



Dunkirk - 70th anniversary

To commemorate the 70th anniversary this year, more than 50 of the Dunkirk Little Ships will sail across the channel from Ramsgate.

The provisional timetable published on the Association of Dunkirk Little Ships' website schedules the assembly of vessels in Ramsgate between 23rd - 26th May, departing for Dunkirk at 0630 on the 27th and returning on 31st May.

Thirty six vessels which aided the Dunkirk evacuation are listed on the National Register of Historic Vessels, although not all will be making the voyage. *Medway Queen* is currently having a new



A trawler evacuating British troops from Dunkirk

riveted hull built in Bristol. Perhaps the most famous of them all, she made seven trips to Dunkirk - more than any other vessel - rescuing 7,000 men, and earning the nickname 'Heroine of Dunkirk'.

Others on the NRHV include the barges *Cabby*, *Ena*, *Ethel Maud*, *Glenway*, *Greta* and *Pudge*; the lifeboats *Lucy Lavers* and *Trimilia* (then called *Prudential*), the motor vessels *Jeff*, *Viscount*, *Hurlingham* and *Kingwood*, the motor yachts *Arkian* (*Rania*), *Lamouette*, *Hilfranor*, *Chico*, *Glala*, *Aberdonia*, *Bluebird of Chelsea*, *Coronia* (then *Watchful*) and *Sundowner*, passenger vessels *My Queen* (then *Gondolier Queen*) *New Britannic*, *Queen Boadicea II* and *Princess Freda*; pinnaces *Dorian* and *Vere*; auxiliary ketch *Wairakei II*, the fire boat *Massey Shaw* and the trawler *Willdora*.

For the latest updates on the commemorative crossing, see <http://www.adls.org.uk/>

...but will we lose a D-Day veteran?

Landfall, the last surviving landing craft tank which unloaded Shermans on to the Normandy beaches, has sunk at Birkenhead.

Her future has been uncertain after the Warship Preservation Trust folded in 2006, but up to November 2009 Peel Ports, owners of the dock at Birkenhead, had a nominated individual keeping an eye on her and the other historic vessels in the dock. But apparently no longer.

Martyn Heighton, director of National Historic Ships said: 'We were not even notified that this unique vessel is now half - submerged. Obviously we are very concerned and are having urgent discussions with the relevant organisations.'

More details can be found at

http://news.bbc.co.uk/local/liverpool/hi/people_and_places/history/newsid_8556000/8556395.stm

Medusa afloat once more



After a four year restoration, the Harbour Defence Motor Launch *Medusa* finally returned to the water in Southampton on 1st March. A small ceremony was held at Saxon Wharf to thank all those involved, including the volunteers, shipwrights, contractors and Hampshire Fire Brigade whose efforts saved the vessel two years ago when the boatyard caught fire.

She made the passage to Gosport on 27th March, her engines achieving her design speed of just over 12 knots.

Photographic competition launched



Alan Villiers demonstrates how to get that winning shot

Our first photographic competition - hinted at in the last issue of this newsletter - has now been officially launched, in collaboration with *Classic Boat* magazine.

There are five categories:

A - open only to owners of historic vessels or members of linked organisations

B - an open category for images of maritime skills;

C - photographs of ships or seascapes by children in primary education (C1) and secondary education (C2)

D - an open category to be judged by *Classic Boat*.

Prizes include digital camera equipment and an exclusive evening on board HMS *Warrior* or a

similar historic vessel. There will also be an overall prize of £1,000 awarded on a theme or activity involving a historic vessel on the NRHV (for example; chartering, sleeping onboard, educational activities or training in maritime techniques, restoration or maintenance). The judges are actor and narrow boat enthusiast David Suchet, broadcaster Mark Horton, photographer Peter Mumford, former RN Museum director Campbell McMurray and *Classic Boat* editor Dan Houston.

Images must be uploaded by midnight on 31st July 2010 and they must be uploaded using the entry form on our website, which has full details of the competition.

