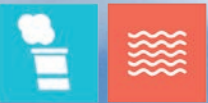
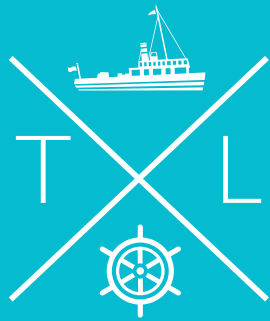


ISSUE 10 – FEBRUARY 2023

TOWLINE

The Official Newsletter of the Danny



A STEAMSHIP
EXPERIENCE
— WITH A —
Unique Story





A Message from our Director **Andrea Ward**

Happy New Year everyone!

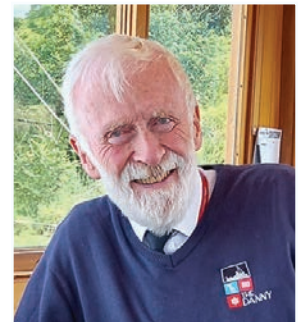
As we approach the start of another cruising and event season, it is very reassuring to see that our ticket sales are doing so well already... We, like everyone else, are faced with rising running costs, but we have done our very best to ensure any increases are minimal but cover our operating costs... the continued support of our members and passengers is vital to the continued conservation and operation of our beloved Danny, so thank you all.

This year Danny will be 120 years old, an incredible age and she is looking wonderful!

We will be marking the occasion in August with some trips along the Manchester Ship Canal to just short of Salford Quays and back over two days, and we are planning a birthday party onboard on Thursday 24th August, whilst she is moored at Sutton Weaver, to which we hope our members, supporters, volunteers and Trustees will come along to toast her past, present and future achievements.

We all look forward to hopefully welcoming you aboard later this year.

Chairman's Piece **Stuart Wood**



Hello everyone!

It is my great privilege to have this opportunity to contribute to Towline Number 10.

Since Towline 9 was floated out the Danny has had a remarkable time doing what she does so well – providing wonderful opportunities for a wide variety of functions while stopped alongside various quaysides and wonderfully beautiful cruising principally on the delightful River Weaver.

Running our Little Steamer is a challenge on many fronts. The Danny Team continue to rise to these challenges making a success of the operation. 2023 will be full of these familiar, often tricky themes and will surely include some new ones.

Danny and her wonderful band of volunteers are getting ready for another season with some extra attractions. The Battle of the Atlantic is to be commemorated in great style and Ukraine has sent

the Eurovision Song Contest to Liverpool for safe keeping. Danny will feature in Liverpool for these great occasions leading up to August 24th when Danny will be 120 years old.

Look out now for the 2023 Cruise Programme at www.thedanny.co.uk

We look forward to seeing passengers and visitors on Danny in 2023. But why not consider joining the team to help run her? No previous experience is required – but if you do have some, well all the better! All you need is a smile and a sense of humour!

This unique coal fired steamship has been a dual fuel vessel since she returned to service. Dual Fuel? That sounds very up to date and of course it is... and those two fuels are:

Coal – currently expensive and
Volunteers – they are priceless.

Welcome Aboard! Membership Report

Sheila Leonard Membership Secretary



I hope all our members have had a nice summer and I am pleased to have met quite a few of you on our cruises throughout the year. I do really enjoy chatting and meeting you in person and hopefully you will join us next year on our forthcoming cruises too...

Thanks to all our members who have renewed their memberships this year, which is still very important to us, as the funds raised, are an important source of income for us. To those, unfortunately who have not renewed so far this year, don't forget you still have time before the end of the year.

I have been sending out with all renewals, a new specially commissioned Gomm Membership Badge in recognition of your support over the years, which I hope you wear with pride.

I am sad to say that these last few months four

of our longstanding members and volunteers have passed away and they will be sadly missed by all their friends and fellow volunteers aboard the Danny.

We send our much-felt condolences to the families and friends of Dennis Bushell, Jeff Power, Dennis Reeves and Dave Broomby.

If you would like to purchase any memorabilia, please see some of the items we have for sale below.

If any of your friends would like to become a member of the Preservation Society ask them to get in touch with me and I will send them a joining form.

Thankyou.

