



2014

Review of the National Historic Fleet and Assessment Methodology



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Consultation Report

March 2014

Foreword

When the National Historic Ships Committee was set up in the early 1990s its primary task was to establish a database of extant historic vessels in the UK. A list of criteria against which vessels would be measured was developed with key criteria requiring that vessels must have been built before 1945 (replaced soon after by the requirement to be over 50 years old on a rolling basis); have a displacement of at least 40 tons or a Length-Over-All measurement of more than 40 ft. (subsequently changed in 2010 to an LOA measurement of 33 ft. in order to complement the length criterion of 33ft. and below adopted by the National Small Boat Register run by the National Maritime Museum Cornwall), and be substantially intact. Craft meeting these fundamental criteria were entered on the emergent National Register of Historic Vessels.

From early on it was accepted that certain vessels on the Register would be of such significance that they would demand special recognition. Arising from this two categories were established: vessels of national significance (some 50 at the time) were listed as being in the Core Collection; vessels of regional significance (some 160) were nominated as Designated Vessels. This approach was valid at the time, but with the experience of the intervening years, the blurring of boundaries between “national” and “regional” significance, and the adoption by the Department of Culture, Media & Sport of the term “Designated” with regard to museum collections (latterly Archives too) of national significance led to a review of how we identify these special vessels. In 2010 we brought the two groups together under the banner of the National Historic Fleet, recognising that differentiation between national and regional significance is a questionable distinction, and that this new terminology is more readily understandable both within and beyond the historic ships sector.

The concept of the National Historic Fleet led us to look closely at the process through which the 200 or so vessels now in it have been assessed over the years. At the outset information on some vessels was sparse and it is sometimes difficult to see why certain vessels were nominated for national or regional significance. Crucially, vessels were judged on individual merit and, although undoubtedly some comparisons were made between certain vessels sharing the same registration categories, there had been no identifiable formal comparative process in arriving at the list of all the vessels finding their way into what is now the National Historic Fleet.

It is against this background (set out in more detail in Section One of this consultation document) that we decided to undertake a pilot study to identify a process which meets the needs of the historic ships sector today. As you will see, intensive work has been carried out by the Registration Group (which includes the National Maritime Museum Cornwall with which we work very closely) based on two test groups – Luxury Steam and Rescue Craft. What we now want to do is to draw on the experience and expertise of organisations and individuals practising in both the maritime and the wider heritage and conservation sectors to critique constructively the methodology we have developed for taking the National Historic Fleet forward. This will be a robust and open exercise out of which the final form that the Review will take will be developed and implemented. National Historic Ships UK staff and Council of Experts are looking forward very much indeed to engaging with all of you receiving this consultation document.



Martyn Heighton
Director & Chair of Council
National Historic Ships UK

Introduction

National Historic Ships UK is a government funded, independent organisation which gives objective advice to UK governments and local authorities, funding bodies, and the historic ships sector on all matters relating to historic vessels in the UK.

It is successor to the advisory committee on National Historic Ships, set up as a non-departmental advisory body in July 2006. In turn, that organisation followed on from the National Historic Ships Committee, which emerged from a seminar held in 1991 to discuss the problems facing the preservation of historic ships and vessels in the UK and the evident neglect of this important part of our heritage.

National Historic Ships UK carries a wide remit, looking not only at the immediate issues concerning historic vessels in the UK, but also addressing questions relating to the support infrastructure for historic ships, their potential for contributing in the wider economic, social and community context, and maintaining a watch list of vessels abroad with potential UK significance.

Terms of reference

1. To act as the primary source of independent and objective advice to the Secretary of State for Culture, Olympics, Media and Sport, other government departments, and the Devolved Administrations, on all matters relating to historic ships, with particular regard to:

- Conservation: preservation; restoration; reconstruction, adaptation; replication; operation, and maintenance.
- Heritage, social, and economic value.
- Educational potential as a resource for greatly enlarging public understanding of the naval, maritime, social and economic histories of these islands.
- The impact of policy decisions on the sector.
- Funding priorities.

2. To act as a source of expert advice to the Heritage Lottery Fund and other grant-giving and public bodies across the UK on maritime conservation priorities, applications received relating to funding historic ship projects, and proposals which directly or indirectly affect historic vessels.

3. To provide leadership, strategic vision and advice across the UK historic ships' communities and wider maritime sectors by acting as the official voice for historic vessels through proactive engagement with the sector, the UK government, the Devolved Administrations, public and private agencies, and communities at large.

