



Skipper lost as Historic Fleet vessel sinks



Navigator in 2005

It is with great sadness that we report the loss of the skipper of the *Navigator* (formerly called the *Yarmouth Navigator*) when the vessel sank in the Cattewater.

She was sailing from Dartmouth to Plymouth Yacht Haven on Sunday 30th January when she began to take on water. Three of her four crew boarded a safety boat, but the skipper went to the wheelhouse for his belongings and was presumably trapped as the vessel went down.

The *Navigator* was built in

Lowestoft in 1943 as an Admiralty MFV by Richards Ironworks. She is one of only seven surviving vessels from the D-Day operations, where she landed stores and ammunition from larger ships onto the pontoon roadways to supply the fighting troops ashore.

After the war the *Navigator* was converted to a fire boat and operated off the south coast of England. She was then used as a training vessel by the army and subsequently by sea cadets on the River Dart.

In 1991, she was sold into private ownership and a long restoration programme started. She sank as she was tied to a mooring buoy in Plymouth Sound.

The *Navigator* is a vessel in the National Historic Fleet. Director of National Historic Ships, Martyn Heighton, said his first thoughts were with the family of the skipper, 'This incident is a tragedy. I hope in due course that *Navigator* can be recovered and restored as a monument to her owner and in view of her rich maritime history.'

Party on the Pier



Raven at Pooley Bridge Pier, 1911

An opportunity for you and your vessel to get involved with British Tourism Week 12 – 20 March 2011

Party on the Pier is the launch event of British Tourism Week and will take place on 12th March. It will be a celebration of the heritage of Britain's piers and it aims to encourage both tourists and residents to visit piers and so understand their importance and the need to maintain and in some cases restore them.

A broad definition of a pier is being used - it will include jetties, harbours, river piers and landing stages so that the biggest number of communities possible can be involved. Each participating venue will gain valuable local, regional and national publicity.

But a pier is always much more interesting with a historic vessel alongside!

So National Historic Ships is working closely with the organisers of British Tourism Week. We see this as a great opportunity to showcase our floating heritage and so we would like to see as many historic vessels as possible supporting this event.

We'd like to encourage you, if it is possible, to moor your vessel alongside your local pier for the

day and maybe even offer boat trips to visitors.

But Party on the Pier can take almost any form you like, so we welcome new ideas – perhaps you might hold a reception for your local VIPs on board, host an open day for locals or hold a fund-raising event.

Even if you cannot bring your vessel to a pier, you can still get involved: perhaps you could organise a display about vessels that would have used the piers or hold a related event on shore.

Any events accepted for British Tourism Week will receive formal accreditation and associated promotional support, but the idea and organisation, and of course any funds raised, will all be yours.

Please send us your suggestions and let us know if you would like to get involved by emailing:

hannah.cunliffe@nationalhistoricalships.org.uk

For information on past events – www.britishtourismweek.com, and for further information about British Tourism Week please email mail@britishtourismweek.com.

Expressed interest (to be confirmed) for Party on the Pier

At **Ullswater** - *Lady of the Lake, Raven, Lady Wakefield and Western Belle*

At **Windsor & Runnymede** - *Nuneham*

At **Gillingham** - *LV 21 and Medway Queen Preservation Society*

At **Newlyn** - *Ripple* and a number of Cornish luggers

At **Lowestoft** - *MTB 102* and a number of vessels from the International Boatbuilding Training College

On the **Solent** – *Shieldhall*

At **Cleethorpes** - *Spider T*

At **Bristol Channel** - *Irene* and Cornish gigs



Irene

Pauline's windows

Overall winner of National Historic Ships' first photographic competition
Gabrielle Lorenz writes about restoring her historic vessel



Gabrielle's winning picture

Pauline is a Calder and Hebble keel, an iron British barge that was built in 1869 in Goole, Yorkshire, for the Aire and Calder Navigation Company. She worked in Yorkshire carrying grain and general cargo. Originally she had one central square lug sail.

Pauline was brought over to Manchester in the 1950s and used as a paint store in Manchester docks. Paul Lorenz bought her in 1976 and between 1987 and 1989 converted her into the Lorenz family home. It was important to try to retain her distinctive lines while making her a comfortable place for us to live and her oval windows were a carefully considered part of this conversion.

In 2007 we needed to replace the exterior marine ply framed windows that had seen us through 20 years of living aboard, a channel crossing and extensive cruising in Europe. *Pauline* was dry docked for hull work and general maintenance and new mahogany windows were installed. After taking advice from friendly local experts Paul used a 'wonderful product,' a mastic used on ocean going yachts that would bind wood to metal or plastic and would secure it in place for ever.