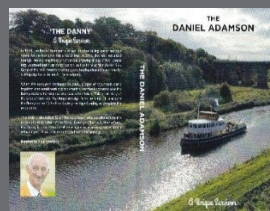
Sheila.leonard@danieladamson.co.uk

01928 576967

DANNY COLLECTABLES



Caps
£12



Danny DVD £12



Coasters
box of 4
£7



Mugs £6



Official Guidebook £5

End of an Era

Colin Leonard

On Monday 10th September 1984, I joined the Daniel Adamson as Mate. We cast off as usual at 10.00 am for our sail along the Manchester Ship Canal in readiness to pick up the passengers at 10.00 am, the next morning who were having a cruise from Manchester to Eastham via Bridgewater House, Runcorn for lunch. On arrival at Manchester while we were sailing down 9 Dock to moor up for the night, Dock Office called us on the RT and I answered it and was told the cruise was cancelled and we were told to make our way back to our base at Old Quay, Runcorn. (So instead of sampling the delights of Manchester that evening, I ended up having a few pints in Runcorn – and I was still on pay !!)



Bridgewater House, Runcorn

Ironically this was one of the very few full-length cruises in 1984 because by then they had been declining steadily over the previous couple of years and instead the cruises only sailed from Eastham to Bridgewater House.

Over the next couple of days, we were told (unofficially of course) the company found out that the reason for the cancellation was that one of the locks on the upper reaches was going to trap the Danny in, in support of the Miners Strike which was taking place at that time.

As the weeks rolled into months of her being tied up, rumours surfaced that she wasn't going to sail again, the reason being the decline of traffic into the terminal docks and also the company's announcement that the upper reaches was going to be closed for commercial shipping, bearing in mind the Dannels major role was to encourage trade to Manchester. This obviously made the Danny redundant. At this time John Whittaker the owner of Peel Holdings was in the early stages of a takeover bid for the whole of the Manchester Ship Canal and when he heard this announcement he immediately said if I take it over, I will keep the top end open (and thankfully, true to his word, he has).

The Danny remained idle at Old Quay until 5th March 1986 where she was towed by the MSC Victory to the Ellesmere Port Boat Museum – and that's another story to be told...

Leaving Mode Wheel, back to Old Quay for the last time -



New Destination

Vintage car and motorcycle clubs a enjoy great day out



The "Tea Talk and Tour" promotion offered by the team on the Danny when the vessel is berthed has become a real hit with vintage car and motorcycle clubs across the North West and Wales. Looking for a destination to meet and parade their vehicles on club outings the Danny on its moorings at Sutton Weaver Wharf offers good free parking almost alongside the ship whilst owners enjoy a special event on board the vessel.

Priced at £5 a head the visitors enjoy a tour all around the vessel with an expert guide, a talk on her history and restoration in the art deco lounges and cups of tea from the galley. The Danny, a recognised historic ship, is ranked alongside the "Cutty Sark and HMS Belfast" in importance to the nation provides a great backdrop for their souvenir photographs.

Groups of up to 25 guests can be accommodated in the lounges and up to 40 guests if the promenade deck is utilised

The events are best to be held when the vessel is berthed at Sutton Weaver Wharf but can be accommodated at other venues but possibly with difficulty getting the best photographs.

The most recent visitors were the proud owners of MG cars whilst in the past Morgan cars and BSA

motorcycles have all lined to be photographed in front of the "Danny"

Bob Cannell, volunteer co-ordinator and Golf GTI owner said " Owners of these vintage vehicles take great pride in both owning and maintaining these impressive pieces of engineering history but don't want to lock them away in garages. High on their agenda is to periodically run their vehicles, meet with fellow owners and have an enjoyable event. The "Tea Talk and Tour" promotion on board our 1903 restored steamer is an ideal and cost-effective day out with friends"

Les Green DAPS Trustee said "These events have delivered not only new customers with a beneficial revenue stream, but they add to the experience of general public visiting the vessel on that day. It is a fact people like to admire vintage cars and motorcycles especially when kept in "mint" condition

If any volunteer or DAPS member is in one of these organisations why not organise a day on the Danny with friends and kindred spirits. Contact enquiries@danieladamson.co.uk or sheila.leonard@danieladamson.co.uk for more information

The Danny's End of Season Successes

Waterway Enthusiasts and Young People Enjoy Two Unique Cruises



The weekend of 23rd /24th October was set for the Danny to return to Sandon Dock in Liverpool for her winter maintenance after a hectic season of cruising and shore party visits on the Weaver and two cruises were planned to bring the season to a wonderful ending. Firstly, the cruise from Sutton Weaver Wharf back to Liverpool was aimed at waterway enthusiasts and lovers of all things waterway turned out in their droves to fill the boat to capacity with 80 passengers on board.