Our objectives are to:

- encourage awareness and understanding of the through-life costs of conserving, restoring and maintaining historic vessels;
- make available to the public research into ship preservation and conservation techniques and provide a directory of skills and services;
- promote the availability and standards of ship and boat conservation skills and training, and share experience and expertise across the sector, particularly through establishing a number of centres of excellence;
- develop and promote professional standards of good practice for the conservation and restoration of historic vessels;
- raise awareness among trusts and owners about good practice and fund-raising opportunities;
- provide guidance to trusts and owners about business planning and interpretation to make ships become more self-sustaining and attractive to new audiences;
- advise on documentation and recording techniques in cases where vessels are beyond physical and economic preservation;
- promote the case for historic ships to a wider audience and monitor practice in other countries.

National Historic Ships UK and the Protection of Wrecks

- Whilst historic wrecks do not fall under the remit of NHS UK, there are strong links and relationships with vessels which come within this definition. NHS UK will therefore work closely with the UK bodies which carry this remit namely: English Heritage for England; the Royal Commission on the Ancient and Historical Monuments of Wales and Cadw for Wales; the Northern Ireland Environment Agency; and Historic Scotland.

In order to fulfil its remit as set out above, NHS-UK undertakes to:

- i) Hold, develop, manage, maintain, and make available to the public at large the National Register of Historic Vessels (NRHV), including the National Historic Fleet (NHF); the National Archive of Historic Vessels (NAHV) and the Overseas Watch List (OWL) as fundamental, authoritative sources of information for all matters relating to historic vessels in the UK
- ii) Work in close association with the National Small Boat Register (NSBR) held and developed by the National Maritime Museum Cornwall, in order to support the aims of the NSBR and to ensure that vessels outside the length criterion for the NRHV but of outstanding national significance are listed appropriately in the National Historic Fleet.
- iii) Encourage awareness and understanding of the through-life costs of conserving, repairing, maintaining, and (where appropriate) operating historic vessels
- iv) Develop, coordinate and promote the highest possible professional standards of good practice for ship and boat conservation skills through an active programme of needs assessment, guidance, publications, and the sharing of experience and expertise across the sector
- v) Provide guidance to vessel custodians and owners on business planning, fund-raising, issues relating to operational vessels, interpretation and educational programmes in order to make historic vessels more self-sustaining and attractive to new audiences.
- vi) Provide initial advice on grant applications in response to requests from vessel owners, ensuring always that any such advice relates to principles, not details; does not imply endorsement of the project concerned; and does not conflict with National Historic Ships' role as independent and objective expert advisers to HLF and other grant making bodies.
- vii) Coordinate and promote training and encourage better awareness of the importance of skills, identifying gaps and encouraging opportunities to develop and maintain traditional ship building, repair techniques and operational activities through the conservation (and, where appropriate, replication) of historic vessels.
- viii) Develop the Shipshape Network as a national resource predicated on a regional approach through which skills, infrastructure and facilities, projects, training opportunities, and information in support of the sustainability of historic vessels can be established, developed and promoted
- ix) Liaise with universities and other educational and training institutions in the UK and abroad on the development of innovative programmes and techniques for the conservation of historic vessels, and facilitate access to appropriate independent peer review.
- x) Work with the Maritime & Coastguard Agency and other relevant health and safety organisations to develop operational standards empathetic to the requirements of historic ships and equivalent to those applied to modern operational vessels
- xi) Advise on documentation, recording and deconstruction techniques in cases where vessels are beyond physical and economic conservation
- xii) Promote greater awareness of historic ship conservation and its heritage, social and economic benefits within the UK governments, local authorities, organisations and communities.
- xiii) Seek wider recognition of the significance of the intangible cultural aspects (language, skills, music etc) of the UK's maritime history as expressed through historic vessels.
- xiv) Monitor the physical state of the UK's historic vessels, establishing consistent measures of risk in order to promote and support good management practices, and to assist in determining and evaluating policies and funding priorities.

- xv) Administer a revenue challenge fund sourced by DCMS and other grant-giving bodies to support activities relating to the conservation of historic vessels across the whole of the UK.

