

TOWLINE

THE OFFICIAL NEWSLETTER OF THE DANNY

ISSUE 6 - NOVEMBER 2019



 **THE DANNY**



**NEW
2020
CRUISES
TIMETABLE
INSIDE**



SPECIAL FEATURE:
A FOND FAREWELL TO OUR
OUTGOING CHAIRMAN
DAN CROSS

Colleagues and friends give tributes on Page 12



Chairman's Piece

Dan Cross

I have finally sat down to write this, my final Chairman's piece to you all, following an eventful weekend to say the least. The River Weaver, our home again during this winter thanks to the Canal & River Trust, has flooded following some moderate rainfall and the weekend was spent cautiously watching river levels rise then fall via remote gauges on line and also through 72 hours of vigilant watch keeping at Sutton Weaver by many volunteers. I attended at about 05:30 on Sunday 27th for a few hours to find the Danny's berth totally submerged and all mooring ropes disappearing to bollards several inches under water. Quite disconcerting. Luckily everything ended well and apart from a muddy mess, normal river levels were reached by Lunchtime on the Monday and the Danny was back where she should be.

When considering a berth we knew Anderton could not so much flood but have strong currents at times of flood so we discounted that and Acton Bridge also is not ideal but the berth at Sutton Weaver, technically being upstream of the Sluices and weir never floods...we thought! This however, is just an example of how there is never a dull moment with the Daniel Adamson and the wonderful team who support her. Only a two weeks before we held our AGM at the same location.

We have just completed a very busy and successful season on the Weaver with a two week visit to Liverpool also for some long term commitments to be honoured. It has been slightly frustrating in that Saltersford Locks, our gateway to the Anderton Boat Lift didn't re-open following cill repairs until August so a lot of shortened trips had to be offered as an alternative and we had to use additional coaches which impacted on our bottom line but, we honoured nearly all cruises and I am delighted to say without any incidents. Our engineering staff have worked wonders this year to keep reliability at 100% and this has meant some early morning re-packing of valves and then having to bring boiler pressure back up ready for departure amongst other wonders they worked but a huge thanks to them all of the "down below gang" in both the engine and boiler room for the work they did and of course now for the work going on as part of the winter maintenance regime of inspection and repairs. The reliability of the Ship has been second to none.

The ship has looked resplendent all year with no signs the season was drawing to a close and despite the usual coal dust and soot attempting to spoil things, she has looked great, highly polished, always washed down, decks scrubbed and ready for business. Ship-Shape and Weaver Fashion! The Deck crew again have turned out in all weathers to ensure she looks her best not just for trips but also for static events such as weddings etc which are proving more popular. These events of course also take a great deal of effort from all our staff in the arranging and booking through to a wonderful team of stewards and catering volunteers who turn out in all weathers, all times of day or night to ensure these events run smoothly. The reviews we receive stand as a true testament to all the work and effort put in by EVERYONE and to coin that well

used saying, this proves the Danny is run on two things- coal and volunteers and it's been my absolute pleasure to work alongside you all over these last few years and beyond.

We are due to interview for new a new chair in a few weeks and you will all be informed who will be my predecessor will be in good time. I am also stepping down from the board in order to allow the new Chair a chance to work with the excellent board as freely and effectively as they need to without my presence and any perceived influence, I think this will be for the best. I will however continue to volunteer and also work with Andrea and the team on operational issues as required so you won't be rid of me all together!

The last 15 years have been an incredible journey and one I have been privileged to have been asked to be part of. There have been so many experiences I never imagined I would be party to, both the positive ones and the bad ones. Seeing myself on TV occasionally on a repeat still shocks me, let alone anyone else I know and meeting some incredible people along the way has been a huge part of making it all worthwhile. Some of our volunteers have simply incredible backgrounds and stories I can't begin to tell you.

Receiving the Flagship of the year award on behalf of the Society down in London and meeting HRH The Princess Royal just a few months after being presented with the wonderful award of Preservationist of the Year and meeting by HRH Prince Michael of Kent was a very special few months and I often had to pinch myself, a tug skipper from Liverpool, rubbing shoulders with the great and the good. While all that is great it's of course about the ship and the volunteers that really makes it all worthwhile, I genuinely mean that.

Popping down to the Danny and skippering her a handful of times a year is a great pleasure and the whole operation is slick, well-functioning and totally professional and for that I am immensely thankful and proud.

Thanking individuals is fraught with danger so I will take the easier option but surely the most sensible route and say that since February 2004 there have been far too many people, some of whom are no longer with us, to thank individually but together we have made this project I believe, and so do many others, one of the most successful maritime preservation projects in the world and I 100% stand by that claim. Many have tried and failed and we have the most wonderful team of supporters behind us, we can't fail and the long term future of the Danny will always be secure. I would like to thank each and every one of you for your help, support and indeed kind words.

Safe sailing and Best Wishes!

Dan

Welcome Aboard! Membership Report

Sheila Leonard Membership Secretary



Welcome to our second report of 2019. I will start with a warm welcome to our new members who have joined since Sept 2018. They are:

Paul & Donna Larke, Steve Cropper, Heather Ashley, Chris Ellams, Linda Johnson, A H Galley, Ken Unsworth, Mike & Carol Sutton, David Bratt, Mike Moran.

A warm welcome to you all and I hope you enjoy being part of the 'Danny' family.

Sadly, one of our recent new members, Alan Tunnicliffe has passed away and our condolences were sent to his family.

If you have any friends or colleagues who would like to become a member and help us raise much needed funds tell them to contact me on my email further on in this report and I will send them an application form.

I hope those of you who have managed to join us on any of our cruises throughout the summer of 2019 have enjoyed the experience of sailing on the Danny and our new Cruise Itinerary for next year will be out shortly so look out for it.

I have been on some of the cruises selling some of our Danny Merchandise and we have had a few new lines for sale this year which have gone down well. Look out for our new sale items in the Towline and on our website.

Just a reminder that membership renewals were due on 1st May and remain the same fee as last year (£25 for single membership and £30 for family membership.) We have still got 61 members who have not paid their memberships this year and I will soon be sending out

reminders, but it would be helpful if you can make a payment soon.

A lot of members pay by standing order and we are encouraging this or via Bank Transfer as another way of payment as it saves DAPS some extra bank charges which we have to pay now, but if you don't wish to do that you can still 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

Don't forget to let me know if you have changed your email address because Georgia our Marketing Director quite often sends out snippets of news, especially to members and we don't want any of you to miss out.

Also, if you have a bit of spare time and want to join our great volunteers and help to tell everyone about the Danny you will be very welcome, just contact me for detail or fill the form in on our website www.thedanny.co.uk. or check on our website and pop down to the boat wherever she is, to have a chat to some of our current volunteers. We are looking for volunteers in all capacities on the boat and helping at all different fundraising events etc.

As well as being Membership Secretary I also organise the talks by our Presentation volunteer team where we give a PowerPoint presentation about the History of the Danny and an interesting talk about the building of the Manchester Ship Canal. If you would like us to arrange a visit to your local Group or Society in the North West, please contact me for more information.