The second cruise, all around Liverpool's enormous dock complex was for 60 plus young people and a small group of young children. This second cruise was a specific event organised as a part of the Danny's outreach and education programme.

The first day started with free parking courtesy of Sutton Weaver based company Dormex and a short walk over the river to the wharf where the Danny had a full head of steam. She began loading passengers at 9.30 am and with the galley serving hot drinks and snacks she slipped her moorings at 10.00 am, heading down stream to enter Marsh Lock and lock down into the Manchester Ship Canal. A

journey made only possible for the general public on the Danny, The ship canal was cruised with ease and the wide tidal waters of the Mersey Estuary beckoned via Eastham Locks.

On board was our chairman and volunteer skipper, former Mersey River Pilot and BBC Radio Merseyside commentator, Stuart Wood and he gave a full running commentary on all aspects of the river and it's shipping throughout the day. In addition, there was a full crew of volunteers readily available to answer questions about the vessel. The merchandise stall did a roaring trade in Danny collectables and the normal fun raffle was well received by the visitors. Access to the ships bridge was permitted but with skipper helmsman and pilot on board , it was more limited than normal.

Ideal Weather

The Mersey Estuary, with its huge tidal range, is notorious for choppy seas but for the cruise the sun shone, and the winds stayed low giving the passengers a stunning calm day and after enjoying a scenic cruise on the river the Danny entering the docks via the cavernous Gladstone Lock at 4.00 pm.



Young People aboard

The Danny had her boiler kept warm over night by crew stopping on board to pick up a full passenger compliment of Sea Scouts, Army Cadets, a group from Cronton College and young children from across the Northwest with their families including the Opera Singer Rachel Harland. Welcomed by Cathriona Bourke, Education and Outreach manager (Danny) they came aboard to experience the team needed to work the vessel and to experience what volunteering can do for them in their future career.

For the youngest children the highlights of being on the ships bridge with skippers, pilots and helmsmen was only overshadowed by being lifted up to ring the ships bell.

The Danny set off to give a 3-hour experience all around the dock complex with the highlight being the working tugs racing past the "Danny" for their next job.

Once again, the Danny had delivered three groups of delighted passengers an experience only available through the efforts of the volunteers and staff at the Danny and their excellent relationships with both Peel Ports and Canal & River Trust.



Notes

The programme for next year has not yet been finalised, although most time will be spent on the Weaver navigation. Cruises of the type described in this article do book up extremely quickly.

Please visit the website www.thedanny.co.uk to keep an eye out for cruise programme updates, or see back page for our current cruise programme to date.

Liverpool Docks are normally completely off limits to the public but through the Danny teams good relationship with Peel Ports all the ports swing bridges opened and a full dock tour was given. Camera's were soon clicking when the enormous bulk carriers and containerships came into view. The passengers then watched the skilful docking of the vessel in amongst a mixture of river tugs and other smaller vessels to board coaches back to Sutton Weaver.



Presenting Team Set a New Record in 2022 **Live presentations make an incredible come back**

The market for presentations settled down in 2022 as societies returned to live bookings rather than presentations by Zoom. Consequently the DAPS team of presenters have been all over the North West promoting the Danny with their two presentations, one on the unique story of the Danny and its restoration and the other being on the "spiritual home" of the Danny that being the Manchester Ship Canal.

In total some 36 presentations were made to various interest groups including University of the Third Age (U3A), history societies, Rotary Women's Institute and the business group Probus.

Whilst Zoom presentations during Covid lockdowns had a disproportionate effect, by 2022 these had all but disappeared with only one zoom booking that being to the Somerset Industrial Archaeological Society whilst there were 36 live bookings compared to 31 in the year pre-covid.

Organised and "marshalled" by Sheila Leonard the team consisting of Stuart Wood, Chris Ellams, Bob Cannell, Peter Johnson and Les Green were joined by a soon to retire University lecturer Peter Scott.

The geographical spread was interesting with journeys to Lancaster in the North and Stoke on Trent to the South whilst as could be expected there was a good number from Cheshire and the Weaver valley.

The bookings were roughly evenly divided between the two presentations and often the societies would book a second presentation being pleased with the team's performance first time around.