Unfortunately although its binding powers were as good as recommended, this did not allow for the variation in expansion and contraction of the wooden frames and the metal superstructure and over the next two hot summers and bitterly cold winters the beautiful hand crafted mahogany windows split with the pressures on them and began to let in the miserable Manchester weather.



So Paul went back to the drawing board and designed some aluminium windows. Just at this point I was really lucky to win the National Historic Ships' photography competition for a picture of *Pauline* which funded the

purchase and installation of the seven new windows, she has three windows on the starboard side and four on the port side. This is a work in progress, one has now been completely installed, the others will be installed as the weather improves.

Paul and I were delighted to attend the photography award ceremony and even more pleased to win the category prize. It was



amazing to win the overall prize which will enable us to complete this work on *Pauline*, not only an historic and interesting vessel, but more importantly to us a loved and comfortable home.



National Historic Ships House Flags 2011 Price List

National Historic Ships House Flags can be supplied for flying from Registered Historic Vessels only.

All such vessels have already been supplied with certificates which include the vessel's Certificate Number. This number must be provided when ordering. The appropriate flag - Register Vessel or Fleet Vessel - will then be supplied in accordance with the vessel's official registry status.

Prices include postage by recorded or special delivery. Prices include VAT.

Payment is required with order and should be made by Cheque to Baronjay, by BACS or by similar bank payment methods (details on request). We are unable to accept payment by card.

Roped and toggled, these exclusive, high quality traditional style flags are sewn and appliquéd using M.O.D. quality woven polyester. Being of limited availability they are made to individual order and so delivery times can vary from 2 weeks upwards, dependent upon order book.

Listed below are standard sizes together with their prices.
Other sizes of Register Vessel Flag only can be supplied - price on application.

National Historic Ship Fleet Vessel



18" x 30"	£52.00
24" x 40"	£77.00
36" x 60"	£135.00
48" x 80"	£199.00

National Historic Ship Register Vessel



18" x 30"	£45.00
24" x 40"	£69.00
36" x 60"	£126.00
48" x 80"	£189.00

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National Historic Ships photography competition

2011

We are pleased to announce that the National Historic Ships Photographic Competition, sponsored by Beken of Cowes, Olympus, Adlard Coles, Classic Boat and Lucas Fettes & Partners, is to be held again this year.

The competition opens on Friday 1st April 2011 and all entries must be received by midnight on Wednesday 31st August 2011. Full details and the online entry form will be on our website.

The categories are:

A. Historic vessels on the National Register or National Archive of Historic Vessels (entries by vessel owners or members of associated organisations only)

This category is specifically aimed at owners of vessels on the NRHV and NAHV and is for photos that feature a registered historic vessel, either on static display or in operational use. **Category Prize:** a photograph of your vessel (or, if unavailable, a Beken image of your choice), awarded by Beken of Cowes Ltd.

B. Traditional Maritime Skills in Action (open to all)

This category is aimed at highlighting the use of traditional maritime skills and techniques in the UK (e.g. hands-on maintenance of your vessel, rigging, sailing or boatbuilding in

the workplace / classroom). **Category Prize:** £250 to be spent on maritime training, equipment, tools, or educational material, awarded by Lucas Fettes & Partners Ltd.

C.1 Your local historic vessel or seascape (entries by primary school children only)

This category is for photos with a maritime theme which demonstrate interest and understanding of historic vessels in the local area.

Category Prize: digital camera for your school, sponsored by Olympus and a class visit to a historic vessel near you.

C.2 Your local historic vessel or seascape (entries by secondary school children only)

This category is for photos with a maritime theme which demonstrate interest and understanding of historic vessels in the local area.

Category Prize: digital camera for your school, sponsored by Olympus and a class visit to a historic vessel near you.

D. Classic Boat Favourite: the maritime enthusiast (open to all)

This is a special category, judged by Classic Boat for the best maritime photograph taken by an enthusiast. **Category Prize:** 2-year subscription to Classic Boat magazine, plus your photo will be the Classic Boat 'Big Picture' of the month.



Overall Winner: National Historic Ships' Photographer for 2011

One entrant will be chosen as the overall winner out of the above categories and the winning photograph will be featured on the front cover of National Historic Ships' 2011 Annual Report or Calendar. **Overall Prize:** a monetary prize of £1,000 to be awarded on a theme or activity involving an historic vessel on the National Register of Historic Vessels.

Highly Commended entries in each category have been sponsored by Adlard Coles Nautical and will receive a copy of 'Legendary Classic Yachts' by Francois Chevalier & Gilles Martin-Raget.

Become our Flagship of the Year

'Flagship of the Year' is an annual award run by National Historic Ships to recognise the tireless efforts of vessel owners to keep their vessels in working order.