Staff, Volunteers and Secondees

NHS-UK staff comprise: Martyn Heighton, Director and Chair of the Council; Hannah Cunliffe Policy and Project Manager; Paula Palmer, Office and Web Manager, and Debbie Williams as Office Coordinator. Two trained volunteers – Ron Ellis and Roy Marsden - give crucial help in maintaining the databases, with a third volunteer, Stuart Anderson, recently appointed to work alongside Claire Durrant, a member of staff from the Cutty Sark Trust, who has been on secondment since April 2013 assisting in developing a project on the First World War funded by HLF. John Graves, Curator of Ship History at Royal Museums Greenwich, is also currently on secondment one day per week to assist in registration work whilst Hannah Cunliffe is on maternity leave and Dr Eric Kentley is undertaking her project work two days per week.

Council of Experts

A Council of Experts drawn from across the historic vessels and heritage conservation sectors and chaired by the Director has been established to advise and assist staff. To date the Council comprises:

Henry Cleary – Maritime Heritage Trust
Mark Dunkley – English Heritage
John Kearon – Historic Vessel Conservation Expert
David Newberry – Former Captain of HMS Warrior 1860
David Ralph – Maritime & Coastguard Agency
John Robinson – European Maritime Trust
Alan Watson – Medusa Trust & Coastal Forces Heritage Trust
Stuart Wilkinson – Transport Trust

Details on the new Council are given on our website at www.nationalhistoricships.org.uk. Further members for the Council will be sought, particularly with regard to attracting those from maritime industries and representation from the Devolved Administrations in Northern Ireland, Scotland, and Wales.

Registration Working Group

A Registration Working Group has been set up through the Council to produce this Consultation Report, as well as continue the review of the National Historic Fleet and development work on vessel assessment and scoring methodology. This group is chaired by Hannah Cunliffe (Martyn Heighton during Hannah's maternity leave) and comprises Paula Palmer, Council members Alan Watson and Mark Dunkley, and George Hogg – Trustee of the National Maritime Museum Cornwall and founder of the National Small Boat Register.

Consultation Guidelines

National Historic Ships UK (NHS-UK) is inviting views on a Review of the National Historic Fleet (NHF) and proposed changes to vessel assessment methodology. It is intended that this guidance, once finalised, will provide the basis for future decisions about the composition of NHF and the way in which vessels on the National Register of Historic Vessels (NRHV) are grouped and analysed. The aim of this guidance is to ensure that decisions relating to NHF vessels are reached as objectively as possible and are fully informed, being based on a tested and agreed system of assessment.

This consultation seeks to provide the sector and those affected by the suggested changes with an opportunity to comment on the proposals and to ensure that the guidance is as robust and streamlined as possible when it is implemented, to reduce the delay in the decision making process about future changes to NHF.

This draft guidance is designed to be read in conjunction with the NHS-UK manual *Conserving Historic Vessels*, with particular reference to *Chapter 4: Assessing Significance*.

Key Questions

NHS-UK welcomes feedback on any aspect of this consultation, but would like to highlight in particular the following key questions:

1. NHS-UK has proposed a new method of analysing vessel significance, based on an assessment of vessels grouped by like characteristics as shown in Appendix A.
 - 1a). Do you think that the suggested method of grouping vessels is the right approach?
 - 1b). If not, can you suggest any alternative approaches?
 - 1c). If you are a vessel owner, can you see where your vessel would fit within the projected groups?
 - 1d). If not, can you indicate which chart would need to be amended to incorporate your vessel?
 - 1e). Do you have any comments on the terminology we have used for a particular vessel group?
 - 1f). Are there any vessel descriptions missing which you feel should be included in these diagrams? If so, what are they?
2. A new scoring system has been created, following the principles set down in *Conserving Historic Vessels* and reflecting the differences between vessels in operational use and static preservation.
 - 2a). What are your views on the criteria on which vessels will be scored?
 - 2b). Do you consider it right that there should be a separate scoring line for vessels in operational use as opposed to fabric preservation?
 - 2c). If not, how could the impact of the different use to which vessels are put be better reflected in the scoring system?

- 2d). Do you have any comments on the value of creating specialist scores to reflect the characteristics of different vessel groupings?
3. In future, statements of significance will be developed with the focus on those vessels likely to achieve NHF status, those seeking grant aid or those falling within relevant project work. These statements of significance will be published online.
- 3a). Do you consider it valuable to produce statements of significance for vessels?
3b). Is the guidance provided helpful in showing you how to draft a statement for your vessel?
3c). If not, what additional information would you find useful?
4. Section 2 of this report sets out the likelihood of changes to vessels within the NHF and proposes a series of steps for implementing status alterations.
- 4a). Has the Report helped you understand the National Historic Fleet and the criteria for vessels with this status?
4b). If no, what other information would you find helpful in summarising the National Historic Fleet?
4b). How effective do you consider the proposed measures for change will be?
4b). A template for requesting vessel assessment has been provided – how user friendly do you find this?
4c). Do you have any comments on the projected timetable?

