



## Heritage Lottery Fund backs Shipshape Network

Following the launch of our national Shipshape Network, Shipshape Mersey has been given an immediate boost by the Heritage Lottery Fund. Under its Skills for the Future programme, it has awarded £110,000 to the National Waterways Museum, in partnership with National Historic Ships to promote skills development via a training scheme at the Heritage Boatyard, Ellesmere Port. Three 18-month training placements will be funded, covering boat repair and shipwright skills, practical boat handling techniques, and an understanding of the ethics behind historic vessel conservation. Trainees will also be given an opportunity to

broaden their experience of workplace environments by visiting other sites within the wider Shipshape Network.

A key outcome of the scheme will be the development of accredited modules, allowing trainees to be formally assessed on what they have learned through a system which will then be transferable to students on related courses, based elsewhere in the UK.

Martyn Heighton, Director of National Historic Ships, said: "Listing historic vessels on the National Register of Historic Vessels is not enough. If we are to conserve these treasures from our maritime

past for future generations, it is vital that we grow the skills to look after them. This project is a step in the right direction to achieving this."

John Inch, Manager at the National Waterways Museum, said: "It is absolutely fantastic to get this funding. It is vital to our ambition of creating a sustainable working boatyard at the Museum. As well as maintaining and restoring our historic boats, it will help us to keep these important heritage skills alive by allowing us to train more people."

Trainee vacancies will be advertised through The Waterways Trust and National Historic Ships towards the end of 2010.

## Flagship of the Year 2010: *Sheemaun*



This year, there were ten strong entries for the Flagship of the Year. After considerable debate, it was decided to make the award to

*Sheemaun* for her exciting programme of activities over the next 12 months. *Sheemaun* is a ketch-rigged gentleman's pleasure



yacht, built in 1935 by Noble & Co of Fraserburgh, and now owned by Rodney Pell (pictured left).

The picture above shows the crew of the Norfolk wherry *Albion* receiving the runner-up prize from National Historic Ships' Paula Palmer.

## Safeguarding *Shamrock*



*Shamrock*, one of the National Historic Fleet, was built on Windermere in 1906, rescued from dereliction in 1976, and restored privately as near as possible to her original condition. She has been housed in Wray Castle boathouse ever since, under a tenancy agreement with the National Trust.

However, the Trust is now looking at ways to secure the future of the castle itself and its grounds, and has negotiated with a developer to convert it into a hotel. Part of the proposal is to convert the upper accommodation of the boathouse into a three-bedroom guest suite.

These two very different uses of the boathouse are difficult to reconcile fully. National Historic Ships' director Martyn Heighton has stepped in to advise and to help negotiations with the National Trust. The best long term solution has been identified as setting up a charitable trust to take over ownership of *Shamrock*. The Shamrock Trust is now registered as a Company Limited by Guarantee, and will very shortly be applying for charitable status. This is the first maritime application of its kind under the new rules, and is a test case for future applications.

The National Trust has established the principle of working with heritage agencies and has expressed a desire to work with *Shamrock*, but early plans did not demonstrate an understanding of the needs of an operating steam launch.

One of the members of the Lake District National Park Authority Planning Committee – Admiral Sir John Kerr – researched the heritage status of *Shamrock* in the National Historic Ships Register and, addressing the Committee, concluded that the National Park Authority had a vital role to play in assuring that any permissions they gave would not, in the future, put such a vessel at risk. *Shamrock* was described to the Committee – and accepted by it – as being of equivalent status to a Grade I Listed Building. As a consequence, a decision on the first planning application was deferred due to the failure to address *Shamrock*'s needs.

This was a major step forward for the recognition of the heritage status of vessels on the National Register of Historic Vessels. The National Trust is now committed to working with *Shamrock* to achieve a scheme which recognises and addresses these outstanding issues.

## *Robin* lifted

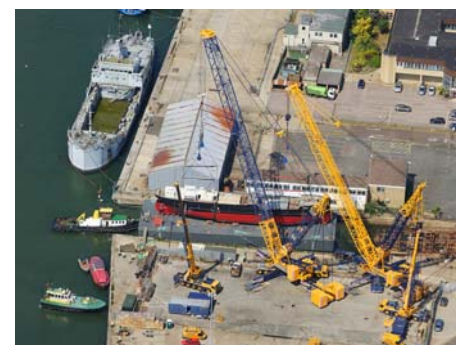
The reopening of SS *Robin* as a visitor attraction is another step nearer following her lifting onto a purpose-built pontoon at Lowestoft on 27th/28th June. Two of the UK's heaviest cranes were used to raise the newly-restored ship.