A Message from our Director **Andrea Ward**

Yet again the motto 'We cannot direct the winds but we can adjust the sails' succinctly sums up another fantastic season for all involved in The Danny, who despite operational problems outside of our control have seamlessly provided a professional and successful round of varied cruises, weddings, talks & tours, birthday parties, anniversaries and award ceremonies, school visits, community events, showcases, charitable events, fundraising, exhibitions and regular static open days, and that is just the bits the customers see, in addition there is the maintaining, painting, cleaning, repairing, training, meetings, planning, prepping, marketing, selling and most importantly dedication and caring that every single one of the folk involved in our little steamer give, above and beyond! Well done to each and every one of you...

Dan Cross, well what can I say that isn't already being said in this edition, far more eloquently than I could hope to write... the man is a force to be reckoned with, without whom we wouldn't be where we are now, operating a magnificent piece of maritime history!

I first met Dan and Stuart years ago, when I worked for Mersey Ferries, and had the privilege of running a number of fundraising cruises towards saving the Danny... Little did I know then, that years down the line I would have the opportunity to be involved with the project, but fate moves in mysterious ways and I couldn't be prouder or happier in a job.

The initial panic I felt when Dan said he was stepping down as Chairman, was soon relieved when I actually realised that he is not disappearing off the Danny horizon, he is just stepping away from the Board and all the meetings that entails, but will still be as involved as ever in the everyday and operational side... I am not losing my mentor and my friend, for which I am sure we are all able to take a huge sigh of relief.

His time as Chairman is summed up in other tributes, all I wish to add is a huge
THANK YOU DAN!

WHAT 2020 HOLDS

Our exciting and varied programme of cruises for 2020 has been built on the huge success of 2019. We have incorporated a couple of changes, such as later start times, extra Gin/Rum/Vodka taster cruises and, due to popular demand, have added even more evening cruises into the schedule. We are excited to be able to continue our relationship with the Anderton Boat Lift, with lots of cruises to and from the Cathedral of the Waterways.

We already have weddings, charter hires and celebrations booked in, as the popularity of the Danny as a unique and special venue spreads. Our work with schools and groups has had wonderful and positive feedback, and next season is already booking up.

We have been made so welcome by the local communities on the Weaver, and we were even voted local Attraction of the Year as you will see further on in this newsletter.

We are looking forward to welcoming both old and new visitors aboard next year on our cruises, functions and open days, and we hope to see you there. Thank you so much for your continued support, we really do need and appreciate your subscriptions and donations, as these help us immensely in generating enough revenue to continue preserving and operating your very important piece of maritime history – The Danny.

Looking back at events from the 2019 Season

by volunteer steward, Bob Cannell

This season, being based on the River Weaver, we have had the opportunity to bring the Danny to a whole range of new visitors from the North Cheshire and surrounding areas and use her as a venue for many different activities.

As well as the successful cruising program, we have been able to open to the public, most weekends, when not booked for private events, this providing a steady stream of revenue from donations and sales from the galley. Additionally, this has often led to cruise bookings and private hire inquiries, boosting the revenue stream.

Some of the events we have hosted on board engaging with the local community have included craft days, children's specials, choirs, folk concerts, support for local charities, guides and scouts and visits by local schools, all cementing our relationship with the area.

Private charters have proved to be a big hit as we can provide a unique setting for small intimate gatherings, and have hosted several birthday parties, anniversaries and two wedding receptions, with more bookings to come.

A short visit to Liverpool in September, allowed us to

host some prestigious events for Svitzer, the Institute of Chartered Shipbrokers and a two-day event for The Inland Waterways Restoration Group all carried out with great success.

In addition to the team carrying out presentations about the Danny and Manchester Ship Canal to outside groups away from the boat, we have also hosted seven Talk, Tour and Hot drink bookings on board, with the talk being carried out in the lower saloon, these being suitable for small groups of twenty guests. Again, both the external and on-board talks have proved to be very successful not only in generating revenue but leading to cruise and private hire bookings.

Our season away from the Mersey was always going to prove challenging, but a successful campaign of recruiting local volunteers has brought new skills and ideas to the Danny, allowing us to widen the types of event we can offer.

As always it is the volunteers who make it all possible, so a big thanks to all departments who have put in the time and effort to make the Danny a success in all areas, Well done all



NEW 2020 CRUISES

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

Cruise Description	Dates available	Duration	Price
Sutton Weaver – Anderton Boat Lift via Marsh Lock	8/5, 7/8	5 Hrs	£50
Anderton Boat Lift – Sutton Weaver via Marsh Lock	29/6, 28/8, 27/9, 8/11	5 Hrs	£50
Acton Bridge – Anderton Boat Lift	11/5, 24/5, 25/5, 24/7, 8/8, 9/8, 5/9, 12/9, 24/9, 5/10,	1.5 Hrs	£22
Anderton Boat Lift – Acton Bridge	10/5, 24/5, 25/5, 18/7, 25/7, 8/8, 9/8, 6/9, 12/9, 19/9, 24/9	1.5 Hrs	£22
Anderton Boat Lift – Anderton Boat Lift via Acton Bridge	13/6	3.5 Hrs	£37
Sutton Weaver – Anderton Boat Lift	23/5, 28/6, 17/7, 26/7, 18/9, 26/9	4 Hrs	£40
Acton Bridge – Sutton Weaver	18/7, 19/9, 25/9	2.5 Hrs	£30
Sutton Weaver – Acton Bridge	21/6, 26/6, 27/6, 19/7, 24/7, 29/8, 5/9, 11/9, 2/10	2.5 Hrs	£30
Sutton Weaver – Acton Bridge via Marsh Lock	20/6, 20/9	3.5 Hrs	£37
Anderton Boat Lift – Ellesmere Port	12/5	6 Hrs	£65
GIN CRUISES			
Anderton Boat Lift – Sutton Weaver	14/6, 19/6, 26/7	4 Hrs	£45
Acton Bridge – Sutton Weaver via Marsh Lock	20/6, 19/7, 25/7, 6/9, 13/9	3.5 Hrs	£42
Acton Bridge – Sutton Weaver	21/6	2.5 Hrs	£35
VODKA & RUM CRUISES			
Acton Bridge – Sutton Weaver via Marsh Lock	26/6, 27/6, 30/8	3.5 Hrs	£42



A review by Sutton Weaver Parish Council of a gin cruise in 2019

Through tickets offered to Sutton Weaver Parish Council, my wife and I were lucky enough to get the chance to experience a cruise on the 'Daniel Adamson' on 24th August 2019. Affectionately known by all as 'The Danny', this beautifully restored steam vessel dating from 1903 offers a series of cruise experiences along the River Weaver and other local waterways.