Responses

It will help us collate responses if you could clearly relate your reply to the questions set out above. All responses should include the author's name and contact details, and should indicate if you are replying on behalf of an organisation.

Your response should be sent by email to the Consultation Co-ordinator, Debbie Williams:
Debbie.williams@nationalhistoricships.org.uk or posted to the address below:

Debbie Williams
National Historic Ships UK
Park Row
Greenwich
SE10 9NF

Please do not send both email and written responses. **The closing date for responses is: 12 noon on Monday 7 July 2014.**

Consultation Information

This consultation is being carried out in line with the Government Code of Practice on Consultations. This can be viewed at:
<http://www.berr.gov.uk/files/file47158.pdf>

After the consultation closes, we will be publishing a summary of responses on our website at: www.nationalhistoricships.org.uk. If you do not want your response - including your name, contact details and any other personal information – to be publicly available, please say so clearly in writing when you send your response to the consultation. Our summary will include a list of names of the organisations that responded but not the names, addresses or other contact details of individuals.

This document will be sent out electronically unless otherwise requested. If you have any queries or comments about the consultation, or would like the document in a different format, please contact Debbie Williams: Debbie.williams@nationalhistoricships.org.uk or 0208 312 8558.

Review of the National Historic Fleet and Assessment Methodology

Preface

1. National Historic Ships UK (NHS-UK) is the independent, government funded organisation which gives objective advice to UK governments and local authorities, funding bodies, and the historic ships sector on all matters relating to historic vessels in the UK. A key part of this remit includes holding and maintaining the National Register of Historic Vessels (NRHV), the National Archive of Historic Vessels (NAHV), the Overseas Watch List (OWL) and the UK Replica List.

2. The National Historic Fleet is a sub-section of the NRHV comprising some 200 vessels which are considered to:

- be of pre-eminent national or regional significance
- span the spectrum of UK maritime history
- illustrate changes in construction and technology
- merit a higher priority for long term conservation.

This report provides an overview of work which has been undertaken to review the composition of the current Fleet and sets out guidance on the proposed method of future assessment for candidates for Fleet status.

3. This report should be read in conjunction with the case study scoring system and vessel grouping charts set out as appendices and also with the guidance manual *Conserving Historic Vessels* which has been used to inform the revised scoring system and which provides a template for assessing significance.

4. The principles set down in this report will guide future policy on changes to the National Historic Fleet, vessel assessment and grouping upon registration, as well as subsequent review of any craft. The report also offers advice to owners on making applications for

change of status and on requirements for inclusion in the Fleet, leading to a better understanding of the methods by which NHS-UK will assess individual craft.

Section One: Background Summary

5. The NRHV was first established in 1995 by the National Historic Ships Committee and resulted in a computerised database of some 1,245 vessels of which 50 vessels formed a Core Collection List (being of pre-eminent national significance) and 163 formed a Designated Vessels list (being of regional significance). It was envisaged at this time that the composition of the lists within the NRHV should be reviewed at least every four years.

6. The three volume *Shipping Forecast* published by the National Historic Ships Committee in 2003-2005 constituted the first review, highlighting the different concentrations between the CC & DV Lists and explaining that although the creation of a functional 'thesaurus' was the original intention of the Committee, in reality some functions had become more highly rated than others, resulting in an uneven representation of type and geographical spread of vessels.

To obviate this difficulty, a decision was later taken by National Historic Ships to merge the two lists and create the National Historic Fleet (NHF).

7. *The Shipping Forecast Part Two* indicated that the early decision making by the National Historic Ships Committee involved considerable exercise of judgement, as well as adhering to a set scoring process. Over 700 vessels were originally short-listed for inclusion on the CC and DV lists, which were subsequently reduced by the Committee to 210 vessels. Unfortunately, the work of the Committee in honing down the list of contenders was not fully recorded which meant that to some extent it is unclear how decisions were made. The research team also concluded as part of the review that there were too many duplicate vessel types in the CC & DV Lists.