It is aimed at vessels which are operational and which raise their profile by attending public events

and festivals. The successful applicant will be given a broad pennant to fly, marking their flagship status and the year of the award and receive a grant of up to £1,000 to assist with the costs of running the vessel and appearing at major national or international

events. In return, the vessel will help publicise the work of National Historic Ships.

Full details of the conditions and how to apply can be found on our website:

www.nationalhistoricships.org.uk/pages/flagship-of-the-year.html

A jewel box for the *Mary Rose*

Drawing: Wilkinson Eyre



Thirty years to the day after the entire nation was glued to television watching the wreck of a Tudor warship break the surface of the Solent, the Mary Rose Trust will open a new museum, bringing the hull of the ship and most of the 19,000 artefacts that were raised with her together once again.

Most of you will have visited the *Mary Rose* in Portsmouth Historic Dockyard. A small museum near the dockyard entrance displays some of the artefacts raised with the ship while, some distance away, beyond the stern of HMS *Victory*, the timbers of the ship could be seen through a mist of spray.

This is already changing. The museum remains open but the Ship Hall is now closed and work has started on enveloping it in a brand new museum, planned to open in October 2012. You can follow progress at http://www.maryrose.org/new_museum/, which includes a fascinating time-lapse photography video.

The Trust's director John Lippiett said, 'It is a huge challenge to build safely not only over a unique 450 year old structure but also on a site which is itself a Scheduled Ancient Monument. But we have a team combining some of the best

architectural, engineering and construction practices in the world and for us they have developed a scheme which managed to be both stunning and subtle. It is hugely sympathetic to its dockyard surroundings and at the same time highly practical for our unique needs.'

The building has been designed by Wilkinson Eyre, a prolific firm but probably best known for the 'winking eye' bridge crossing the Tyne between Gateshead and Newcastle. For the *Mary Rose*, they have designed an elliptical 'jewel box', placing the hull at the centre with galleries running the length of the ship, each at a level corresponding to a deck levels on the

ship. Artefacts will be set out in these galleries so that the visitor can see what the decks would have looked like moments before the ship sank.

The 17 years' treatment to conserve the ship's timbers by spraying with polyethylene glycol comes to an end shortly, but it will still take another five years for the ship to dry out. Head of Conservation at the Trust Professor Mark Jones said, 'Our visitors in 2012 will be able to see this final phase of conservation by looking into a hotbox and seeing both the ship and the process for removing the 100 tons of water she now holds. This should be all gone by 2016, when we can take away the hotbox and reveal the ship completely. But even when she is fully dried out, the building's temperature, light and humidity will be very carefully controlled to ensure that all the artefacts are preserved in perpetuity.'

The new museum will cost £35 million, £21 million of which is being contributed by the Heritage Lottery Fund. Admiral Lippiett commented, 'It may seem a daunting task for a small trust like ourselves to raise the match funding, especially in this environment, but we have made very good progress so far, having achieved over 90%. We are confident because we have a very exciting and clear vision of what we want to do, but equally importantly we are talking about a ship that is known all around the world. There is nothing like it. This is Britain's Pompeii.'



Artist's impression of the new galleries.
Drawing by Pringle Brandon

Grant awards



Concord

The following sustainability awards have been dispersed by National Historic Ships:

Concord, £1000 towards mainsail and mizzen
Egeria, £850 towards refit
Fermain V, £1,000 towards remedial work
Ferncliffe, £1,000 towards hatchboards and the cabin roof
Greta, £1,000 towards replacement companion way and hatch
Helen & Violet, £1,000 towards sternpost and transom
Isabella Fortuna, £500 towards transport for wood for the masts
Juno, £1,000 towards preserving the elm bottom
Kennet, £1,000 towards survey and remedial work

Spithead, £1,000 towards remedial work on hull
Towy, £1,000 towards planking, and recaulking seams
 Windermere Steam Boat Museum, £540 towards a fireproof cabinet for archives



Greta

New registrations

The following vessels have been added to the National Register of Historic Vessels:

Addie, tug
Astraeus, harbour launch
Danegeld, Bermudan sloop
Darby, barge



Honestas

De Wadden (three-masted schooner)
Fair Maiden, Calder & Hebble keel
Hampton, narrow boat
 MFV *Honestas*, seine netter
Kingfisher, naval pinnace
Lazy Days, motor yacht
Longton, narrow boat
 MV *Marica*, harbour defence motor launch
Ocean Dawn, long liner
Ocean Pride, lugger
Parachinar, lifeboat
Pinnace 1374, pinnace
Pisces, Star class Northwich narrow boat
Progress, narrow boat
Python, narrow boat
 RTTL 2748, rescue and target towing launch
Ryegate II, motor cruiser
Stour, narrow boat
Sweet Promise, Fifie
Tadworth, narrow boat
Unity of Lynn, smack
Wight Queen, ferry



Lazy Days



Ryegate II

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