This was a great chance to see the ship and take a gentle trip through the Cheshire countryside, all viewed from the calm of the river. But what was special about this cruise was the addition of gin, always a plus! Tasting samples were provided by the Liverpool Gin company, part of the Halewood Wines and Spirits group, and arguably responsible for much of the renewed interest in this historic tittle in the North West

As the guests settled into the upper deck seats, preparations were made to get us underway, and we set off past the recently restored Sutton Weaver Swing Bridge, which had opened to let us through. All the waiting traffic on the A56 on this hot sunny Saturday didn't seem to mind being held up to watch us steam past, and they were greeted with a hoot of the ship's whistle.

After a few minutes to settle in and an introduction from the volunteer crew, the gin proceedings commenced! First of all, Hasan Sadrhashemi from the Liverpool Gin Co. gave us all a fascinating historical talk about the background to gin and how the way it was made has changed over the years. He also explained some of its less than savoury history, mostly in the 18th and 19th centuries, and how this has given us some of the well know phrases we might recognise today, such as 'Mother's Ruin' amongst others. But moving swiftly away from this to the present, Hasan's colleague Brad Adams was busy serving out the first of three gin tasters offered on the tour, which we were very keen to try.

If anyone wanted to try more than a sample, the licenced serving bar towards the stern of the vessel could provide much bigger glasses of the same gins, along with a selection of other drinks, and of course, tea, coffee and snacks. The volunteer staff were great throughout the trip, with guides to explain about the ship itself, and of course the staff (also volunteers), who served all the drinks and teas throughout the journey.

It was surprising how quiet the ship was when under way, despite the large steam engines working away below deck, and this added to the calmness and serenity of the river scene, which was only occasionally broken by a hoot of the whistle to announce our presence along the river banks.

Our captain for the day was Stuart Wood, himself a Mersey River Pilot of many years experience, aided by helmsman Tony. Stuart gave guests the opportunity to see the wheelhouse, and we could marvel at the steam-powered power-steering system behind the main wheel, which is an original feature to the ship, left in place during the restoration. This was just next to the (very modern by contrast) navigational computer required for all such vessels. His enthusiasm for the ship and indeed the whole story of the Danny and how it was rescued was positively infectious.

This day (24th August), was actually the 116th Birthday of the Danny, and the volunteers had brought along silver number balloons to attach to the ship. A couple of the guests were also celebrating birthdays, so a chorus of Happy Birthdays were sung by all. This was quite strange as while it wasn't my birthday, I am 58 years old this year, exactly half the age of the ship, and I'm not sure who is in better condition, but at least I haven't been restored yet - perhaps I could do with it!..

After two more gin tasters, the sun was still shining, but we not so far from the end of the journey, approaching Dutton Locks. These are another engineering marvel, with one narrow channel for canal boats, and one wide channel big enough for the Danny. Once the lockkeeper had raised the water level in the wider side, we headed out on the last leg down to Acton Bridge, and the end of our journey.

It had been a fantastic day, with great sunshine, and a great group of guests and superb volunteer crew made it very enjoyable indeed. And not forgetting the gin of course!

We would like to say a huge 'thank you' to all the Danny crew, and also to Hasan and Brad for the added Liverpool Gin experience. A great day out, to be thoroughly recommended, and everyone we spoke to on the trip enjoyed themselves immensely.

David and Vanessa Crombie



PRIVATE HIRE AT SUTTON WEAVER

The perfect Cheshire spot for a party or special occasion

The hire of the ship for private parties and special occasions has proved a success during 2019, with weddings, birthday parties, fundraising events and anniversaries all being celebrated in style on our showboat!

The events are hard work for all involved, but plenty of fun and we have had some fantastic feedback.

Sutton Weaver Swing Bridge is now the main location for all events and bookings are being taken for 2020.

Email enquiries@danieladamson.co.uk to make a booking or to enquire.

SPECIAL OFFER FOR MEMBERS ONLY

BOOK THE DANNY FOR A SPECIAL EVENT IN 2020 AND GET THE MEMBERS ONLY RATE OF £750 FOR UP TO 4 HOURS HIRE

(Subject to availability.
Daytime events only between 1100 – 1800 hrs)

To make a booking or enquiry, email enquiries@danieladamson.co.uk

PRIVATE HIRE · PRIVATE HIRE · PRIVATE HIRE · PRIVATE HIRE ·

A Unique Venue for your Event
Hire us from £1,000 whilst static*

THE DANNY

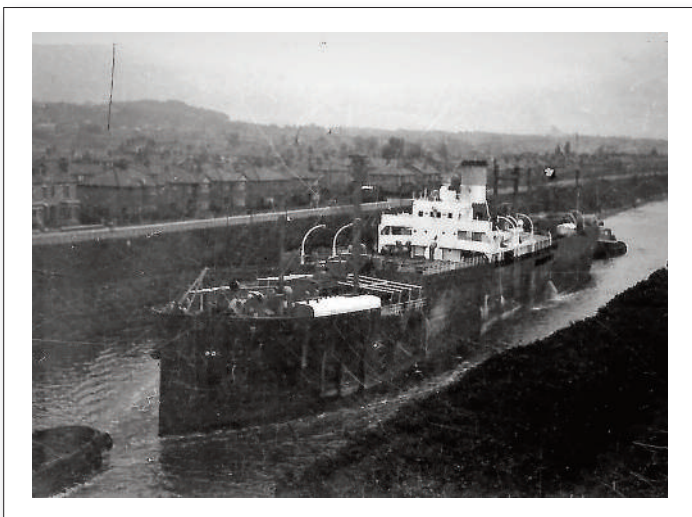
*You can hire The Danny whilst moored at Sutton Weaver Swing Bridge, for up to four hours between 1100 – 1800 hrs. We have fully licenced bars and can assist with catering. Evening hires, up to 2200 hrs, may be possible from time to time.

To find out how you could host a private event, visit www.thedanny.co.uk or email enquiries@danieladamson.co.uk

OR ASK ONBOARD

NEW COMPETITION:

Mystery Ships on the Ship Canal and Mersey – do you know the answer?



Every future edition of Towline will contain a photo from the archives of the “Danny” or one of our member’s collections of a long-forgotten vessel that our shipping experts will select to test your knowledge of the canal and river.

If you think you know the identity then e-mail Sheila Leonard at sheila.leonard@danieladamson.co.uk

The most knowledgeable response will win a “Danny” DVD.

Here is our first entry...

See if your memory or a family member can recall this scene.



Fundraisers Report

Les Green

The DAPS presentation team have been out and about all across the region in 2019 spreading the message about the unique story of the “Danny” and the waters on which she cruises with 26 presentations completed or booked for the year and some 18 already on books for 2020. The team estimate that some 100 presentations will soon be completed which could amount to over 10,000 potential customers hearing our message.

The main customer remains the University of the Third Age (U3A), a major national organisation focussed on active living for retired people, but many other organisations have booked the team including an Austin 7 car owner club, offshore yacht owners, historical societies, and even a wood whittlers club!!

The average attendance is somewhere in the region of 80/90 and a standard fee of £75 is charged but on the event merchandise is sold and donations received so the average return is some £90 plus per event. The highest attendance in the year was in excess of 120 in Stockport and it was virtually standing room only at the rear of the hall.