8. With the establishment of the National Historic Ships Unit in 2006, new registrations continued to be scored using the existing methodology. However, since some CC & DV vessels had not been scored, or the results were not recorded, there was not always a clear comparison against existing vessels on the Lists. As the Committee and casework team changed, different interpretations were also put on the scoring process, resulting in variations amongst the outcome scores.

The Lists were originally assessed against the background of vessels on the NRHV, but in the ten years since the original research was carried out, the overall picture had altered. Some vessels had been lost due to deterioration, neglect or accident, others had migrated abroad thereby no longer meeting registration criteria. A significant number of new registrations had also been received, some of which had the potential to score higher in terms of significance than vessels on the initial lists. Finally, the criteria for registration had evolved since 1995 and broadened its scope, thereby impacting on the type of vessels applying.

9. In 2011, NHS-UK announced *The Year of the Registers* initiative, which signified a policy decision to focus a large portion of core activity on the Registers databases, highlighting particularly the quality of information held and the mechanism for reviewing this data. As part of this work programme, the following areas were addressed:

- **Development of new assessment methodology guidelines**

The initial concept of assessing vessels by a system of grouping and the first revisions to the scoring system were proposed. Work began on two case study groups as set out in the appendices to this report and a number of vessel visits were carried out as part of this process.

- **Improved access to the databases**

In order to improve the Register as an effective research tool, a decision was taken to migrate the database which holds the NRHV, the NAHV and OWL from a Microsoft Access platform to an SQL platform. Consultation was carried out with the National Archives and external web consultants to ensure that this was the right approach and that NHS-UK was adopting best practise in the ways in which vessel data is being held. The changes carried out to the database incorporated:

- An advanced search function for appropriate public use allowing users to create their own queries based on up to 15 different criteria
- A secure facility to allow vessel owners to enter details of a vessel, and their personal details, over the web into a 'holding' section, awaiting verification
- A secure verification function to allow NHS-UK staff to review and edit submissions
- A facility to enable NHS-UK staff to access the full database through any internet connection, with appropriate passwords and levels of access
- Firewall protocols to ensure the database cannot be broken into

- **Higher level of information held on individual vessels**

A partnership with author Paul Brown saw updates to over 48 online vessel histories as a result of research activity carried out in the publication of his two volume works on *Historic Ships*. Key dates were also written for all NHF vessels as a result of combined activity by volunteers and staff. Statements of significance began being published on individual vessel records as they were developed.

- **Increased links with other Registers**

The Year of the Registers saw NHS-UK work proactively with other Registers to: share information, improve online links, find common ground and increase public knowledge. One example of this is the initiative taken by the International Congress of Maritime Museums (ICOMM) to map historic vessel registers worldwide. NHS-UK took the lead on this, developing and co-ordinating entries to a spreadsheet listing relevant registers, along with details of their remit and content. NHS-UK has also worked closely with the Old Gaffers Association Boat Register, the National Small Boat Register and has increased contact with specialist associations such as the Steamboat Association (SBA), the RNLi Heritage Trust, the Inland Waterways Association and the Canal & River Trust when assessing groupings of a particular vessel type.

10. This document summarises the work from the Year of the Registers, as well as that subsequently carried out by staff and Council members to respond to the need for a detailed review of both the NHF and the overall vessel assessment methodology. It focusses particularly on the following areas:

- **Section One:** summarises work on the vessel registration system to date
- **Section Two:** sets out the proposed new assessment methodology, including revised scoring system and templates for writing statements of significance
- **Section Three:** covers the Review of the National Historic Fleet, looking particularly at how any changes to the Fleet would be implemented, providing two case study vessel groups with associated specialist scores and a template for applying for change in vessel status

11. The aim of this report is to ensure that the methodology for assessment adopted by NHS-UK for future use has been robustly tested and is fully understood by the sector. The significance of Fleet status will also be better recognised and a method proposed by which any changes to vessel status will be carried out.

Section Two: Proposed Changes to Vessel Assessment Methodology

• A new view of the Registers - assessment by grouping

12. Vessels on the NRHV have, to date, been assessed on an individual basis, using a bespoke scoring system developed by the project team who built the first database in 1995. However, in order to deal with the increasing number of registered vessels, the former National Historic Ships Registration Sub-Committee proposed a method of analysis which sorted individual vessels into groups of like craft whose characteristics were similar. These vessels may or may not have been built at a similar time to a similar design or with the same intended use. This removes the difficulties caused by assessing vessels on a case-by-case basis which has resulted in multiple vessels of the same type being included on NHF as new examples have been identified.