The pontoon was built in Poland and towed across the North Sea. Commenting on its quality, the Trust's naval architect Graham Gollar described it as the best workmanship seen by him for many years, and the pontoon was delivered on time and to budget.

To mark the occasion the Trust has re-launched its website ([ssrobin.org](http://ssrobin.org)) where you can keep track of the project.



*Kampfner Ltd*



*Mike Page/Skyview*

## Award for ACNHS's director



Martyn  
flanked  
by  
ACNHS  
member  
Matthew  
Tanner  
(left) and  
presenter  
Simon  
Calder

At the ceremony for the 2010 Museum and Heritage awards in May, the prestigious award for

Outstanding Contribution by an Individual (sponsored by Visit Britain) was won by the director of National Historic Ships, Martyn Heighton. This was in recognition of more than 30 years working tirelessly for the cultural and heritage sector, including posts with Oxfordshire museums, initiating Merseyside Maritime Museum, Bristol City Council, the Mary Rose and the National Trust.

## Grants awarded

So far this financial year, grants totalling £14,672 have been awarded from the Strategic Development Fund. The recipients are:

*Albion*, flagship runner-up, £250

*Arctic Corsair*, interpretation banner, £222

*Capricorn*, cabin rebuild, £1,200

*Clent*, remedial work, £1,000

*Ethel Maud*, remedial work, £1,000

*Gralian*, remedial work, £1,500

*Leila*, hull materials, £1,500

*Leonid*, remedial work, £500

*Nellie & Charlie*, remedial work, £1,000

*Our Boys CK92*, training, £1,000

*Panary*, dry docking, £1,500

*Princessa*, remedial work, £1,500

*Sheemaun*, flagship winner 2010, £1,000

*SS Robin*, expert advice, £1,000

*Swallow*, dry docking, £500

## National Historic Ships' flags

National Historic Ships House Flags are still 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 exclusive high quality traditional style flags are sewn and appliquéd using M.O.D. quality woven polyester. They are made to order, so delivery times will vary,

from two weeks upwards, depending upon the order book.

Listed below are standard sizes together with their prices. Other sizes of the Registered Historic Vessel flag (only) can be supplied - price on application.

Prices include postage by recorded or special delivery and VAT.

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](mailto:sales@baronjay.co.uk)

### Registered Historic Vessels



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

### National Historic Fleet Vessels



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

## New registrations

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

*African Queen*, general service launch  
*Bloodhound*, yacht  
*Ferncliffe*, Humber keel  
*Harriet*, Kennet Canal broad beam barge  
*Helen II*, Morecambe Bay prawner  
*Hoppy*, Thames rowing punt  
*Iris*, Looe lugger  
*Kestrel*, narrow boat  
*Linnet*, Town class narrow boat

*Lothian Queen*, ring netter  
*Manchester & Salford 29*, Watson 46  
*Meeching*, tug  
*Orinoco*, Thames sailing barge  
*Princess Marina*, Plymouth hooker  
*Sarah Birch*, barge  
*Suvretta*, yacht  
*Taunton*, narrow boat  
*SAS Somerset*, boom defence vessel  
*ST206*, sea plane tender  
*Sulair*, sea plane tender

## Dunkirk return, 2010 by Richard Basey, MTB102 Trust, Vice Commodore ADLS

Seventy years on from her most glorious moments *MTB102* was back at sea on the way to Ramsgate to take part in the Dunkirk 70<sup>th</sup> Anniversary Return Cruise. The trip down the North Sea was excellent with a following wind and sea.

We spent two days in Ramsgate Harbour with a very fresh northerly blowing. This made for some interesting arrivals by other ADLS (Association of Dunkirk Little Ships) vessels, the leg from North Foreland to Ramsgate being particularly rough.

The ADLS crews were getting a bit anxious about the weather for the Thursday crossing but over Wednesday evening and early Thursday morning the wind died so at 0545 the Commodore, Vice Commodore and Royal Navy made the decision to go.