The Fundraisers Are Listening

With a limited purchasing budget and a small on board shop its essential that the fundraising team are acutely aware of what is selling, what may sell and what the customers are not interested in buying. A control document recording what has been sold after each cruise or event is important but frequently it is the comments made by customers and reported back by volunteers that determine what is purchased. Competitive UK suppliers who will take small orders but offer quality and a reliable service are sought out and the best example has been the “Danny” baseball caps which have sold well since introduction now being re-ordered three times. Sometimes team members will, when out and about at other tourist attractions, look at what competition is selling and have discreet chats with the sales assistants. The coasters featuring the “Danny” in the Cheshire countryside at Dutton, came from this method have proven to be a good line and have been reordered a number of times .

Pens are often asked for and are now in stock whilst car stickers are in stock now with the new Xmas Cards.

Why not visit our on line shop or call to see the fundraisers when on board

Manchester Ship Canal Presentation

Launched at Irlam Station late last year the presentation has now been edited down to a 45 minute to consider customer’s venue booking but now includes some great new photographs and historic film footage. Bookings are now beginning to come in and the first audiences have really enjoyed it.

Professionalism is the key to success in customer satisfaction from the first phone call to arriving at the venue often before the organisers and being able to take questions from the audience. There are now five experienced presenters and four volunteers often

available to assist on the event with merchandise sales and audience questions.

Sheila Leonard, Event Administrator said “ The financial return per volunteer hour for DAPS is very good but most important it supports our marketing effort and there is now tangible evidence that this is working. The best example is when the team did a presentation to Manchester Cruising Association and their members subsequently took a cruise on the vessel when 67 came on board and even had a birthday celebration on the promenade deck”

DO YOU HAVE PRESENTATION EXPERIENCE?

The DAPS presentation team are looking for experienced presenters to help promote the Danny to audiences in the North West? The team have two professionally prepared presentations, one on the Danny and one on the Manchester Ship Canal which have been tried and tested to audiences numbering up to 150. Normally working in teams of three with two presenters and one support crew, over 100 presentations have been given and the order book is growing quickly with some 20 organisations already signed up for 2020.

Presentations have both raised funds for DAPS and have secured cruise bookings from audiences that include historic societies, wine clubs and retired business people.

Fully supported on administration and backed by already well experienced presenters you will be part of a team that gives great economic returns for relatively short volunteer hours.

Interested? Then please e-mail Les Green on lesliejgreen@hotmail.co.uk

DANNY COLLECTABLES

Support our fundraising efforts and purchase some of our merchandise to keep The Danny in steam!

Christmas cards

£5 per 4

We are now selling a pack of 4 Christmas Cards all depicting an iconic picture of the Danny to send to your friends and family for Christmas 2019. A must buy for Danny supporters.

P&P £1.50



Danny Mugs

£5

COMING SOON!

P&P £1.50

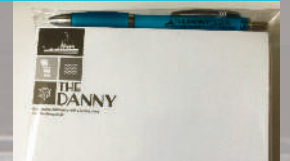


Danny Pad and Pen

£1.50

Danny stationery set

P&P £1.50



"Step aboard the Danny" CD now only £4

15 folk & shanty songs from the best talent in the northwest. All income keeps the Danny sailing!

SPECIAL OFFER



Enamel GOMM Souvenir Badge

£4



All Purchase Details

Email: sheila.leonard@danieladamson.co.uk

or call: 01928 576967



THE CANAL RESTORERS SHOWCASE THE “DANNY” FOR EXHIBITIONS

From the very first business planning meetings when the “Danny’s” functions and subsequent revenue streams were discussed, it was always believed that the vessel would be an ideal venue for small exhibitions and on the weekend of September 21st and 22nd the Inland Waterways Association(IWA) held its “showcase” event and it became a proven fact.

Aimed at bringing the value of restored waterways to the general public, the event was organised by the Chester and Merseyside Branch of the IWA . The IWA brought eight of the major canal and waterway restoration societies from across the North West and Wales to place their exhibition stands on the promenade deck thus proudly promoting their projects to the general public and the public responded with up to 500 coming on board . Saturday was by far the most successful day as the sun shone but by Sunday the black rain clouds had moved in and numbers decreased rapidly.

The Canal & River Trust had run similar events in the past few years but until the “Danny” was berthed in Canning Dock on the Liverpool Waterfront, which probably has the highest level of visitors on the North West, there was no possibility of attracting the substantive numbers of the public that this event could. The event was preceded by an intense media campaign as both waterway and local press were targeted with news releases whilst BBC Radio Merseyside gave extensive coverage on air.

Setting up the stalls for an 11.00am start the societies included the Montgomery Canal, currently the beneficiary of £2.8million of HLF money, Shrewsbury and Newport Canal promoting their Wappensall project and the recently formed Runcorn Locks project with plans to re-establish the Bridgewater canals link to the ship canal.

The IWA had a stand on the quayside which was kept busy explaining to the public the extent of the UK canal network whilst on board volunteers

from DAPS were well in evidence as the slick organisation went up a gear.

The lounges were used by the societies to give presentations to those members of the public who were keen to know more about the benefits of waterway restoration.

C&RT Top Brass arrived

Such was the importance of the event that C&RT’s Julie Sharmon , Chief Operating Officer and Daniel Greenhalgh , Regional Director, visited and met many of the societies and DAPS volunteers. The event was such high profile that the press are giving it special attention ; Canal Boat magazine sent along their editor, Waterfront, a C&RT magazine, had a reporter present and Towpath Talk are to feature it.

Jim Forkin (Chairman IWA Chester and Merseyside said “Everyone really enjoyed the event and the public got to meet the restorers from their areas and hear about their plans and the progress they are making. Many were surprised at just how valuable a restored canal is to their local economy.”

Ideal for small exhibitions in the footsteps of the great

This event had some 8 stalls measuring 6ft x 4ft on the promenade deck and would be more than adequate for many exhibitions where companies want to attract the public or host a selective trade shows and utilise the lounges for presentations or confidential commercial discussions.

Les Green (Trustee DAPS) said “ The ship is an ideal small exhibition centre with its promenade deck for displays and the opulent art deco lounge for discussing business. In historical terms this is what the ship was modified for in 1936 ship when the canal’s motto was Manchester Goods for Manchester Docks and business leaders did their deals on board.”



Volunteer Spotlight

Thoughts from a new volunteer by Peter Field, Technical Team Volunteer Coordinator.

I saw an advertisement last autumn for open days on a steam tug and thought it worth a visit. We turned up for the tour and were shown around all the posh bits but it was the dirty bits that interested me. We were taken down into the engine room, having donned the hard hat and embarrassing shoe protectors, and I remember Bob, or was it Ian, showing us the boiler and explaining the process of getting steam up and firing, I had a go at getting coal in the furnace and it seemed easy. Beginners luck I later learned! From that moment on I was hooked...

