



National Historic Ships e-News

THE NEWSLETTER OF THE ADVISORY COMMITTEE ON NATIONAL HISTORIC SHIPS

Directory crash!



To all of you who have been trying to access our website over the last week, our apologies. A virus – probably brought in by a memory stick – has contaminated

our host's server and brought our site, and several others, down. The good news is that the site should be online again in the next few days. The bad news is that it has come to light that the Directory of Skills and Services was not being backed up by the team which maintains the website on our behalf and significant amounts of data have been lost. This may take several weeks to get fully functioning again, but we are making every effort to get it back up again as quickly as

possible. We are currently re-entering the data to ensure that when it goes live, it is accurate

Entirely coincidentally, we have just begun the process of redesigning our website, with the aim of launching it by the end of April. This will include a new host organisation which will take on our website maintenance.

Once again, our sincere apologies for the inconvenience this is causing.

The National Historic Fleet

When originally established by the National Historic Ships Committee, those vessels of greatest national significance were designated as the Core Collection, while those of more local significance were classified as Designated Vessels. This distinction has proved to be confusing for some, not least because significant grants from

bodies such as the Heritage Lottery Fund and the PRISM Fund have been awarded to vessels in both categories. Therefore, the Committee has decided that the vessels which are on the two lists will in future be publicly known as 'The National Historic Fleet'. A review will be undertaken to explore whether there is a need to retain the 'core collection' and

'designated vessels' distinction internally for technical or other reasons.

The Committee is also undertaking a review of The National Historic Fleet to ensure that it correctly reflects vessels of national and regional importance. Reviews will then recur every four years.

Revised Register Criteria

The Advisory Committee for National Historic Ships has made two important changes to the criteria for registration of historic vessels, effective from 1st April 2009. Firstly, it will no longer be a requirement that a vessel must have been built in the UK. Instead, she must have demonstrable and strong UK associations. In the past concerns have been raised that vessels built outside the UK but which have been significant in the history of these islands have either been excluded or a special case for inclusion has had to be made. *Trincomalee* and more recently *HMS Stalker* are two such

vessels. Last Autumn, the Committee revised this criterion to include vessels built outside the UK between 1939 and 1945 for the Second World War effort. This revision removes all potential anomalies.

Secondly, to ensure that no vessel can slip between the National Register of Historic Vessels and the National Small Boat Register being developed by the National Maritime Museum Cornwall (with whom we are working very closely), the size requirement is being reduced from 40ft length overall (12.19 metres) to 33 ft



Bombay-built HMS Trincomalee

length overall (10.07 metres). Length overall is defined as the length between the forward and aft extremities of the hull: spars and projections are not included. The other criteria – launched more than 50 years ago, currently lying in British waters and substantially intact – remain unaltered.

A new way of looking at historic vessels?



Great photographs of historic ships, like this one of *Thalía*, are hard to achieve. Generally, if you manage to get far enough away, you lose the detail, and if you want the detail, you can't get the overall shot. However, if you go to the website photosynth.net, you will see (after downloading the free viewing software) Microsoft's ingenious solution. Photosynth stitches together overlapping photographs to create a mosaic, but much more ingeniously than the panorama function on camera software. The images do not have to be shot from the same position

and do not have to be the same distance as the object. So long as the images overlap, the viewer can even move from outboard to inboard views.

The exterior of *HMS Victory* has had the Photosynth treatment (see below) but the potential of the software is better explored elsewhere on the Photosynth

website, for example:

<http://photosynth.net/view.aspx?cid=b5fd28a4-2ff7-42e7-b4c0-ecca403ab792>

which shows the display of the US constitution (that's the bits of paper, not the ship). Well worth a look if your computer has a good graphics capability.

Is this the future for stills photography?



HMS Victory on Photosynth

<http://photosynth.net/view.aspx?cid=6bd76872-9ccc-40ff-a1c1-554f9914e1ef>