been involved for several years and they saw the return to steam as their cue to step aside. We owe a debt of gratitude to all our volunteers but the ones mentioned below need recognition as they retire due to their outstanding contributions.

Mike Williams first volunteered back in 2005 having joined as a member the year before. His first visit to the Danny was to help us trace some pipe work and then offering to use his skills in engineering and design to produce some drawings. From those early days Mike lead on the production of the technical specification documentation for the re-build. He called in expertise from many including several of our engineers and Dave Pickup, our former surveyor and retired naval architect who's wonderful drawings and ideas Mike then turned into modern drawings along with boiler repair and all technical drawings to enable us to present our re-build spec that ran into many volumes and literally 1000's of WBS (Work Breakdown structure) numbers for each and every job. Mike had a great way of chasing people for outstanding paperwork and maintained an amazing attention to detail both in compiling the restoration spec and then while part of the negotiating team and overseeing the project at Camel Lairds.

Joe Butler has been a volunteer engineer for many years and agreed to become superintendent leading up to, during and after the re-build and also wrote the spec for and observed all the trials. Joe also wrote part of the training manual for our crew. Joe's attention to detail is legendary. Ironically after a career at sea, Joe worked for many local engineering firms and at one in particular had spent time working at Manchester Dry-docks. The engineering problems and conundrums over the past 12 + months have been many and Joe has always been there to help and offer a considered opinion towards a solution. Joe has deposited all his fastidious records and drawings with us that run into volumes. Joe has also just produced a superb 30 Min DVD about the restoration of the ship based on mostly his own footage and collection of images taken during the near 12 months at Lairds.

George Robinson again has been a member I think since 2004 and was one of the "internet Warriors"

along with myself who viewed the initial story about the Danny's impending scrapping, unfold on line through various websites and forums. George is a life long shipping enthusiast and turned his interest into his job and spent nearly all his career with Associated British Ports on the East coast, mainly at Goole where he became docks manager for a number of years. George volunteered to come on our Council as Treasurer I think around 2007 and his eye for detail and clear love of crunching numbers soon became clear. Following our first, failed bid for Lottery funding George stepped up again and became part of the core team in preparing the Stage 1 and Stage 2 applications. George concentrated mainly on the business planning and his attention to detail (a common theme with many key volunteers) was forensic. Upon the HLF award George's role expanded and he also then dealt with the match funding, draw down and reporting of grant spend to HLF amongst many other tasks. The level of work was very intense at times and when George announced that in May 2017 he wished to step down it came as no surprise. He will be a hard act to follow and we are indebted to his contributions over these last few years.

Finally, Kevin Price has also stood down as a Trustee. Kevin along with George formed the core of the application team and Kevin took ownership of the application overall and was our appointed person when it came to dealing with HLF and attending the many meetings with them, something I know he will miss. Kevin has been out "Mr Fixit" for many things over the years and while finding a craftsman to make our furniture and make our carpets for the saloon he would also be dealing with many other items as they came and went. With George's announcement that he was to step down as Treasurer and Kevin already taking the Trustee role as Finance Director, he volunteered to take on the Treasurer's role. As the lengthy process began to transfer the role and the many documents were signed such as the bank mandates etc. sadly Kevin was taken to hospital and was soon having a triple heart by-pass operation. As you can imagine this life-changing event meant Kevin had to re-evaluate his priorities in life and understandably stood down as a Trustee and had to abandon his plans for taking on any extra responsibilities including that of Treasurer. Again as with all the people mentioned here I am sure you will join me in thanking them all for their hard work and dedication over the years.

I am delighted to add that Louise Parnell has agreed to become our new Treasurer. Louise is currently finance director at National Museums Liverpool and has vast experience including working as a financial controller at a large High School and also in business development at Lever Bros. I am sure you will join me in welcoming Louise aboard and we look forwards to working together with her on the team.

I look forwards to seeing you at our AGM (date TBC). Thanks to you all for your continued support and here's to a successful year ahead for the Danny.