Having signed up and eventually finding an induction session that I could attend I duly turned up and was treated to Bob and Allan's two hour session on the prom deck on a cold winter's day. I gradually lost any sensation in my lower limbs and, by the time they had covered everything, from my knees downwards were no longer known to me. When they said it was over I tottered down to the galley where a hot drink soon restored the blood flow.

During subsequent visits on working party days I learned that everyone knew more than me about ships, the MSC, basic fitting skills, marine steam engines and making a fire, or at least they pretended they did! With my background as a BT engineering apprentice my extensive knowledge of obsolete telephone exchanges wasn't very useful but my time volunteering at the Severn Valley Railway as a Guard at least gave me a familiarity with the environment of steam locomotion. Originating from Essex also meant I was unfamiliar with the geography of Liverpool - the use of Google Translate at least meant I could understand most of the crew most of the time.

When the big day came for my first cruise it was an exciting experience. The big cold rusty lump of boiler now came alive and the boiler room was warm - a taste of the

44C that was to come in the summer. When I first saw the engines run it was a scary but impressive moment, those great big heavy lumps of metal smoothly reciprocating and rotating! Amazing! However, as they had been doing that for nearly 100 years they knew what to do. During the maintenance period the various valves on top of the boiler were shown to me and told "you have to come up here and turn them on and off" I must say I didn't fancy the idea then and when I was asked to do it with 110psi in the boiler I was rather scared. Climbing up onto the narrow walkway, lying across the top of the boiler, and reaching out to the appropriate valve wasn't easy, and rather hot. The valves for the auxiliary equipment are small and manageable but when the dreaded shout comes from the engine room "Main steam cracked please!" it means opening the largest and most inaccessible of the valves just a bit. The training comes back to you - steam valves should never be opened fully straight away as the steam may condense in the pipe causing shock waves and other stresses which can split the pipe or cause the valve packing to shoot steam at 110 psi up your arm. All comforting thoughts when you aren't sure how much is "cracked." Everyone I asked had a different view ranging from quarter of a turn to one and a half turns. I generally go somewhere in between.

Having done quite a few Trimmer turns I feel quite comfortable in the boiler room now and have started to learn Donkeyman duties in the engine room, involving oiling the engines and doing other preparatory work and checks before sailing. This gives me the opportunity to learn other skills and to fill a vacancy in either job as required.

As we approach the winter maintenance period it doesn't feel like I've been here a year. I've met lots of new people, made friends and I'm starting to feel part of the team.

Other organisations that I have volunteered for are often very "cliquey" which the potential volunteer has to try and crack in order to get on and be accepted. I have had no such problems with The Danny, everyone I have asked a daft question to, or asked to be shown what they do, has gladly explained and shared their knowledge and experience patiently. All volunteers are welcome regardless of existing skills, experience or age.

It's amazing the wide variety of skills and past experiences that everyone has - maybe it's because we are all getting on a bit!!



SPECIAL FEATURE:

“Ladies and Gentlemen, I give you, our outgoing President, Dan Cross”

Firstly, a few words from our Vice Chair, Stuart Wood

When the door marked RETIREMENT slammed shut behind me in June 2009 I thought I was adequately prepared for the next part of my life after five decades in marine pilotage.

How wrong I was.

Not long after I had a phone call from an employee of a well known towage company who I had worked with over some years; didn't know this man well; his was a voice on the VHF, a distant figure in safety gear, exchanging waves before, during and after shipping operations on the Mersey.

The call was to offer me involvement in an extraordinary project which was gathering speed.

During the course of the following ten years the madcap scheme which started with the exchange of a pound coin at Bridgewater House in Runcorn became something of a lifeline and safety net to me. I am sure that the voice on the phone knew this would be the case. I am very grateful for that call.

The project was of course the renovation of a 1903 coal fired steam tug/tender which was rotting away in Ellesmere Port. It seemed like a crazy idea.

The story of Our Little Steamer is totally amazing. It has drawn in some equally amazing people who have been remarkably generous with their time to get Daniel Adamson in full working order as she is now. Those people are priceless and to be applauded for their commitment.

Such a restoration project is staggeringly complex. Not just shovel the black stuff onto the fire, handbrake off, toot toot, off we go.

The voice on the phone grabbed the idea with both hands and gathered this super team to push the plan forward; navigated the team and the ship through some very tricky waters; encouraged, cajoled, shouted, whispered, criticised, supported, argued, complimented. All this with continuing good humour and enormous energy.

The owner of the voice has led and the team has followed. I am proud to have been a small part of that team.

The voice on the phone all those years ago belongs to Dan Cross.

David Fleming, Trustee

Dan is the perfect Chair, which is why it will be difficult to replace him. He has immense knowledge of the Danny, has the respect of volunteers, staff, Trustees and funders, and he works really hard. He can even run meetings!

I remember that Dan has in the past tried to resign as Danny Chair, so as to have more time for his family, but we persuaded him to stay on because it's a role to which he is perfectly suited. However, nothing lasts for ever, and the Danny is going to need a new Chair soon.

I just hope that the new Chair is as good as Dan has been. It's a key role.

Paul Atterbury, Patron

Some years ago I was approached by a chap who wanted to tell me about his ship restoration project. At that point I had never heard of either Dan Cross nor the Daniel Adamson, so it was a kind of cold call. Over the years I have been involved with a number of restoration and heritage projects, mostly railways, though my transport interests have always included ships. However, I know well that ship projects are often driven by unrealistic optimism and are ultimately unrealisable. The heritage world has, sadly, several well known incomplete or failed ship projects. Anyway, Dan was very persuasive so I said I'd think about it. Also, I had never met a proper tug skipper, and that was exciting. As soon as I looked properly at the Danny project, I knew it could be done: right size of ship and with good story, a project that didn't overlap or repeat other ship restorations, a satisfactory home base, a pool of great volunteers and fund raiser and, most important of all, a driven and dedicated achiever at the helm. So, I signed up and became a patron for the Danny. It was also important for me that it was a Liverpool project. Though a mere southerner, I have always loved Liverpool, and so it was a bonus that the Danny often drew me to the northwest. The next few years were remarkable, watching the project get going, and seeing a scrapyard wreck turn gradually into a wonderful ship. So many memories: the Danny stripped out and empty, the extraordinary engineering and the wonderfully dedicated volunteers in the workshop, the fund raising events, the battle to get Heritage Lottery funding, the amazing work at the shipyard (which I only saw on video), the meticulous recreation of the Art Deco saloon, and several visits to the rebuilt Danny, raring to go. She looked so great in the Albert Dock. The best memory of all, only this year, my first trip on the Danny, a lovely day on the Weaver, with a few challenging moments - and how dull life could be without those -and the calm control of the man at the wheel.

The Danny is a terrific ship and her restoration a massive achievement. It has been throughout a great team effort, and it has been a privilege for me to be part of that team. However, for me the real bonus has been knowing Dan. We all know that Dan is an exceptional man, but bringing back the Danny was a challenge that pushed his qualities and determination to the limit, but he never hesitated, never questioned the vision. More important, over those years Dan and his family became good friends to me and my wife. All our meetings were fun. We also greatly enjoyed meeting the family. Again plenty of memories - taking his father walking the Somme, and talking about canals.

