



## Admiral of the Fleet Sir Julian Oswald 1933-2011



It was with enormous sadness that we learnt of Sir Julian's death on 19 July, aged 77.

He was a great friend to historic ships, serving as chairman of the Maritime Trust and later as chairman of our predecessor organisation, the National Historic Ships Committee.

Everyone who knew him will recognise the summary of his character in the *Daily Telegraph* obituary of 20 July:

*Modest and softly spoken ... Oswald was invariably courteous and charming to all, regardless of rank, though he could be dogged and hard-edged when required. He was also a delightfully unpompous senior officer who treated each person as an individual of worth.*

## National Historic Ships joins heritage working group for Queen's Diamond Jubilee Pageant

National Historic Ships has been invited to sit on the sub-working group set up to assist in selecting historic vessels for the River Thames Pageant, planned for Sunday 3 June 2012 to mark the Queen's Diamond Jubilee. We are keen to ensure that there is strong representation from the National Historic Fleet and Registered Vessels through a mix of different vessel types. This exciting occasion will show-case Britain's maritime history to a world-wide audience in the lead up to the Olympics.

Registration to take part is now open and interested vessels should complete the online form at: [www.thamesdiamondjubileepageant.org/RegisterVessel.aspx](http://www.thamesdiamondjubileepageant.org/RegisterVessel.aspx) before the closing date of 31 October 2011. There are two opportunities for historic craft to get involved – either as part of the Pageant procession or, for those with an air draft over 5.5 metres, by joining the Avenue of Sail, moored downstream from London Bridge. Vessels in the procession must be capable of maintaining a minimum steady speed of 4 knots through the water over a distance of 10 miles. All those in charge of the vessels must be

appropriately experienced at navigating in tidal waters at close quarters with other craft.

The Pageant is unable to contribute to travel, crew or vessel expenses. However, if you would like to participate and are concerned about funding, please let us know and we may be able to recommend sources of grant aid. Vessels currently undergoing conservation work are not prohibited from registering, but their planned completion date must be well before June, with additional contingency time built in. Some 30 vessels on the National Register of Historic Vessels have already signed up and National Historic Ships would like to encourage many more to submit their entry forms. West India Dock is going to be reserved exclusively for historic vessels for mooring before and after the Pageant and a parade rehearsal is planned for 10 September.

Please contact us at: [info@nationalhistoricships.org.uk](mailto:info@nationalhistoricships.org.uk) if you have any queries or require advice on whether your vessel may be suitable for inclusion in this event.



## The shipping news

Sadly, two more historic vessels are being lost - the Irish Sea ferry *Manxman* is about to be dismantled and the D-Day veteran *Navigator* has already been taken apart.



*Manxman*

One of the National Historic Fleet, *Manxman* typified the short sea ferry before the RO-RO was introduced. But after many years of fruitless searches for a buyer, or a project that would extend her life, *Manxman*'s owners have decided to dismantle her.

However, they are giving people the opportunity to purchase memorabilia which is still on the ship. A list is being compiled and prospective buyers can email or telephone in sealed bids for the items. All items will be authenticated by the Shipbuilders & Shiprepairers Association. Check the website for details:

[www.ssmnxman.co.uk](http://www.ssmnxman.co.uk).



*Navigator*

*Navigator*, which sank in the Cattewater with the loss of her skipper Cdr Robert Tallack, was taken apart by heavy machinery at Howard's Quay. She is to be sold for scrap, a sad ending for one of the flotilla of small ships that cleared mines on and after D-Day along the French coast, in harbour approaches, shallow waters and rivers.

On a happier note, the canal tug *Mayflower* has reached her 150<sup>th</sup> birthday. Built in Bristol for the Gloucester & Berkeley Canal Co., she was still a working vessel up until 1964. She was then laid up and neglected for many years, eventually sinking in 1977 but three years later she was bought by the Bristol Industrial Museum. Their marvellous restoration of her back to steaming condition (finished in 1987) won the Steam Heritage Marine Award in 1988 and the Scania Transport Trust Marine Award in 1989.