If any member or volunteer is a member of a society or club that may want to hear one of the team's presentation, please contact Sheila Leonard at sheila.Leonard@danieladamson.co.uk

Talks by the Daniel Adamson Preservation Society Presentation Team

To all our members near and far. Do you belong to a group (U3A, History, Probus etc) who would be interested in having a talk by our excellent team of presenters? We can still do talks by Zoom for groups who are further afield. Join us for an interesting talk about the Restoration of the Danny or the Building of the Manchester Ship Canal.



The 2022 VIP cruise

Way back in May 2022 we held a VIP cruise for local dignitaries and supporters of The Danny. We were overwhelmed with the knowledge and support for The Danny and the volunteers and were very grateful people took the time to come and visit us.



Danny VIP boat trip group



High Sheriff, Jeannie France-Hayhurst & MP Esther McVey



High Sheriff, Jeannie France-Hayhurst & Peel Ports director Phil Hall



Council leaders



Volunteers Skippers Graham Jackson and David McNamee

A Volunteers Story Peter Scott

As a new (April 2022) volunteer, trustee and now presenter with The Danny I was asked to recount my experience with the Essi ships that used to be based at Ellesmere Port.

When I was eighteen my father, who worked for a company called Associated Octel, came home from work and asked me if I would like to go to the Caribbean, Spain and Scandinavia. I answered in the affirmative and my father said, 'Ok then, I have fixed up a summer job for you as a deckboy on a Norwegian tanker.'

I grew up in a rural area just outside Frodsham. Where I lived, in those days, summer jobs normally meant digging potatoes and that's what I was looking forward to in the summer of 1973. Travel had always fascinated me but I don't think that I had ever met a Norwegian before. There was also no maritime tradition in our family. However, despite any reservations I might have, this was too exciting a prospect to miss.

In June 1973 I joined the Essi Anne berthed at Ellesmere Port on the Manchester Ship Canal. Ruud Pederson of Oslo, the owners of the Essi ships were in a long-term contract with Associated Octel of Ellesmere Port. The Essi Anne was a 10,000 ton chemical tanker and former ore carrier. Her top speed was 12 knots. Essi Anne carried Octel's product which was tetraethyl lead (once a commonplace additive to petrol). Tetraethyl lead is an extremely dangerous and toxic product which can easily explode and which needs to be handled very carefully.

The crew of around twenty-eight was mostly Norwegian but there was also a Finn, a Guatemalan and several Spaniards.

Our first port was Curaçao in the Southern Caribbean. We berthed at an oil refinery close to the capital, Willemstad, an impressive place with Dutch style houses in pastel colours and a pontoon bridge linking the city across a waterway.

The next port was Houston, Texas which is on the Buffalo River. We sailed past the USS Texas, an American battleship which served for many years as a museum ship. She was launched in 1912, just a few years after the Daniel Adamson, or the Ralph Brocklebank, as she was then known. We were told that Houston, Texas was the murder capital of the world. You had more chance of being shot to death in Houston than in any other city in the world.

Punta Cardon in Venezuela was our next destination. We then sailed through a passage called The Dragon's Mouth into port in Trinidad.

When we left Trinidad we had to cross the Atlantic again. I remember seeing several large whales basking in the sun somewhere near Madeira. We had to sail to Algeciras in Spain, or more accurately to La Linea, which is directly across the border from Gibraltar. After Spain we had a longish passage to Porvoo in Finland. At that point we had been at sea for a couple of months and I remember seeing the White Cliffs of Dover as we sailed up through the English Channel.

Essi Slije in the South Pacific





Essi Anne

The approach to Porvoo was dramatic. There were very many pine-covered islands and I was surprised by how hot the weather can be there in summer as a result of high pressure over Siberia. When we were docked in Porvoo I took a trip to Helsinki which was relatively close. Helsinki was a very fine city and overall Finland was one of the most picturesque countries that I visited. Next came short visits to Denmark and Sweden.

The final port was Stavanger in Norway. I enjoyed Stavanger (probably a little too much) and the ship could have easily left without me. Then it was on to Ellesmere Port via the North Sea, the Pentland Firth and The Minch, the passage between mainland Scotland and the Hebrides

Before a berth became available for us in Ellesmere Port we had to anchor up off Port Lynas in Anglesey. Every day we were told that we would be going in but time and time again we stayed put. In the event it was a week before we could set sail. That was frustrating because I had friends that I hadn't seen for several months and I had many stories to tell.