Thank you Dan for getting me involved. It was a daunting project but I think we shared the belief that it could be done. And it has been a wonderful adventure, driven by someone whose extraordinary drive and vision has brought a great ship back from the brink. Dan, you are something special, and I wish you luck with whatever comes next.



Q&A's Session with Dan

After ten years as DAPS chairman, and a further five as vice-chair and a key player in saving the Danny and getting the restoration underway, Dan Cross steps down this December. Here are some questions and answers put to him to explain his passion and commitment over the years and demonstrate why he is going to be a difficult act to follow.

Can you tell us about when you first came across the Danny, and how things started?

I'd never been on the Adamson, ever. No family ties, no personal ties with it whatsoever. Going through Ellesmere Port Boat Museum in the 1980s in the boat with my dad, I'd see the Daniel Adamson tied up there. I remember it looking quite smart, and that was as much as I'd noticed, or as much interest as I took. And then in 2004, I'd gone over to have a cup of tea with a guy I used to work for, and we were chatting away and Bill just happened to mention: 'It's a shame about the Danny, isn't it?' And I said 'What about it?' I believe it's going to be scrapped. Apparently, it's been vandalised, they can't get anybody interested in it, so the shipyard's going to scrap it.' I had no aspirations to get involved at that point, but I put a message on a website called 'Tug talk' saying the Daniel Adamson was going to be scrapped.

I went to work on the Thursday morning, and my boss came on board, and he also happened to be the superintendent engineer, and I mentioned to him about the Daniel Adamson being scrapped, and being due to be towed away in a couple of weeks, and he said: 'That's a shame. You want to see if you can get hold of it?' 'What do you mean?' 'See if you can get hold of it, and we'll tow it down here for you. We've got loads of tugs due for dry dock - let's stick it in dry dock with one of ours, get it surveyed and see if it's worth saving.'

So then I got in touch with the Manchester Ship Canal Company by phone, and there was a lot of back and forth over a couple of weeks, and it ended up on a Friday afternoon, I was on the phone and they were saying it's got to go. The tides are right for taking it into Garston next week. It's had the asbestos survey done. The deal with the scrapman is done. The time is running out.

So I asked my boss to write on headed notepaper the offer he'd made. I left work, rang a few people I knew like Nigel Bowker off the Kerne, and one or two others, but everyone was busy so I ended up going on my own.

I turned up outside Bridgewater House, and rang the doorbell and said I've brought this letter, can I come up and talk about it. And they said, no, you've got to talk to the scrapman, the deal's been done with him. It's technically his. And I thought 'this isn't going to go well'.

And, shall I just say, it didn't go well. I won't go into details, but he didn't take kindly to the fact that a vessel that was essentially full of copper pipes and brass machinery wasn't going to be coming his way. I'd had a bit of a shake up and I went back to Bridgewater House in not the best of condition, I was a bit white and a bit shaken.

They brought me inside, got me a drink of water, and then I got dragged up to the big meeting room at Bridgewater House - a proper formal meeting room with wood panelling and pictures of people's heads and a great big table, and the port director was there and the port engineer was there and a couple of other people.

There was some politics going on behind the scenes, so there was some back-and-forth and threats to call the press, but my key message was: 'Just give us a chance. Let us get it to

Liverpool, dry dock it, survey the hull, and if it's worth saving, we'll try and save it.' And finally he said, 'well, how much money have you got?' So I turned out my pockets and laid about £6.97 on the table, and they all went off and came back with a letter with the conditions that they'd give it to us for the presumed £1 sale fee if we got it out of Ellesmere Port and off the Ship Canal.

Dan goes on to describe the founding of DAPS and the help that the Danny had from the Merseyside Maritime Museum, from Svizer, from members, from United Utilities, from National Historic Ships, from the Port of Liverpool, and from the growing numbers of volunteers which all allowed the Danny to pursue the original aim of getting lottery funding to complete the restoration.

So we submitted this application for £2.75million. It had a Stage One Pass, which usually meant you were going to be accepted. We ended up getting knocked back at Stage 2. We got the knock back in London and initially it felt like the end of the world had come, our long held ambition to get lottery funding had been blown out of the water.

Of course, we were upset. I wanted to step down then. I'd decided, if I fail once, then let someone else have a go. By that point, we'd had about 400 members supporting us, councillors, MPs, and whoever else.

We had a meeting in Manchester - a sort of wash up meeting to see where we were going, and that was a fraught meeting. We walked away from that meeting with a message from HLF Manchester, 'Don't come back in less than 2-3 years, and don't come back looking for more money than you asked for last time.'

But when we went back and we looked at the application properly, we realised we couldn't cut anything off the restoration costs - what could we do? Outfit the saloons in formica? Do without a wheelhouse? And we'd actually missed a few things off like support costs and wages, so when we went over the budget to match it to the minimum of what we needed, yeah, it came out at what it came out at, which was an application for £3.8 million, so it was way more than what we'd applied for in the past. But we had some good advice - Martyn Heighton from National Historic Ships, and others, were saying to us "apply for what you need." So that's what we did.

But we couldn't afford to spend forever doing the application. The ship was sitting in saltwater, getting in worse condition. Some of the volunteers, who were the key ones, who knew how things worked were getting older, and dying. And that was a very real fact - there was only a few people who had ever worked the ship before, and they were starting to disappear.

So we rushed a Stage One Application in within six months, and got that passed, and we did the Stage 2 application within 12 months.

End of 2014, we submitted, and we got the word in January 2015 that we'd been successful. That was brilliant news, it was really good, but then of course the realisation dawned on you - excuse my language, but shit! This is real now. £3.8 million,

CONTINUED...

that's a lot of public money, and as the chairman of a charity that's about to receive that cash, the realisation is that we've got to get this absolutely right, so then it became real, serious stuff then.

How would you describe where the Danny is at today and why?

We were lucky with the Danny in that it was old, it was unique, and it had the ability to carry passengers. I still maintain to this day that that passenger licence is worth its weight in gold. When we took her into the shipyard, Cammell Lairds did the heavy stuff we couldn't do, and some of the pretty bits, but essentially the real hard work and the mechanical bits, the clever bits, that was all done by volunteers. People don't understand, but the project is all about volunteers, absolutely about volunteers and still is to this day. Everytime the ship moves, basically, that's because of all the volunteers on board.

I like to think that we're, now, without being big-headed about it, we're one of the best groups out there now. And I think we've got one of the best restoration jobs you'll ever see. HLF, National Historic Ships, they do send people to us to come and chat with us about how we run the organisation and how we've come through all the difficulties. We're no longer a preservation society with the sole purpose of looking after the ship, we're now a wellbeing and volunteering organisation that happens to have the asset of a very unique steamship.

What are the highlights of your time as DAPS Chairman?