*Mayflower*

Andy King, Bristol City Council's curator of Industrial & Maritime History, said: "The *Mayflower* is a much-loved working exhibit and we are all incredibly proud of her long history. It's amazing to note that the *Mayflower* has now spent 20 per cent of her life in the care of the City Council. It's really rare for any ship to survive as long as *Mayflower*, let alone an ordinary, hard-worked tugboat. It's also a great credit to the efforts of the museum's brilliant volunteers that we're still able to keep her steaming and giving great pleasure to our visitors."

In October 2008 National Historic Ships awarded a grant of £2,000 towards the survey of *Mayflower*'s hull.

If you're going to the Southampton Boat Show this year (16- 25 September), look out for the two historic feature boats: *Medusa*, the beautifully restored harbour defence motor launch and the Brixham trawler *Leader*.



*Medusa*

*Medusa* also stepped in last month to support a flagship training scheme for the Shipshape Network in the Solent region, scheduled to take place on board SS *Shieldhall*. Five students from City College Southampton were booked on *Shieldhall*'s practical engine room course, funded by National Historic Ships with support from the Headley Trust.

An exciting four days were planned for the students - raising steam and learning how to handle the triple expansion steam engines, with the final day spent handling the ship at sea. Just before the scheduled start of the course, we received the bad news that extensive corrosion had been found in *Shieldhall*'s frames beneath the engine room and she was unable to provide the 'at sea' element as planned.

However, this gave National Historic Ships the opportunity to bring together two highly significant historic vessels from the Solent area, both able to offer contrasting examples of hull construction and engine types. On the last day of the course, *Medusa* took the students to sea, with a full briefing on the workings of her Gardner diesel engines and the chance to get involved in the engine room, with the navigation and on the helm.

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## The shipping news continued

The course has forged some excellent partnerships between Shipshape members in the Solent and, funding permitting, we hope to offer similar opportunities for students in the future. In the meantime, after a phenomenal effort earlier this year raising some £80,000 to dry dock the vessel, the *Shieldhall* team is now looking for major funding to get the ship back to sea as soon as possible.

Historic ships have done well in recent decisions by the Heritage Lottery Fund. Firstly, HLF has confirmed an award of £3.4 million to the Royal Navy Submarine Museum, part of the National Museum of the Royal Navy, to help save HMS *Alliance*.

HMS *Alliance* was suspended in cradles over seawater which exposed her to corrosion so badly that parts are literally in danger of falling into the sea below in a rusting process that has proved hard to stop because of the difficulties of access.

As well as the physical conservation, at the heart of the project is a new education programme and dynamic interpretation scheme which will bring *Alliance* 'back to life' for all visitors. Improvements will include dressing the accommodation spaces to reflect the decades of *Alliance*'s service from the 1940s through to the 1970s with interactive soundscapes that reflect how the submarine looked and felt in operation. The Museum will also be



HMS *Alliance*

taking the project to the local community with an outreach programme featuring a range of fun and engaging events. It is hoped that

volunteers will play an important role in all these activities as the project aims to clock up to 2,500 hours of volunteer time over its life span.

The Duke of Cambridge is the Royal Patron of the HMS *Alliance* Appeal which aims to raise the £6.5 million that the conservation work is budgeted to cost. Over £5.8 million in funds and pledges has now been raised, including the Heritage Lottery Fund award. A further £1.5 million is needed for a new *Alliance* gallery.

Another HLF winner has been the Lakeland Arts Trust, which was given a first-round pass and development funding of £494,000, towards a bid for a £7.4 m project to build a new museum to house the Windermere Steam Boat Museum Collection. The development funding will be used to take the project forward, including running an architectural competition to develop the plans for the new facilities. A major fundraising campaign is being launched to raise the £2.5 million required as matching funding.

The steam tug *Challenge* has also had its Stage 1 application for conservation support approved by HLF and will receive a grant of £28,400 to develop their plans.