I had very little contact with the Captain of the Essi Anne but I had heard that he was pleased with the job that I'd done onboard. That gave me the confidence for me to ask him for my first ever reference. I don't recall all that the Captain wrote but he said that I had 'performed all my duties to his very satisfaction' and that 'I was of unquestionable sober habits'. He certainly can't have seen me on the occasions when I got ashore!

I must have done a reasonable job on my first trip because on my second trip I was elevated from Deckboy to Senior Ordinary Seaman. It is interesting that there are no officer cadetships in the Norwegian Merchant Navy. Everyone must begin on deck or in the engine room and serve for a minimum of three years whilst eating in the crew's mess before embarking on any officer training. To my mind that's a system that works well.

My second trip was on the Essi Silje (Celia in English). I'm told the Essi ships were named after the owner's daughters. The Essi Silje was a French built ship and

she was considerably larger and newer than the Essi Anne.

The ship left Ellesmere Port but hadn't even sailed out of the River Mersey before the steering broke. As a result we had to tie up in Queen Elizabeth Dock and send out for welders. The steering broke again when we were off Bermuda. Then we got a warning that a hurricane was imminent. Happily, though it didn't arrive and the steering was fixed.

We carried a dangerous cargo (tetraethyl lead) and the Essi Silje also carried caustic soda. Partly because of the cargo, and partly because Norwegians were apt to start parties at 8am that could go on for three days, alcohol was severely restricted or banned altogether on the Essi ships. However, when it was permitted, you were allowed to buy a case of 12 small bottles of beer at 5pm on Saturday nights. A film was usually shown at 7pm on Saturday nights and by the time that the film started most of my colleagues had drunk all their case of beer.

Our first port was Houston, Texas and we were scheduled to dock on a Saturday night. The passage into Houston was a little restricted and we needed a pilot and a helmsman. The first helmsman that was called was deemed to be too drunk and he was sent down from the bridge, as was the second and the third. The captain himself decided to take the wheel. We all thought that it was hilarious when we went aground with the captain on the wheel and a pilot on board. As a result, we should have been in Houston for less than 24 hours but we ended up staying there for two weeks waiting for slightly higher water and big, powerful tugs.

It worked out well for the crew though. We managed a trip to a ranch deep in some Texan forest, another trip was to Mission Control at NASA and we played in a football match at the International Seaman's Centre in Houston. In the football match I played for the Norwegian Merchant Navy against the Danish Merchant Navy. It was a 3-3 draw and I scored two goals. We also experienced a tornado when we were tied up in Houston. The sky turned a very odd colour of green and a steel hawser broke. Luckily no one was on deck when it happened.

continued overleaf...



Essi Silje

A Volunteers Story continued

After our extended stay in Houston we were next scheduled to pass through the Panama Canal en route to New Zealand – a very long passage. We had bad or very bad weather almost every day of the 18 day passage from the Pacific side of the Panama Canal to New Zealand. The Essi Silje had variable pitch propellers and on one occasion they fell out of gear. Flames shot out of the smokestack and the whole ship shook violently. We went from full ahead to full astern almost immediately before coming to a grinding halt. As a result, we were drifting in the middle of the South Pacific for three days while the damage was repaired.

I loved New Zealand and I managed to get off the ship a couple of times. Our first port was Mount Manganui which is in the shadow of White Island, a very active volcano. A White Island eruption killed twenty-two people in 2019 and another twenty-five were injured, some seriously. One of the most memorable things about New Zealand was my visit to Rotorua, a Maori settlement with geothermal landscapes.

We left New Zealand in very stormy weather and we were first instructed to head for Brisbane and then Sydney before finally being ordered to Brisbane again. After Brisbane we sailed south to Sydney but we had to lie drifting about 10 miles outside Sydney. There was a tugboat strike. On the Essi Silje we distilled our own fresh water from sea water but that was only possible when the main engine was running. As the main engine wasn't operating, we were running out of water. The tugs agreed to break their strike to take us in, but they weren't prepared to take us out. We had been scheduled to dock in Botany Bay but there isn't much there beyond a refinery and a monument to Captain Cook. Instead, the tugs took us into the centre of Sydney and we tied up between Sydney Harbour Bridge and the Opera House. A great time was had by all as we were there for over a week.

In the U.K. we are apt to associate Australia with warm or hot weather. The passage around Wilson's Promontory at the south-east corner of Australia brought some of the coldest weather I have ever experienced. This was, after all, the middle of the Australian winter.