As chairman, you very rarely get a chance to sit back and pat yourself on the back – you're always thinking about what you're going to do next, how you're going to improve things. In terms of what does make me proud, I think on that day in 2016 in the Albert Dock, seeing all those people we'd invited there, all the members who'd supported us – there were members there going back to 2004, all those supporters, I mean, that, obviously, was a great day. I thoroughly enjoyed it, but... the steering wasn't working. And it kept playing on my mind: 'that bloody steering isn't working. I wonder could we have done X or Y...'. I mean you're always wanting to try and better yourself, don't you?

Also, because of my affection for the River Weaver, getting to Acton Bridge for the steam fair, that's a real warm moment for me, because lots of people said: 'you won't be able to do it, to get up the Weaver'. Alright, we nearly didn't, we stuck in the mud and needed some towing that first time, but we did it. It was great. I was lost for words. I was the skipper that day with Dave McNamee, and we'd publicised that we were going up the Weaver, and there were photographers everywhere – every bend you came round, there were people in a field with cameras taking pictures of you. And to me that was just great, because I'd always longed for that publicity for the Danny.

I'm sure there'll be some difficult times ahead, and I'm sure with the right leaders the Danny will find a way through... and this is why, for me, it's a good time to step down. I could have stepped down as soon as we got lottery funding, I could have said: 'Right, that's me done!' But I felt, no, I've got to stay to get it up and running, get it established, then our first season was a bit rocky, then our second season, we weren't making enough money, so now, I think it's just coming to the right time, where now, we're making some cash, we know what works, there will still be challenges, she's not a cheap vessel to run, but it feels like a moment where she's in a position to be handed on to the next person to look after.

You can't lose connection completely – it's been a part of my life for 15 years. But I am going to be just a volunteer, I'm not going to stay on the board, I'll help as much as I can as a volunteer, but ultimately that person who comes in as a new

chair needs the space to shake things up a little bit. And I'll be on hand to help whatever way I can, but this time as one of the regular volunteers.

Why was saving the Danny so important to you?

I have no family ties or other to the ship, I think it was purely the fact it was of the age it was and it was unique. I had read about lots of steam loco's, buildings and other transport items that had received lottery funding so I just thought that in the day and age of the National Lottery, it would be a crime to not at least have a go and see of the Danny was saveable and if it was let see if we can have some of that lottery cash spent on a project like this.

What has been the most satisfying part of the project for you?

I think apart from the obvious which is seeing the Danny in steam again, its seeing the amount of satisfaction the 100's of volunteers have had out of the project. Some didn't live long enough to see it completed but none the less, the Danny has changed many peoples lives and many people have formed new friendships, as have I, through the project. I am sure it's kept people going through some difficult times. Looking back now though, I am delighted that we have such a small but committed team of staff, such a great board of Trustees, such wonderful and fully engaged and committed volunteers and lastly such great supporters in our membership which has stood by us through the good times and the bad.

Knowing what you know now would you do it again? And what might you do differently?

YES AND YES. Yes- I would try and save the Danny if asked again as it has been such a rewarding thing to be part of and I feel without doubt, I have learned so much along the way. I was 30 years old when this started and I have been given opportunities and indeed difficult tasks to deal with I would not have otherwise been able to be part of. Would I do it differently? Yes, partly anyway. Hindsight is a great thing but I reckon I could maybe shorten the time taken by 3-4 years if I had access to the people and skills I have now. However, every day is a learning day so who knows I may be wrong!

Will you take on another project?

Of the Danny's size and complexity? I doubt it very much.

How do you feel about The Danny?

Immensely proud to have been given the opportunity to be involved right at the heart of the project from day one with all that brought but now, I feel so pleased that it has turned out like it has and that so many people both volunteers, customers, public and school kids are getting the chance to have the Danny be part of their lives.

However, we will always have to strive to be ahead of the game with the Danny and ensure she doesn't end up sat in the corner of a dock again one day with people loosing interest...but I doubt that will happen!



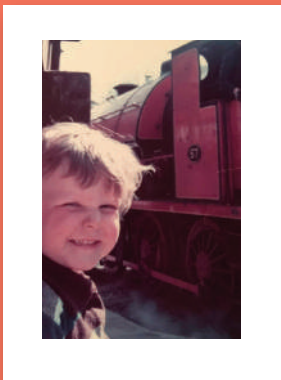
Dan receiving an Award from HRH Princess Royal for Flagship of the Year by National Historic Ships

Dan Cross, Tony Hirst, Captain Don Morgan upon completing the paperwork with the Ashgarth ready to tow The Danny to Eastham



Dan receiving an Award from HRH Prince Michael of Kent representing The Transport Trust as Preservationist of the Year

A peek into Dan's childhood



Communities Come Together on the Danny

This year has been a great one for the Danny on the River Weaver, forging new connections with the local community, and introducing the younger generation to the heritage and historic importance of the Danny and the waterways. We've hosted family days, music events, talks, tours, learning projects and volunteering days, supporting charities for the elderly and youth organisations and in turn getting their support for the Danny.

We've seen a big increase in the number of scouting and guiding groups visiting the Danny. One of the things group leaders have really appreciated has been the chance to perform investiture ceremonies on board a historic vessel. "It makes it really special for them. It's something they won't forget" according to Pam Barker from Runcorn. Volunteers have enjoyed the children's excitement in discovering the vessel, and group leaders are keen to develop this relationship with us.

Our schools programme continues to delight and inspire visiting children and teachers, and our volunteers have risen to the challenge of leading activities across the school curriculum, covering art, science, history and geography. Children have loved covering the curriculum in such a different environment. They have returned to school with lots of their own questions about design, world trade, the environment, the value of history and lots of ideas about the future of the Danny.

Nothing has matched the excitement of the schoolchildren watching as the water rises in a lock, or a great bridge swings across the river, or a pair of buzzards circle high above. And their appreciation has not just been for the vessel and the waterways - for many of the children, the volunteers are what makes their visit: "My favourite thing was how kind and caring everyone was, and I learnt such a lot".

We have been very proud to support these adventures in learning. A new departure for us has been a partnership project with Cronton College in Widnes, resulting in a launch event on board the Danny and an exhibition at Widnes Library

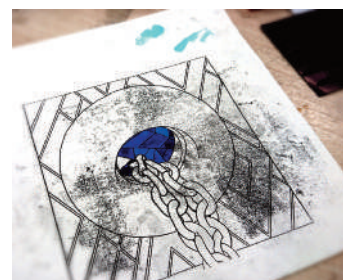
showcasing the students' art and design work. David Lenderyou (Programme Area Leader for Creative Arts at Cronton Sixth Form College) said of the collaborative project "The opportunity for our learners to work on such a project has been an invaluable experience for them. They have had the opportunity to visit the Daniel Adamson Steamboat and to learn about its unique journey and its links to local history. They have met with some of those involved in the restoration process and the preservation of the vessel. Learners have been able use this contextual understanding to develop a range of exciting concepts for artwork that will be displayed in a live exhibition. It has been a fantastic project to be involved with."