13. In order to facilitate analysis in this way, the whole NRHV has now been divided into groups, based on a functional system. The breakdown of groups has been shown in a series of draft linear diagrams provided in Appendix A. All vessels on the NRHV will be allocated to one of these groups and will then be assessed for significance against the other craft also in that section. Depending on the end size of the group, this process may result in further groups being created if necessary to facilitate the scoring process.

14. The draft linear diagrams illustrate the proposed breakdown of vessel groups, but are not yet finalised pending feedback from this Consultation process and with various sector experts. This may result in changes to terminology or new groups being added in the future if necessary to represent craft not yet on the Register.

For example, consultation with an expert group from the Inland Waterways sector has resulted in a number of changes to the initial diagram for 'Cargo', reflecting the best way to assess the large number of narrow boats on the Register. The full range of these craft has now been simplified under three headings: 'powered', 'unpowered' and 'day boats'. The different types and classes will be analysed more closely as part of the scoring system, which takes the group rarity into account. Further dialogue is in place with the expert group to ensure that the narrow boats within these groups have been properly classified and also to consider other craft such as the number of barges in use on the inland waterways.

• Changes to the Scoring System

15. The original scoring system (see Appendix B) was based on the following considerations:

- Technological innovation
- Exemplary status – type and construction
- Exemplary status – function
- Aesthetic impact
- Historical associations with people and events
- Socio-economic association
- Percentage of original fabric
- Condition
- Age
- Scarcity of type
- Scarcity of function

Project variables

- Preservation strategy
- Project technology
- Project management

The project variables were developed later with the term 'preservation' being changed to 'conservation' to reflect all aspects of modern conservation planning and standards, and an additional project variable of outreach being introduced to encourage vessel owners to develop areas of access, re-generation, local community engagement and education. Feasibility was also considered, looking at issues of ownership, support, survey, condition and options for interpretation.

However, over time, problems emerged in using this initial scoring system with particular difficulties in assessing originality as a percentage, calculating scarcity and changes in vessel condition resulting in alterations to the scores which were not always reported at the time. Subsequently, the use of project variables was dropped with the result that not all vessel scores had been recorded based on the same parameters. Therefore, it was clear that any review of the NHF also had to include a review of the scoring system.

16. A revised scoring system (see Appendix B) has been developed which seeks to reduce the possibility for misinterpretation by introducing a simplified system focussing on the key elements of a vessel's significance as follows:

- Innovations (new ideas and techniques)
- Historical connections (people and events)
- Hull fabric / form of vessel – level of originality
- Condition
- Age (date of build)
- Rarity (based on numbers of other known vessels as identified within the group)

These elements constitute a core score for any registered vessel, allowing comparisons to be easily made between groups.

17. The new scoring system deals with the difficulty of assessing originality in terms of percentages by referring to the different conservation processes set down in the guidance publication *Conserving Historic Vessels*. It also differentiates between craft in operational use and those in static preservation, recognising both as valid forms of conservation which are likely to reflect wide variations in scores.

18. As different craft have different significant characteristics, these have also been reflected in the scoring system by creating the ability to add one or more 'specialist scores'. Two vessel groups have been assessed to date as case studies for this Consultation Report. The introduction of a specialist score in each of these groups allowed us to assess them in terms of technical merit (steam plant originality) for the 'luxury steam' group and service history (medal awards) for the 'rescue' group. The specialist score is critical in groups like these, enabling us to determine the hierarchy of vessels which otherwise might have very similar core scores.

A specialist score was also introduced for group age and rarity, allowing for a two-stage scoring process to be brought in. A vessel is assessed in terms of its age and rarity against other registered vessels, but is then also given a more refined score based on the age spread covered within the specific group, and the numbers of vessels identified of a similar kind. This allows a more in-depth analysis of age value, as well as removing the element of judgement in terms of rarity, as the vessel can now only be marked against the number of other known survivors.

19. Vessel scores are recorded in a formal report which gives the individual score for each category, plus a reason why this was allocated. This report is then submitted to the Registration Working Group for consideration, along with a vessel statement of significance (see below) where appropriate. Proposed changes to NHF status will take the form of a recommendation from the Registration Working Group, to be approved by the Director and Council of Experts.