Melbourne was the next port. I had planned to leave the ship in South Africa but by that point we had been delayed for many weeks by running aground, having to heave to due to storms, the Mid-Pacific break down and the Sydney tug strike. As a result of the delays I had to fly back to the U.K. from Melbourne.

I did a number of other trips on the Essi Anne to the Caribbean, the Persian Gulf, Scandinavia and Spain. This included two passages through the Suez Canal and it involved many adventures. I sailed with people from many different cultures and nationalities; Norwegian, Swedish, Danish, Finnish, Spanish, Chilean, Cape Verdean, Filipino, Somalian, Singaporean and Honduran. At one point I had to decide between the offer of a navigation scholarship in Norway and studying for a

degree in the U.K. I chose the latter, but I continued to work as a seaman in tandem with my studies. In fact, I remained in the Norwegian Merchant Navy over a period of seven years between 1973 and 1980.

I used to work on the Essi Anne in Ellesmere Port over every Christmas and New Year. Over one Christmas period I joined the Essi Kari in dry dock in Barry Island in South Wales. The captain's name was Captain Barstad. That's a perfectly normal name in Norwegian: it just means settlement by the sand bar. When I joined the ship and briefly met the captain he introduced himself as 'Barstad by name but not by nature'. He was actually a very nice man.

The leaving of Barry Island was fraught with bad weather. We tried to leave in a storm at one point and we were told to put the ropes back as a Force 11 was imminent. A 30,000 ton tanker had attempted to leave Swansea but had to turn back and a trawler had sunk quite close to Barry Island. When we did eventually leave it was into a Force 8 gale but I was amazed how stable the Essi Kari was compared to the Anne and the Silje.

The ships that I sailed on have all now been purposely sunk (Essi Kari) or scrapped (Essi Anne and Essi Silje). The Essi Silje caught fire some 700 miles off Lands End. The crew abandoned the ship and were rescued by another ship. The fire (in the accommodation and engine room) burned out and she was boarded and towed back to the U.K. After assessment it was decided to cut the back end off and fit another one from an existing ship instead. So she lived to sail again after the fire.

After my time in the Norwegian Merchant Navy I worked in sport surfaces (synthetic football and hockey pitches, synthetic athletic tracks etc.). Over many years I negotiated around 100 contracts with an average value of about £250,000. My clients were professional football clubs, hockey clubs, local authorities, the Home Office, schools and the armed forces etc., mostly in the U.K. but also abroad. I worked in sales and marketing management before I became a general manager.

For the last 12 years I have been Senior Lecturer in Marketing and Management at Liverpool John Moores University but I am retiring at the end of 2022. I'm a Master of Business Administration (MBA), a Chartered Marketer and I have a doctorate in the destination marketing of Cheshire and Warrington. I've continued to sail boats recreationally over the years out of Liverpool Marina, off Cornwall and in the Mediterranean and I have a Day Skipper's qualification.

I am absolutely in awe of what the volunteers have achieved with The Danny, especially in the years when she needed to be so extensively renovated and nobody could have been sure of how things might turn out. I am very proud to be associated with such a noble enterprise.

Education Update

Cathriona Bourke



We have a busy and exciting year ahead, as our learning and participation programmes grow and stretch, supported by our fantastic Danny team, and increasingly by our community and education partners.

In the wellbeing and mental health side of things, the Danny is becoming established as a place that supports wellbeing, through access to heritage, nature and the welcome of the Danny volunteers. Two of our volunteers, Colin Leonard and Chris Ellams, have been recruited as community ambassadors for young people's mental health with Young Minds and Cheshire and Merseyside NHS. They will have access to training and networking and will be able to support and signpost us in our work with young people.

Meanwhile, we have applied for funding to support further development of our partnership with Halton MIND (the mental health charity) to run a wellbeing programme for adults on board over the summer months. The participants in our pilot project last year described being on the Danny as 'like being on holiday.' Even though it's just 5 minutes from

Runcorn, it feels like you are far away from your problems' and like most people, they loved the natural surroundings, and like most of our visitors, they felt 'everyone was so welcoming and so friendly, that it just made you feel good.' Thanks to everyone who supported the pilot project – it is great to be having this impact on wellbeing in our local community.