Perhaps one of the most rewarding connections we have made has been with CHAPS (Cheshire Autism Practical Support), offering half term activities to families with children with autism. The calm of the environment and the interest in all the different areas on the vessel as well as the kindness, acceptance and encouragement of the volunteers made the families feel welcome, relaxed and engaged.

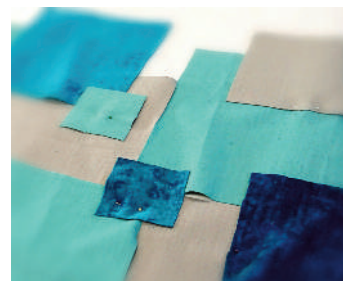
One of our engineers, talking about a child who always answered 'No' was quick to point out that this child had a great engineering mind, and only had to hear anything once to take it in. It is very special to work with volunteers who have great knowledge in their field, and to see how they respond to the person and their potential, not the disability.

We've been especially happy to see children who came for school workshops or cruises return to the Danny and bring their families for community fun days. And we've also been very grateful for the support of the Runcorn Sea Cadets in running these events, as well as Runcorn and Frodsham Folk Clubs Runcorn Community Choir, Frodsham Sings, Barton and Palacefields Ukulele Bands, amongst many others who have brought the Danny to life with their performances.

It's been a great year for the Danny, and it's been great to support and be supported by the people in our local communities.



Student art projects inspired by The Danny



LEGACIES & DAPS

Remembering the Daniel Adamson in your Will

“Daniel Adamson – The Living Memory”

Being a Daniel Adamson Preservation Society (DAPS) member you will have contributed during your life to the restoration of the “Daniel Adamson” but have you ever thought about preserving that progress for future generations after you have departed from this life? You can do this simply by leaving a legacy in your Will to the Daniel Adamson Preservation Society or leaving a specific asset or even a share in your residuary estate. (Your residuary estate is what is left once any inheritance tax, other liabilities, administrative costs and legacies have been paid).

DAPS is always grateful for funds to help maintain and develop the ship and the operation of it and it is easy to include a suitable provision in your will to ensure the good works carry on for future generations to enjoy.

If you have not yet made a Will then possibly you should consider contacting a solicitor to discuss making one.

Why should I make a Will?

If you die without making a Will then the law sets out who inherits your estate on the basis of a standard formula and this may not be in keeping with your wishes. Making a will is a sensible step – whether or not you wish to leave a legacy to DAPS

What if I already have a Will?

If you already have a Will it is simple to add an additional provision – termed a “codicil” – that can benefit the Daniel Adamson.

Do I have to be a member to include DAPS in my will?

No, anyone can support us and we have already received enquiries about legacies from members and non-members alike.

Can I choose a project or activity that I want my money to be used for?

Put simply you can choose a project or activity and DAPS will endeavor to comply with your wishes but read the next section to understand how this must be done. You may if you wish speak to the Chairman of the Society to determine the relevant wording.

Leaving money to the Daniel Adamson

Legacies would normally be left to the Daniel Adamson Preservation Society, a registered charity established to secure for the public benefit the preservation, restoration, improvement, enhancement, use and maintenance of the steam-powered tug Daniel Adamson. If you do include the Society in your will the legacy is free of inheritance tax. The Society will only spend its money on activities falling within and to further its charitable aims.

Your solicitor would advise further about the relative merits for taxation or other considerations. This area of law is complex. The Daniel Adamson Preservation Society does not accept any liability for actions taken in relation to these issues and you are strongly advised to seek your own professional advice.

Suitable wording for including in your will

The sample wording that follows is suitable for including in your will where you wish to leave a legacy. However, you are advised that you should speak to a solicitor as there are important formalities that have to be complied with to ensure that your will is valid.

Leaving a legacy to The Daniel Adamson Preservation Society

“I give to the Daniel Adamson Preservation Society, 54 St James Street, Liverpool L1 0AB (Reg Office) Registered Charity No 1104681, Registered Company No 05088619, the sum of (amount) and declare that the receipt in writing of the treasurer or other proper officer of that charity shall be a good discharge to my executors”

Donations

If you would like to make a donation to DAPS during your lifetime instead of, or possibly in addition to, leaving a legacy in your will you can donate as already mentioned. If you donate to DAPS, you can take advantage of the Gift Aid Scheme which will substantially increase the value of the gift to the Society. Before sending your donation please contact the Secretary of the society and ask for a gift aid form. Please make your cheque payable to “DAPS”.

THANK YOU

Support for The Montgomery Canal & The Shropshire Union Canal Society

The presentation team have been supporting a new set of presenters raising money to help restore the Montgomery Canal which comes off the Llangollen Canal near Oswestry and then for 36 miles, runs through Shropshire to the Welsh border and on to Newtown on the River Severn in mid Wales.

Aiming to help raise £300,000 to rebuild Stonehouse Bridge, now a levelled canal crossing on a b- road south of Oswestry , the team who are all volunteers with the Shropshire Union Canal Society (SUCS) have developed their first presentation about the history of the canal and its ongoing restoration.

Advice on pricing, markets and administration have been given and it has been agreed to exchange information about contact details between the societies. The SUCS team plan to operate initially in the midlands and to the south of the area that DAPS work in.

The Montgomery Canal as a component of the Shropshire Union Canal system shares the same “parentage” as the “Danny”, being owned by the London and North Western Railway (LNWR) whilst the “Danny” built by the LNWR then traded for the railway company from Ellesmere Port into Liverpool between 1903 and 1922. It is likely that the “Danny” will have towed barges containing goods from the Montgomery Canal especially woollens from Newtown, limestone from the quarries near Pant and agricultural produce from the rich dairy farming lands.

The Montgomery Canal was virtually closed in 1936 after an embankment failure was not repaired and then formally abandoned by the London Midland Scottish Railway, LNWR`s successor in 1944 There are currently seven and a half miles of navigable canal available to boats from the Llangollen Canal and soon a further two and a half miles of canal will become navigable thanks to a £2.8million grant from Heritage Lottery.

Best Attraction of the Year Award

The Mayor of Frodsham Cllr Liam Jones hosted a ceremony to present Mayor’s Civic Awards 2019 on 1st November.

Award winners were entertained on board the Daniel Adamson moored at Sutton Weaver and enjoyed hearing about the life and history of the Danny since its construction at Cammell Laird shipyard in Birkenhead in 1903.



Volunteers from the Daniel Adamson receiving the Mayor’s Best Attraction of the Year Award

Can Your Photographic Skills Match This?



Why not send in your best shots of the “Danny” to Sheila Leonard on sheila.leonard@danieladamson.co.uk and we will select the best for publication in the next Towline. Copyright is given over to DAPS and the very best may be used in future publicity or on merchandise. All we need is your picture , your name and contact details and where and when the picture was taken. Should your picture include any person or persons please make sure you have their prior permission to submit or in the case of children, their parents or guardian.