● **Analysing Vessel Significance**

20. The guidance manual *Conserving Historic Vessels*, published by NHS-UK in 2010, sets out on pages 75-76 the framework for drafting a statement of significance under the following three headings:

- What is the vessel's ability to demonstrate history in her physical fabric?
- What are the vessel's associational links for which there is no physical evidence?
- How does the vessel's shape or form combine and contribute to her function?

As part of a vessel assessment process, those craft which score highest in their groups and can therefore be considered potential candidates for the NHF will have statements of significance drafted for them. The statement of significance is closely aligned to the revised scoring system, setting out information on the vessel's fabric, associational links or historical connections and her design or shape as a means of her function. Although the individual scores for each vessel are not published online, the statement of significance is included as part of the vessel record and should clearly reflect the scores, enabling readers to understand why a vessel merits inclusion in NHF.

21. In addition to becoming an integral part of the assessment and recording process for vessels with NHF status, statements of significance are being developed by NHS-UK in response to Heritage Lottery Fund applications for vessel conservation projects on which we are asked to provide feedback and also as part of our *War & the Sea* First World War commemoration project. Any vessel owner wishing to develop a statement of significance for his/her vessel outside of these initiatives is encouraged to draft an outline using the template provided in *Conserving Historic Vessels* and submit it to the staff at NHS-UK via info@nationalhistoricships.org.uk. This will then be reviewed by NHS-UK with any suggested amendments issued, before being published as part of the online vessel record.

Section Three: Review of the National Historic Fleet (NHF)

● **NHF status – what does this mean?**

22. The introduction to this Report sets out the basic criteria by which vessels are included on NHF, as well as the more detailed assessment process which leads to this recognition in status. However, it is clear from recent feedback that there are often misconceptions arising around NHF which this Report seeks to redress.

23. At the time of writing this Report, there are 212 vessels with NHF status. There is no maximum number assigned to NHF as vessels are given this status purely based on their significance. This will continue to be the case, with the number of vessels on NHF fluctuating according to changes made in line with the revised assessment methodology and ongoing review.

24. It is not a requirement that vessels have NHF status in order to receive grant aid, either from NHS-UK or from other funding bodies. When asked to advise on grant applications, NHS-UK will consider the significance of the craft amongst other factors and will highlight this in its response to the grant giving organisation. A vessel with strong regional links making a bid for a community based scheme is as

likely to receive NHS-UK support if the application demonstrates good conservation ethics, value for money, skills or educational training and clear sustainability, as one which has pre-eminent national significance and is a unique representative of its type.

25. Vessels on NHF are those which have been assessed as being the most significant representative of their kind and therefore merit high priority in terms of conservation. NHS-UK will offer support and advice to these craft as resources permit to a higher level, if necessary, than to registered vessels, but as an organisation is powerless to prevent their loss or destruction through any current statutory legislation.

26. There are some statutory powers that may offer protection for historic vessels in England: the ability to schedule or designate historic wreck sites, and occasionally to list vessels. Planning Policy Statement 5 (PPS5): *Planning for the Historic Environment* (English Heritage, March 2010) defines a heritage asset as being either a 'building, monument, site, place, area or landscape positively identified as having a degree of significance meriting consideration in planning decisions. Heritage assets are the valued components of the historic environment.'

Registered historic vessels that are now permanently fixed to the ground or another permanent structure may consequently fall within the definition of a building and therefore could be treated as non-designated heritage assets under PPS5 and the local development plan. Their heritage significance could therefore be a factor in planning decisions which directly affect them or their setting. NHS-UK therefore seeks to record registered historic vessels falling into this category in the relevant historic environment records so that their existence and significance is visible and understood.

Many registered historic vessels are highly mobile and still in use either commercially, or in private ownership. Other historic vessels are fixed and, as such, have been subject to legislation; examples being the scheduled *Harriett* (Gloucestershire), the listed *Cutty Sark* (Greenwich) and the protected wreck *Mary Rose* (Spithead).

Operations which are proposed in the intertidal area or that span the high tide mark may also be subject to a range of other statutory controls. These will be determined by the nature of the planned activity and its geographical location. In these cases, it is recommended that advice be sought from the Marine Management Organisation's Marine Consents Team to determine whether consent is required for proposed works affecting historic vessels.