The owner of the Birmingham canal narrow boat *Ohm* asked us to contact vessel owners for suggestions for a new name. A good number of names were put forward and the winner, suggested by Sam Noon, is *Mercia*. Kerry Dainty, the owner, chose this name because the Anglo-Saxon kingdom of Mercia included the whole of the Black Country.



*Mercia*, ex-*Ohm*

Go  
green

If you'd prefer to receive this newsletter by email rather than through the post, please let us know. It will help us save time, print and postage. Email Emerald at the address on page 4.



And to celebrate, we've asked maritime author and yachtsman Tom Cunliffe to compile a special cryptic prize crossword for us. Download it from the web site:

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

## Keeping history up to date

As part of our Year of the Registers 2011, we are making a particular effort to update and expand the histories of all the vessels in the National Register of Historic Vessels.

To help us, we have enlisted Dr Paul Brown, author of *Historic Ships – the Survivors* (Amberley, 2010) and *Britain's Historic Ships* (Conway, 2009). Already the vessel histories of many of the smaller powered ships covered in *Historic Ships – the Survivors* have been updated on our website.

Now Paul is researching the histories of sailing vessels over 50 ft in length, and the results of that work will be uploaded onto our website, starting with many of the spritsail barges. The work will also contribute to his book, *Historic Sail*, which will be published next year.

If you own a vessel in this category we would very much appreciate your help with making sure our records are correct. Please send updates, or any additional historical information about your vessel to our office coordinator, Emerald Laing by post or by email

emerald.laing@nationalhistoricships.org.uk.

You may also be contacted by Paul on our behalf, as he is visiting a number of registered vessels over the next few months.

We would also like to encourage owners of all other vessels listed on the Register to send us updates on their vessels – particularly any extra historical information you may have that doesn't appear on our website. This will help us improve the Register, which is already a valuable resource for everyone interested in historic

ships and maritime history, attracting over 4,000 visits every month. Again, please send this information to Emerald.



Paul Brown

## Dry dock survey

In May we undertook some research into the shortage of dry docks which are currently accessible to vessels on the NRHV. We emailed all vessel owners with a list that we had already compiled and asked them to let us know if there were others that we had missed. We had over 100 replies, which really helped us put together a fairly extensive list and this is on the Shipshape website (under News and very much work in progress!). We would like to say a big thank you to everyone for their response.

On 14 June Martyn Heighton, the director of National Historic Ships, gave evidence at a Public Inquiry in Bideford, called to discuss the future of the Richmond Dry Dock in Appledore. The outcome of the Inquiry is expected in the Autumn.

## National Historic Ships grant awards

The following grants have been recently awarded:

*Arctic Corsair*, bridge repairs, £500  
*Colinne*, repair to gear box £1,000  
*Iseult*, remedial work, £1,000  
*Iwunda*, caulking, £1,000  
*Princess Marina*, recaulking and new bowsprit £1,000

*Sculptor*, remedial work to the hull, £1,000  
*Susan*, hull work, £1,000  
*The Belle*, restoration work, £1,000  
*Trinity*, deck repairs, £1,000

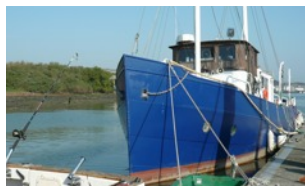


Iseult



Sculptor

## National Historic Ships team visit the Isle of Wight



Cob

Nomad



Queen Victoria

National Historic Ships Policy & Project Manager Hannah Cunliffe and Office & Web Manager Paula Palmer made a lightning visit to the Isle of Wight in April.

Among the vessels they visited were *Cob*, *Friendly Forester*, *Iseult*, *Kariat*, *Langham*, *MFV 119*, *Nomad* and *Queen Victoria* and *Vere*.

They also met with representatives of the Old Gaffers Association. We will be working closely with the Association over the next few months to update our records on individual vessels as part of our 'Year of the Registers.'