Our Virtual Reality learning resources have been really useful this year, thanks to Chris Ellams bringing the Danny to school and college groups while we've been out of the public eye. We've done several sessions with 'IntoUniversity', an organisation that supports children and young people from disadvantaged areas to engage with their education. Reaction to the Danny has been extremely enthusiastic, and I'm grateful to John Goodier for some really spectacular additions to the handling objects. We've also got some great materials for the website and for teachers to use in the classroom which will be available for schools this year.

Exciting developments in our relationship with

continued overleaf...



The postgrad students from LJMU, with Rushdie Rasheed, our researcher, 2nd from the right

Liverpool John Moores University – their marine engineering department has acquired funding to supply us with a researcher to work alongside our engineers to explore ways we can first of all measure, and then reduce our emissions and our carbon footprint. We are very lucky to have Rushdie Rasheed on board as our researcher – Rushdie has 9 years' experience at sea as chief engineer, and has just completed masters level research on solutions to the challenges of decarbonisation within the contemporary maritime industry. He also visited the Danny during his masters degree and is as much an admirer as any of our own team.

It is very timely support, given the economic and energy challenges faced by the whole heritage transport sector. Amongst our peers nationally, there has been a lot of activity to investigate how propelled historic ships can become greener - National Historic Ships and the Maritime Heritage Trust have created a group specifically for propelled vessels to discuss shared challenges. We thus have a way of quickly pooling all the sector knowledge in this area.



Chris Ellams and Colin Leonard meet Fiona Jenkins, specialist mental health project manager, Cheshire & Wirral Partnership NHS Foundation Trust.



Let's Create session with Harriet Hall artist

Liverpool John Moores University (LJMU) architecture department have also raised a small amount of funding to work with interference-arts to create documentary resources to support fundraising for the development of the site at Sutton Weaver, with a view to considering environmental sustainability as a priority. Thus we are working with LJMU on land and on board to start research on how to promote where we have got green credentials and to investigate ways we can improve, and hopefully these efficiencies will also reduce costs at the same time.

We are also harnessing this research and environmental activity with LJMU to our youth development programmes – the engineering department will also support the development of a new learning programme with National Museums Liverpool and Canal and River Trust to engage young people from across Merseyside with our maritime heritage and the potential future (and future employment) in the maritime and business sector. The young people will be both from mainstream engineering courses, and from alternative education settings supporting young people to build confidence and find a pathway forward with education or training. Our industry partners in Liverpool are Peel Ports, who are supporting us to invite their stakeholders on board for an event in May, which will hopefully win greater support for the Danny and our programmes from the maritime businesses and industries in the area.

At Sutton Weaver, we are working in partnership with Halton Chamber to run business networking events in July and September, where again we hope to show our best face to potential hires, and to build our ties with business and industry in the Halton area, with a view to extending these kinds of events into Cheshire next year.

In both Liverpool and Halton, where we are trying to build closer ties with the business community, and to



Experienced members of the Danny engineering team, with our youngest engineer, Will, who is in his second year of volunteering at the Danny and first year of engineering at college



Into University sessions with primary children – collaborating on an outreach programme from Liverpool University

use these to the advantage of the young people we work with, we are aiming to showcase the Danny's Art Deco heritage, and historic role in supporting trade negotiations, and to highlight the Danny as a cultural venue. We will have aperitif concerts in the Art Deco saloons with early 20th century repertoire, in amongst talks by key people in industry.

We have also been delighted to be supported by Cheshire Community Foundation again this year to

run a programme with young people in Ellesmere Port, with an event run in partnership with Canal and River Trust, and aimed at friends, families and the local decision makers, to share the young people's achievements and ideas with people of influence in their area.

It's a very exciting year ahead, all made possible by the support and generosity of our fabulous Danny volunteers.

FEBRUARY PICTURE QUIZ QUESTION



Name this Ship in the Photo, that was taken outside Eastham Lock.

If you think you know the answer contact Colin on colin.leonard@danieladamson.co.uk and the winner can choose a gift from our Merchandise range.

ANSWER to the picture quiz in last TOWLINE

Nigel Bowker (Member No.2) again correctly identified the mystery ship in the May Edition of Towline as the FRANS GORTON.

Partially built in Belgium but completed at a Swedish yard in 1956.

Lengthened from 315ft to 334ft in 1964

Sold Greece 1971 renamed DIMITRIS GIORGIS

Sold Greece 1976 renamed STELIOS II

Sold Panama 1981 renamed BRENDA

Scrapped Gadani 1983



2023 CRUISES

The Daniel Adamson is a 1903 steamship with fabulous Art Deco interiors. Affectionately nicknamed The Danny, our heritage vessel offers various cruises in Cheshire and Merseyside.