Help us with the Register

One of the strengths of the National Register of Historic Vessels is its diversity. There is a place for large and small: not only are the famous eligible for the Register. Icons such as the *Cutty Sark* and HMS *Victory* lie alongside regional fishing vessels, Thames barges and work-a-day tugs. We are the guardians of a truly representative selection of the nation's maritime heritage and we are always looking for ways to expand and improve the Register. We have recently developed our thinking about ways to attract more entries to the Register by being more pro-active and we would like to enlist your help.

I'm Ron Ellis, a volunteer working in our Greenwich office and my main job is updating the Register on behalf of Paula Palmer our Office Manager. Most applications to register a vessel come via email from the owner although there is a facility to download and complete the registration form by hand. Fundamental criteria are that vessels should be at least 50 years old, at least 33 feet in length overall (i.e. excluding spars), based in the UK, built in the UK or with strong UK associations, and substantially intact.



Ron Ellis

Have we captured all eligible vessels? – No. How many eligible vessels are there out there? – We don't know but you may be able to help us identify vessels with the potential to join the Register. If you know the owner of such a vessel, would he or she be interested to know the advantages of Registration? Is there an old vessel tucked in a corner of your harbour/marina/river? Would you like to do a little detective work to establish the owner – maybe with the help of your Harbourmaster?

Please let me know if you can help swell the ranks of National Historic Ships. You can reach me by email at ron.ellis@nationalhistoricships.org.uk or by phone 020 8312 8558.

Flagship 2010



Ten entries for National Historic Ship's Flagship of the year have been received from the Norfolk wherry *Albion*, the yawl *Española*, the passenger vessels *Fermain V* and *Soleil d'Or*, the schooner *Kathleen & May*, the tug *Kent*, the sprit-sail barge *Edith May*, the launch *Sheemaun*, last year's winner SS *Shieldhall*, and the Brixham trawler *Vigilance*.

The winner will be announced in late April.

National Historic Ships House Flags now available

We are pleased to announce that National Historic Ships House Flags are now available for purchase from Baronjay Promotional Marketing.

They can only be supplied for flying from Registered Historic Vessels and you must quote your vessel's Certificate Number when ordering. There are two styles – Registered Historic Vessels and National Historic Fleet Vessels – and the appropriate flag will be supplied in accordance with your vessel's registry status. Roped and toggled, these traditional style flags are fully sewn and appliquéd using M.O.D. quality woven polyester. These flags are made to order, so delivery times will vary, from a minimum of two weeks upwards, dependent upon the order book.

Listed here are standard sizes together with their prices. Other sizes can be supplied - price on application.

Registered Historic Vessels



18" x 30"	£41.00
24" x 40"	£62.00
36" x 60"	£116.00
48" x 80"	£176.00

Prices include postage by recorded or special delivery and VAT. Payment is required with your order and should be made by cheque to Baronjay, by BACS or by similar bank payment methods (details on request).

National Historic Fleet Vessels



18" x 30"	£48.00
24" x 40"	£70.00
36" x 60"	£125.00
48" x 80"	£186.00

Please contact:

Baronjay Promotional Marketing
Tide Mill Yacht Harbour,
Tidemill Way
Woodbridge, Suffolk IP12 1BP
Tel/Fax 01394 615781
Mob: 07786 806009
Email: sales@baronjay.co.uk
www.baronjay.co.uk

Grants awarded

The latest round of awards from National Historic Ships' grant scheme are:

Dawn - electrical work, £800;
Dove - internal covering £500;
Edith May - sails, £1,500;
Glenlee - interpretation, £1,000;
Henry Blogg - PR leaflets, £500;
Louisa II - remedial work, £500;
Maria Kristina - deck repairs, £2,000;
Nuneaton & Brighton - restoration work, £1,500;
Shamrock - remedial work, £1,000;
Thomas - hull work, £1,000;
Vere - remedial work, £900;
Wendy Ken - restoration work, £2,000.

This brings the total sum given in grants this financial year to £55,444.

Please note we now only accept applications on-line - see our website for the entry form.

