



National Historic Ships e-News

THE NEWSLETTER OF THE ADVISORY COMMITTEE ON NATIONAL HISTORIC SHIPS

MV Wincham scrapped

One of the National Historic Fleet vessels, the Weaver packet *Wincham*, has been broken up. Reportedly facing a bill of between £15,000 and £40,000 for essential repairs and maintenance and to cover the cost of dry docking, the *Wincham* Preservation Society saw no alternative to selling the ship for scrap.

In part, the Society is a victim of the disbanding in January of the Friends of National Museums Liverpool, which was the principal source of funding for the ship. However National Museums Liverpool claim not to have known about the demolition of *Wincham* until after the decision was made.

National Historic Ships' director, Martyn Heighton, said: "The precipitate scrapping of this historic estuarine coaster is an unbelievable state of affairs. We were not consulted, and only informed when it was too late to save the ship. Under our guidelines on Deconstruction which are published



on the web for all to see, owners of vessels in the National Historic Fleet are expected to put time and commitment into seeking alternative ownership.

Deconstruction is only an option when all other routes have failed. Uncontrolled and unrecorded scrapping as has happened in this case is unacceptable."

MV Wincham was built in 1948 for ICI, carrying chemical products from Winnington to Liverpool and

Birkenhead. Sold to Bulk Cargo Handling Services Ltd. in 1977, she was withdrawn from commercial service in 1983 and bought by the Preservation Society to become a working exhibit in the then developing Merseyside Maritime Museum. She received a grant of £47,500 from the Heritage Lottery Fund in 2002 for the restoration of her derrick so that she could demonstrate cargo handling when lying alongside the Museum quay in Albert Dock. This ambition was never realised.

New Registrations

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

Bognor (narrow boat), *Brighton* (narrow boat), *Diligence* (customs vessel), *Frances* (narrow boat), *Guy and Clare Hunter* (lifeboat), *Happy Return* (Cornish lugger), *Inerva* (Medway bawley), *Lady Florence* (passenger vessel), *Northern Kiwi*

(motor yacht), *Nosila* (yacht), *Nuneaton* (narrow boat), *Seaport Alpha* (TID), *Southern Africa* (lifeboat), *Southern Cross* (narrow boat), *The King* (narrow boat), *Vienna* (joshier butty) and *Zaire* (launch).

Harmonising with the National Small Boat Register

The reduction in the length criteria from 40 ft (12.19 metres) to 33 ft (10.07 metres) has resulted in the transfer of 52 vessels from the National Small Boat Register (NSBR) to the National Register of Historic Vessels (NRHV) – and more than 100 vessels to the National Archive of Historic Vessels (NAHV). These are:

Aelfwyn (leisure craft), *Aguila Wren* (lifeboat), *Alpha* (Thames bawley), *Anne Allen* (lifeboat), *Aurelia* (yacht), *Black Adder* (yacht), *Cair Vie* (fishing vessel), *Caretta* (sailing pinnacle), *Chapman* (lifeboat), *Charles Henry Ashley* (lifeboat), *Clan Gordon* (Loch Fyne skiff), *Cleone* (yacht), *Collie* (pinnacle), *Fly* (fishing vessel), *Foresters Centenary* (lifeboat), *Freckles* (leisure craft), *Friendly Forrester* (lifeboat), *Gerfalcon* (yacht), *Glad Tidings* (fishing coble), *Good Intent* (Thames bawley),

Grace Darling (lifeboat), *Helen Smitton* (lifeboat), *Howard D* (lifeboat), *Jane Anne* (lifeboat), *JG Graves of Sheffield* (lifeboat), *John & Naomie Beattie* (lifeboat), *Kariat* (steam launch), *Kittiwake* (saloon launch), *Lady Jane* (Admiralty Launch), *Lively Lady* (yacht), *Lizzie Porter* (lifeboat), *Louisa II* (lifeboat), *Lucy Lavers* (lifeboat), *Mada* (leisure craft), *Mary Amelia* (fishing vessel), *Mischief* (yacht), *Nil Desperandum* (trawler), *Owaissa* (yacht), *Penelope II* (yacht), *Queen Victoria* (lifeboat), *Richard* (lifeboat), *Robert & Ellen Robson* (lifeboat), *Ryder* (lifeboat), *Saxonia* (fishing vessel), *Seafish* (fishery research vessel), *St Paul* (lifeboat), *The Doctors* (lifeboat), *Thomas Corbett* (lifeboat), *Victoria* (yacht), *William & Laura* (lifeboat), *William Cantrell Ashley* (lifeboat) and *William*



The lifeboat *Grace Darling*—now on the Register because of the change in length rule.