With the wind gone the rain came but didn't dampen our spirits and the fleet had an excellent crossing to

Dunkirk under the watchful eyes of *HMS Monmouth* and the leadership of *HMS Raider*.

*MTB102* was the lead vessel of the "fast fleet" at a fantastic 8 knots and so had permission to break away from her lead position to give her high performance diesels a good clean out. The large clouds of black exhaust smoke proved the point that they really needed a bit of full throttle.

The weekend in Dunkirk was enjoyed by all. Dunkirk Town made us very welcome and we enjoyed the company of our new Honorary Admiral ADLS, HRH Prince Michael of Kent.

The return to Ramsgate was not so lucky. Again the brisk northerly was blowing so at 0700 on Monday morning we had to postpone sailing by 24 hours. This meant we lost our RN escort and navigators so we did a rework of the course to Ramsgate as we didn't have to worry about deep

water for *Monmouth*. This cut an hour out of the crossing and worked well.

*MTB102* delivered her charges to the Ramsgate approach channel, said her goodbyes and carried straight on up the North Sea to Lowestoft and home.

This all sounds very straight forward but bearing in mind that every vessel involved had to be over seventy years old, and the conditions endured by some of the smaller boats, to get over fifty of the survivors from Dunkirk 1940 safely through this event speaks volumes for the care, attention and finance lavished on them by their mainly private individuals. Long may the "Dunkirk Spirit" prevail.

*Footnote:* National Historic Ships was delighted to see that three of the Dunkirk Little Ships flew our new house flag at this event.



The ADLS fleet arriving at the lock in Dunkirk

## Meet the team: Roy Marsden ...

I have been a Friend of the National Maritime Museum for some years and when I was asked if I would like to become a volunteer, I readily agreed as I was retired, but with some trepidation: my background was totally aviation orientated. I had spent some 30 years in the Royal Air Force and 15 years in the Civil Aviation Authority. I didn't know the front from the back of a ship which I now know as the bow and the stern!

I was allocated to the Office of National Historic Ships and was pleasantly surprised to find that I could be quite useful. The dedicated staff in the office gave me a great deal of help and even allowed me to write to almost all of the owners of the vessels in their collection in order to update their records for ownership and any modifications made to these vessels.

I have been greatly impressed with the work that is done by National Historic Ships engaging the public wherever possible. Their



latest project— the photography competition is still open until 31 July 2010 This competition is to raise awareness of our national maritime inheritance and I was especially gratified to see that there is a section dedicated to primary school children.

On the same theme there is also a promotion concerning National Historic Ships House Flags for both Registered Historic and National Historic Fleet vessels (see back page). This is also to raise awareness of the number of vessels that qualify for inclusion on the National Register of Historic Vessels.

## and new Co-ordinator Emerald Laing



A former PA, Emerald joins us from the National Maritime Museum's membership department, where she had been working as a volunteer since February 2010.

## Only one month to go...

Don't miss the opportunity to enter our photography competition, if you haven't already submitted an image. The closing date is 31 July and, with an overall prize of £1,000, this is a great chance to secure some more funding for your vessel.

Are you on your summer cruise with the family, attending a festival or event, restoring your vessel or still stuck in the yard carrying out routine maintenance? We want your photos of all these occasions.

Find out more or enter online at:

<http://www.nationalhistoricships.org.uk/pages/photography-competition-2010.html>

## ACNHS and the future

Talks are being held with our parent body, the Department of Culture, Media and Sport, but as yet the future of National Historic Ships is not resolved. We are confident that no matter what cuts may take place, we will continue to be the voice for historic ships in some form.

In the meantime, we will be undertaking a number of cost saving measures. Among these will be the production of a simplified version of our acclaimed annual report.

## Our website

[www.nationalhistoricships.org.uk](http://www.nationalhistoricships.org.uk)

Our website has now been up and running for a year, and we would be very interested to hear what you think. How could we improve it? What new features would you like to see? Is there anything you don't like about it?

Please email your thoughts to [info@nationalhistoricships.org.uk](mailto:info@nationalhistoricships.org.uk)

**DON'T FORGET: THE NEW HOME FOR THE NATIONAL DIRECTORY OF SKILLS & SERVICES:**

[www.shipshapenetwork.org.uk](http://www.shipshapenetwork.org.uk)