Bookings can now be made online at www.thedanny.co.uk

March

SUN 26 Sandon Dock – Royal Albert Dock with dock & river cruise **1000-1330** £55

April

FRI 7 Royal Albert Dock – Acton Bridge **1200-1900** £90

SAT 8 Acton Bridge – Anderton Boat Lift **1200-1330** £30

SUN 9 **GANGLANK SPIRITS & PRESERVES CRUISE**
Anderton Boat Lift – Sutton Weaver **1200-1600** £50

SAT 29 Sutton Weaver – Anderton Boat Lift **1300-1700** £50

SUN 30 **NOMAD CHEESE & WINE**
Anderton Boat Lift – Anderton Boat Lift via Acton Bridge **1200-1530** £40

May

MON 1 **NANTWICH GIN CRUISE**
Anderton Boat Lift – Anderton Boat Lift via Acton Bridge **1200-1530** £40

MON 8 **NANTWICH GIN CRUISE**
Anderton Boat Lift – Anderton Boat Lift via Acton Bridge **1400-1730** £40

TUE 9 **WEAVER RAMBLE & CRUISE**
Anderton Boat Lift – Sutton Weaver (1200-1330 Acton Bridge – Dutton Walk) **1100-1630** £56

WED 10 National Waterways Museum, Ellesmere Port – Royal Albert Dock **1000-1400** £70

June

SAT 3 Royal Albert Dock – Anderton Boat Lift to include food & refreshments **1030-1900** £120

SUN 4 **SINGALONG CRUISE** with favourites from the 20's to the 60's with professional singer Hayley Russell
Anderton Boat Lift – Sutton Weaver via Marsh Lock **1200-1700** £60

FRI 16 **WEAVER RAMBLE & CRUISE**
Sutton Weaver – Anderton Boat Lift (1200-1330 Dutton – Acton Bridge Walk) **1100-1630** £56

SAT 17 Anderton Boat Lift – National Waterways Museum, Ellesmere Port **1100-1700** £75

FRI 23 National Waterways Museum, Ellesmere Port – Anderton Boat Lift **1100-1700** £75

SAT 24 **NOMAD CHEESE & WINE**
Anderton Boat Lift – Anderton Boat Lift via Acton Bridge **1730-2100** £40

SUN 25 **WEAVER RAMBLE & CRUISE**
Anderton Boat Lift – Sutton Weaver (1200-1330 Acton Bridge – Dutton Walk) **1100-1630** £56



July

FRI 14 Sutton Weaver – Acton Bridge **1200-1430** £40

SUN 16 **FISH & CHIP CRUISE**
Sutton Weaver – Acton Bridge via Marsh Lock **1600-2000** £50

MON 17 **GANGLANK SPIRITS & PRESERVES CRUISE**
Acton Bridge – Sutton Weaver **1300-1530** £40

August

SAT 5 Sutton Weaver – Royal Albert Dock **0930-1430** £85

SUN 6 Royal Albert Dock – Sutton Weaver **1430-1900** £85

MON 7 **WEAVER RAMBLE & CRUISE**
Sutton Weaver – Anderton Boat Lift (1200-1330 Dutton – Acton Bridge walk) **1100-1630** £56

TUE 8 Anderton Boat Lift – Acton Bridge **1100-1230** £30

TUE 8 Anderton Boat Lift – Sutton Weaver **1300-1530** £40

SAT 26 National Waterways Museum, Ellesmere Port – Mode Wheel Lock, Salford **1100-1600** £85

SUN 27 Mode Wheel Lock, Salford – National Waterways Museum, Ellesmere Port **1100-1600** £85

MON 28 National Waterways Museum, Ellesmere Port – Sutton Weaver via Runcorn Bridges **1200-1530** £60

September

FRI 15 **WEAVER RAMBLE & CRUISE**
Sutton Weaver – Anderton Boat Lift (1200-1330 Dutton – Acton Bridge walk) **1100-1630** £56

SAT 16 **NOMAD CHEESE & WINE**
Anderton Boat Lift – Anderton Boat Lift via Acton Bridge **1400-1730** £40

SUN 17 **NANTWICH GIN CRUISE**
Anderton Boat Lift – Sutton Weaver **1200-1600** £50

October

SUN 8 Acton Bridge – Sutton Weaver **1300-1530** £40