Riley of Birmingham (lifeboat).

The lifeboat *Zetland* and the 18th century schooner *Peggy*, which have been on the National Register of Historic Vessels but are under the length qualification have been registered on the NSBR but also remain on the NRHV as they are both Core Collection vessels in the National Historic Fleet.

Unicorn spiked



HMS *Unicorn*'s application to the Heritage Lottery Fund for a £5.9 million grant towards the conservation project for the ship has been turned down. Carole Souter, Chief Executive of HLF, said:

"There is no doubt that the *Unicorn* is an extremely precious part of the UK's maritime heritage and one that we would unanimously like to see preserved

for the public's enjoyment. However, we felt that the Trust's local partnerships would need to be strengthened to deliver such a challenging and high-risk project."

An almost entirely unaltered example of Georgian shipbuilding, *Unicorn* has considerable structural problems which if not addressed, will threaten the survival of this unique ship. National Historic Ships, which supported the project through grants to help develop the proposals, is working closely with the Unicorn Preservation Trust and its advisors in order to salvage this situation.

Meanwhile on Scotland's west coast, the *City of Adelaide* continues to languish without a solution. The Scottish Maritime Museum has applied for

permission to deconstruct her, and part of the plan for this will be to preserve sections of the bow and stern and a midship section. National Historic Ships has advised on Deconstruction, but in parallel is actively pursuing alternative solutions which could see the entire vessel saved for display in Sunderland (where she was built), or Port Adelaide (where she disembarked many thousands of emigrants seeking a new life in South Australia).

The potential loss of historic vessels is not unique to the UK: on the west coast on the United States, similar solutions are being debated for the *Wawona*, the last of Seattle's schooner fleet. See the details at:

<http://crosscut.com/2008/06/14/mossback/14971>

Find your old photographs



Do you have old photographs of your vessel during her working life you'd like to see in National Historic Ships' Annual Report?

In this year's Report we want to break away from only showing vessels on the Register as they appear now by including photographs of how they were during their working lives: fishing, defending the country,

transporting cargoes, ferrying passengers or simply sailing for pleasure.

The Annual Report is a key document for us to explain to funders and potential supporters not only the work of National Historic Ships but also the range and importance of this part of our national heritage.

If you have a photograph you would like us to consider using, please contact Paula at paula.palmer@nationalhistoricships.org.uk

Flagship of the Year - a new grant award

This groundbreaking award will make one of the vessels from the NRHV our "Flagship" for the year. This is aimed at vessels which are in operational condition and which raise their profile by attending public events and festivals. Vessel owners can apply for this distinction by letter as with our standard grant applications and should outline their cruising programme for the season and the ways in which they would promote and support National Historic Ships throughout. The award panel will be looking for the most innovative and exciting application which should illustrate

the significance of the vessel and the public benefit which will be accrued through the various events attended.

The successful applicant will then be given a broad pennant to fly, marking their flagship status and the year of the award. The vessel will also be grant aided a maximum of £1500 by National Historic Ships to assist in the costs of appearing at a major national or international maritime event. The proposed expenditure of this sum should be demonstrated as part of the application letter. National Historic Ships will require the vessel to carry publicity materials both on the "Flagship" itself and on National Historic Ships for distribution at the events, as well as welcoming members of the team to come onboard by prior

arrangement at any festival attended to promote the work of National Historic Ships. We will also want a short report on the season and the events visited, along with some high resolution photographs showing where the vessel has been and the nature of the events attended.

The closing deadline for applications is Tuesday 30 June. Don't miss this opportunity to promote your vessel and see her at the forefront of our publicity campaign this year.

Please address all correspondence and queries to: The Award Panel, National Historic Ships, Park Row, Greenwich, London SE10 9NF. For further details and terms and conditions, visit our website: www.nationalhistoricships.org.uk/grants

And on our website

Next month will see the launch of the new and improved website. The layout has been completely revised to make searches easier and the content reviewed and improved.

National Historic Ships' director, Martyn Heighton, said: "This is a key element in our strategy to improve the flow of information

between the Advisory Committee, vessel owners, statutory bodies and the general public. One of the innovations will be a discussion forum - open to everyone interested in historic vessels, to allow them to post news, ask questions and express views on the big issues. We will run the forum until the end of the year and then review it in order to see how effective it has been."

Please note, the web address will remain the same:



The new design

www.nationalhistoricships.org.uk