## Enjoy a historic yacht for four years - for free!



The 68-foot motor yacht, *Undine*, built in 1897, is looking for a new short-term home. Her owner is offering to lease the vessel for four years from Spring 2012. There are no restrictions on where the vessel is to be kept, although it must be a secure location and she must be actively operated in UK waters. All running costs must be met by the lease-holder.

Expressions of interest are particularly sought from private individuals, charitable organisations, trusts and museums. However, it will be important to demonstrate an understanding of the vessel's significance and that she will be regularly used at a high level of competence.

This is a unique opportunity to take on a registered historic vessel for a specific length of time with no purchase price, to be used as a charitable figurehead or promotional vehicle, an operating museum attraction or for private use. For more information on *Undine's* history and images of her, please visit her entry on our website.

To register your interest in this offer, please contact Emerald Laing, National Historic Ships Co-ordinator by post at the address on page 1 or by email at the address on page 4.

## Don't forget to buy your discounted copies of *Conserving Historic Vessels*!

As the Autumn term approaches, with an intake of new students for many colleges and training bodies, we would like to encourage you to purchase bulk copies of our guidance publication *Conserving Historic Vessels* – now a recognised core text for many boatbuilding trainees and apprentices.

For many vessel owners, the Winter season is a time to re-fit, carry out annual maintenance and, in some cases, look at some deeper conservation work. *Conserving Historic Vessels* is an invaluable starting point for all owners, offering advice on the different conservation options and the best way to produce a long-term project plan for your vessel.

Now adopted by the Heritage Lottery Fund and other grant-giving bodies as a key text in assessing the maritime heritage applications they receive, this book is a 'must-have' for any

owner considering submitting a bid for major funding.

Copies of *Conserving Historic Vessels* can be purchased from the following outlets:

- Old Gaffers Association – 30% discount for: owners of vessels on the National Historic Ships Registers; members of the Society for Nautical Research (SNR); and members of the Old Gaffers Association (OGA). Discounts can be obtained on provision of your vessel name and registration ID, your SNR or OGA membership details. [www.oga.net.au.net](http://www.oga.net.au.net)
- National Historic Ships – bulk orders (nine copies or more) are available with a discount of 30%: [www.nationalhistoricships.org.uk](http://www.nationalhistoricships.org.uk)
- National Maritime Museum – cover price of £30 plus postage and packing: [www.nmmsshop.com](http://www.nmmsshop.com)

## Raymarine equipment give-away

Raymarine, the world leader in marine electronics, has given us some fantastic equipment – worth over £4,000 - to give away to a lucky historic vessel owner.



C120 W

It comprises an electronic chart plotter (C120W), and an AIS 500 (Automatic Identification System), which helps identify vessels and reduce danger of collisions at sea by displaying course, bearing and heading of vessels within a certain area.

All owners of craft on the National Register of Historic Vessels are encouraged to apply: just let us know why your vessel is the one most in need of Raymarine's state-of-the-art electronic equipment. Describe a real-life experience where having marine electronics on board would have greatly helped, or explain why you need an equipment upgrade to enable your vessel to undertake more ambitious voyages.

Sarah Brooke, Raymarine UK Sales & Marketing Executive, said: "Raymarine

is very pleased to be supporting National Historic Ships, which represents a worthwhile cause. It is a fantastic opportunity to contribute to the preservation of British maritime history, and to raise awareness of how today's marine electronics can contribute to safety at sea; Raymarine's range of marine electronics can be retrofitted to any vessel, regardless of age'.

The deadline for competition entries is Monday 15 August with entries to be submitted via our web site. The winner will be announced at the Southampton Boat Show on Saturday 17 September where they will be presented with their prize on the Raymarine stand.

**Raymarine**

## Glenlee 're-launched'

On 21 June, The Tall Ship at Riverside was re-launched in style at her new home alongside Glasgow's new Riverside Museum.

To help celebrate, the renowned piping and drumming collective Clanadonia performed their unique style of musicianship on the quayside and Jordanhill school choir performed sea shanties, especially learnt for the occasion.