A MESSAGE FROM OUR PRESIDENT:

Tony Hirst OBE

Time seems to have flown by since 2004 when 20 enthusiasts examined the tug/tender Daniel Adamson in the lower basin of the Boat Museum before she was likely to be taken away to be broken up. This group of enthusiasts were unanimous in trying to save her and restore her to operating condition enabling her to carry passengers and earn an income for future maintenance. Such enthusiasm soon spreads to others with similar interests and experience in operating and maintaining similar craft. This interest and enthusiasm in the Daniel Adamson soon reached more people and a few weeks later she was handed over to the new group (The Daniel Adamson Preservation Society) to be towed to Liverpool and soon to be put on a nearby dry dock. In a short period, she was cleaned inside and out and damaged parts of the hull made watertight.

The enthusiasm for their project by the growing number of DAPS members formed the catalyst of the project that has brought her back to life.

Prior to the above I was privileged to be managing The Boat Museum and I was invited to join a party of engineers on a cruise from The Boat Museum to Runcorn and back. This was one of the most interesting trips I had been on. I thought that keeping her at the museum would give her a chance of a longer life. She was soon on loan to The Boat Museum Trust and berthed at Ellesmere Port. This was one of the key actions that enabled her to be saved from the scrapyard.

Up to March 1999 when British Waterways began operating the museum she was used from time to time for visitors. In 2004 they decided to return her to the Manchester Ship Canal Company and told them to remove her from the Museum. This action was soon common knowledge. By February an agreement had been made by the group of enthusiasts with The

Manchester Ship Canal Co. for her ownership to be transferred to The Daniel Adamson Preservation Society, the then new body for developing and maintaining her. At Easter, she was towed to Liverpool to be surveyed. It was from this point that the number of enthusiasts wishing to work on her grew significantly. Work was undertaken by the Camel Laird Company and other companies plus other people with specific skills which enabled work to commence on her restoration.

The key policy for the restoration work by volunteers and commercial companies was that it would enable the tug to be back as close as possible as her 1936 specification. This I believe has been achieved to a very high standard. She was opened to the public in May 2016 and later certified and brought into operation on the Mersey, Manchester Ship Canal and the River Weaver.

A walk around the vessel demonstrates how close she is to her 1936 specification. Decoration, furniture, decking, wheelhouse and more are accurate copies where the original material has rotted. I have now been around the completed vessel and the more I look at it, the closer the works are to the original build. This restoration project demonstrates how successful a society can be with the appropriate skills and enthusiasts. Not only are people vital to the practical work but also to contact potential funders and supporters.

I am proud of my time working on the project and the work undertaken by many members. I have enjoyed my time with the society and the friends it has created. We must though not forget that without the tremendous skill, work and experience that Dan has put into this project since 2014 we would be unlikely to have the wonderful boat we have today.

Those who have not visited the Daniel Adamson should visit her and experience what has been produced by those involved with this unique vessel



Words from our Patron Paul Atterbury

In June this year my wife and I spent a few days in Liverpool and so we visited the Danny, at that point spending some enforced time in the docks. Wonderfully received as ever, we were given the full works. It was the first time I had seen her finished and ready for action and for my wife the old tug I had bored on about for years finally came to life.

All the way through this long project I have been constantly impressed by the enthusiasm and dedication of the team, and the extraordinarily high standard of the workmanship displayed in the restoration. Seeing the finished product really brought this home. The Danny is magnificent, a real achievement and a fine, worthy and well respected addition to Britain's fleet of preserved historic vessels.

When Dan Cross approached me ages ago to ask if I would support the Danny, I didn't hesitate as I could see that this was a project that could, and would be completed. Everything was possible, and the ship deserved to be saved. The vision and commitment of those early days set a pattern that has been followed ever since and seeing that vision finally fulfilled made me proud to have been involved, even in a minor way, and grateful to all those who have given so much to make it happen.

We all love the Danny, and now hope she enjoys a long and successful time in service once again as a valuable part of the Mersey experience. My only regret is that I haven't yet seen her in steam, and moving under her own power but I know this will soon be rectified. For me, that will be the moment when the dream becomes a reality.