Exhibition and lecture series at the National Maritime Museum in partnership with National Historic Ships

To accompany the BBC4's Season of the Sea six-part series *The Boats that Built Britain* (to be broadcast in May), the National Maritime Museum in Greenwich is organising an exhibition featuring the six key vessels - *Matthew*, *Pickle*, *Reaper*, the brig *Phoenix*, *Cariad*, and the Landing Craft, Vehicle, Personnel (LCVP) and the main themes of the TV programme.

The exhibition is scheduled to open on Saturday 8th May and will run until October. A trail around all three Museum sites (the maritime galleries, the Royal Observatory, Greenwich and the Queen's House) will also be launched.

Complementing the exhibition will be a lecture series, which will include Tom Cunliffe on how boats have shaped our history (20th May); Paul Brown on the Historic Ship experience (15th July) and National Historic Ships Chairman Dr Robert Prescott on the Scottish herring industry (22nd July).

The full programme can be found on the National Maritime Museum website:

http://www.nmm.ac.uk/visit/events/the-boats-that-built-britain/*/

National Historic Fleet vessels saved for the nation



Two World War II veterans from the Battle of the Narrow Seas – High Speed Launch 102 and Motor Gun Boat 81 – have been saved following intervention from National Historic Ships.

When the owners of these two fabulous, fully operating fast boats approached Martyn Heighton, director of National Historic Ships, to say that they were to be sold abroad or scrapped, he took immediate action to help find a new permanent home for them in the UK, contacting all museums and other organisations likely to have an interest. Portsmouth Naval Base Property Trust stepped forward with an offer to house them.

However, as Portsmouth had no funds to acquire them, National Historic Ships appealed to the National Heritage Memorial Fund (NHMF) and the PRISM Fund (the fund set up to support items of technical significance) and both responded enthusiastically to the challenge. NHMF announced a grant of £580,000, PRISM a grant of £20,000, and, with further funds raised or pledged, HSL 102 and MGB 81 will now be enjoyed by visitors to Portsmouth Historic Dockyard.

National Historic Ships features in the Government's Statement on the Historic Environment for England 2010

The Department of Culture, Media and Sport has now formally acknowledged the important part which historic vessels play in heritage of the nation, and the role of the Advisory Committee on National Historic Ships in securing their future. Published this week the Statement covers a wide range of issues concerning the historic environment.

To learn more visit this link:

http://www.culture.gov.uk/reference_library/publications/6763.aspx

Daniel Adamson's restoration moves closer

The 106-year-old steam tug tender, *Daniel Adamson*, has received the crucial go-ahead to operate from Liverpool Cruise Liner Terminal. It has also passed the initial stage of the Heritage Lottery Fund's application process for a major grant.

The Daniel Adamson Preservation Society (DAPS) will now develop its application for the final second stage with the assistance of HLF's mentoring scheme. If successful, the £830,000 grant from HLF will cover much of the tug tender's restoration, including vital boiler refurbishment and help establish educational outreach programmes.

DAPS has also received £8,500 from the PRISM fund and £10,000 from the Pilgrim Trust, both of which will go towards the restoration of the engine room and

its two steam compound engines, but still has to find £150,000 to match the HLF grant.

Director of National Historic Ships, Martyn Heighton, said: 'This is an excellent project on a ship of national significance. Not only is this the last operational steam tug-tender in Britain but a vessel which through her wonderful art deco saloon echoes the great liners of the 1930s.'



Daniel Adamson on the Manchester Ship Canal 1981

New Registrations

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

The Always Ready, lifeboat;
Betelgeuse, butty;
Capreolus, Bermudan yawl;
Chertsey, narrow boat;
Corsaro, yacht;
The Duke of Lancaster, ferry;
HMS *Egeria*, inshore survey vessel;
Ferndcliffe, Humber keel;
Ferry King, ferry;
Gwenili, yacht;
Hoppy, Thames rowing punt;
Iwunda, yacht;
Joseph Soar, lifeboat;
Kestrel, narrow boat;
Light Vessel 21;
Maybird, gaff ketch;
Orinoco, Thames sailing barge;
Princess Marina, fishing vessel;
Roane, ketch;
Sarah Birch, barge;
Wanda, gaff cutter;
and *Witch*, gaff cutter.