Dr Christopher Mason, Chairman of the Clyde Maritime Trust, which owns and operates the vessel said "The Tall Ship's move to Riverside is the culmination of five years' work by the crew, staff and volunteers. We very much enjoyed opening to the public on Midsummer's Day, when we were able to unveil the newly restored *Glenlee*, complete with some exciting new features, including the refurbished captain's cabin, a new play area for under 5's and our all-new audio trails. The ship is a perfect complement to Zaha Hadid's iconic Riverside Museum building and the collections within."



*Glenlee*



*Clanadonia*

# Young maritime photographers take their prizes

On 19<sup>th</sup> May, the winner of the 2010 Photo Competition Primary School category, Aden James, together with the rest of his photography club from Thomas A Becket Middle School in Worthing, had a trip on the Thames sailing barge *May*. This trip was the prize Aden won for his winning entry 'Cannon in front of HMS *Victory's* mast'.



Aden James

A big thank you from us goes to Gerald for making the trip such a success and also to Connie for the delicious food we all thoroughly enjoyed while soaking up a bit of the summer sun!

You can see more pictures taken on the day on our Facebook group page 'National Historic Ships'.

Meanwhile, Matt Woods, the 2010 winner of category C2 (entries by Secondary School children), took up his prize in June with a day trip on board the historic vessel *Maybird* with three of his classmates.

The day started with a water taxi ride up the River Hamble, then Matt and his friends got hands-on – helping to get *Maybird* ready for sea, hoist the sails and set every stitch of canvas as there was barely a breath of wind.

Photo Competition judge, Peter Mumford from Beken of Cowes, came roaring up in his high-speed launch to photograph the winning students on the foredeck as *Maybird* headed off towards Portsmouth.

Off Gilkicker, three replica pilot cutters were taking part in a regatta and *Maybird* joined them for an 'unofficial' race, which encouraged owner Darryl Hughes to show the other vessels his heels!

The wind got up on the return trip to Hamble, with Matt and fellow student Lauren taking the helm as we motor-sailed up Southampton Water. It was a great day out for all and National Historic Ships would like to thank Darryl and his crew for being so welcoming and making it an occasion to remember for our winners.

It was a wonderful occasion as Gerald Gadd, skipper and owner, motored the barge up from St Katharine Docks to Greenwich. For some of the pupils it was their first time on a boat and they thoroughly enjoyed exploring the vessel, seeing some of London's famous landmarks and of course, using the opportunity to take more photos! The return journey culminated in going underneath Tower Bridge, a real highlight for everyone on board.



Thomas A Becket Middle School's photography club on board the *May*



The *May* about to go through Tower Bridge



Matt Woods and friends: photograph © Beken of Cowes

**DON'T FORGET**

National Historic Ships  
 Photographic Competition 2011  
 Prizes include £1,000 and camera equipment  
 Closing date for entries is 31 August. See  
[nationalhistoricships.org.uk/](http://nationalhistoricships.org.uk/)  
 for details of categories and prizes.

## Our future

As many of you know, we are in discussion with the Department of Culture, Media and Sport about the future organisation of National Historic Ships. These talks are not yet concluded. We will make an announcement through our website as soon as we have definite news to report.

# New registrations

As at 30 June 2011



*Ambush*, Leeds & Liverpool longboat



*Baden Powell*, cockler



*Cormorant*, gaff yawl



*George and Alice*, Essex oyster smack



*Helga*, yawl



*Huff of Arklow*, Flying 30



*J W Archer*, Watson class lifeboat



*Jack Heron*, yacht



*Karinda*, Bates Star Craft cruiser



*Keppel*, Admiral Class butty



*Light Vessel 14 Spurn*



*Lindsey*, narrow boat



*Mis'Behavin'*, Dickens class launch



*Myfanwy*, gaff cutter



*North Foreland*, Watson class lifeboat



*Plessey*, pilot vessel



*Sheelin*, Solani class yacht



*Three Brothers*, coble



*Tollesbury*, spritsail barge



*Verity*, gentleman's motor launch



*Viktoria*, Leeds & Liverpool longboat