27. To date, holding NHF status has not brought any further requirements to the owner than to those which have registered status. However, in order to fully implement the new assessment methodology and to ensure that vessel records are kept up to date, owners of NHF vessels will be asked to complete an annual return giving certain basic update information as well as confirming any works done to the vessel in the period since the last return, its condition and status of use. Vessels which fail to complete the annual return within the set timeframe will receive a warning and will then be removed from the Fleet until sufficient information is provided to make their continued assessment possible.

● Potential changes to NHF

28. No changes have been made to the status of vessels on the NHF since the *Year of the Registers* in 2011 as a decision was taken to freeze this process until the new assessment methodology had been introduced. However, after this consultation process is concluded and feedback has been implemented, changes will be made to the Fleet accordingly based on the new assessment criteria.

29. Vessels on NHF will be reassessed in their groups as part of an ongoing review. This will involve re-scoring each vessel using the new scoring system, developing a statement of significance if this is not already in place, and comparing the vessel merit against that of other craft in the same group. In view of new registrations, vessel losses or deterioration of fabric, plus conservation projects, it is inevitable that this process will result in a number of changes to the current composition of the NHF.

30. A process will be implemented to manage any changes to the status of vessels on NHF and amendments will only be made after due care and consideration, following these steps:

- A visit will be made to all vessels whose status is under consideration for change, whether this relates to promotion to or removal from NHF. The visit will ensure that the information given on the vessel report and in the statement of significance is accurate.
- Feedback from specialist groups or vessel experts will be taken into consideration wherever possible to ensure that they are in agreement with and support any changes being made to NHF.
- The vessel owner will be informed of the proposed change in status and the reasons for this, and given the opportunity to provide any information which might alter the decision.
- The vessel status will then be amended on the live Register with a note to the effect that this has been the outcome of an in-depth review of NHF.
- In cases where the vessel status has been amended, the vessel owner will be sent a new certificate to reflect the change.
- If an ensign or burgee has already been purchased for existing vessel status, where appropriate the vessel owner will be sent an equivalent flag, against return of the old, marking the new status free of charge.

● Vessels on the National Small Boat Register (NSBR)

31. In developing the new assessment methodology, NHS-UK has worked closely with the National Small Boat Register (NSBR) which runs in parallel to the NHS-UK Registers for vessels up to and including 33 feet in length overall. It has been agreed that vessels of this length on the NSBR which are of national significance and meet the 50 years age criterion should be considered for inclusion on NHF alongside similar vessels on the NRHV. Small vessels of sufficient significance to merit inclusion on the Fleet will remain registered on

the NSBR, but will also be included on the NRHV database. Only those vessels meeting all NRHV criteria except length and being of pre-eminent national significance will be considered in this way.

32. The new groupings for registered vessels set out in Appendix A have been developed in such a way that they also apply to all craft on the NSBR. This means that NSBR vessels will be assessed as part of any group under consideration by NHS-UK and, should they score sufficiently highly, will be assessed for Fleet status as set out above.

- **Applications for Fleet status**

33. Owners seeking a change in vessel status outside of the timetable set down in this review framework are able to make an application to NHS-UK to have their case considered. However, as vessels can only be assessed within their group, applications of this kind will result in a raised priority level for the particular group, rather than an individual vessel review. Applications will only change the group priority in this way if the owner is able to provide sufficient information to demonstrate that a re-assessment is necessary. A template for making an application of this kind, setting out the data required, can be found in Appendix C. Applications which fail to provide the necessary level of data or which do not comply with the template structure will be rejected on receipt and the owner notified accordingly.

- **Timetable for delivery of changes**

34. The review of NHF will be carried out by staff and members of the Registration Working Group as NHS-UK time and resources permit, with funding sought from external sources to help manage and speed up the process. A projected timetable for implementing changes resulting from the two case study groups and for ongoing review has been provided in Appendix D.

APPENDICES

APPENDIX A: VESSEL GROUPINGS

Appendix Ai). Category Definitions

CARGO

Vessels built for the transportation of goods

FIGHTING

Vessels built for use by the Services (Royal Navy / Royal Air Force / Royal Army Service Corps)

FISHING

Vessels built to catch or harvest marine life by a variety of methods

LEISURE

Vessels built for recreational purposes, not intended for any commercial use

PASSENGER

Vessels built for the carriage of fare-paying passengers or those carried on state craft

SERVICE

Vessels built to maintain, supply or assist larger craft

EXPERIMENTAL

Vessels built for testing, demonstrating or advertising new technology

RESEARCH

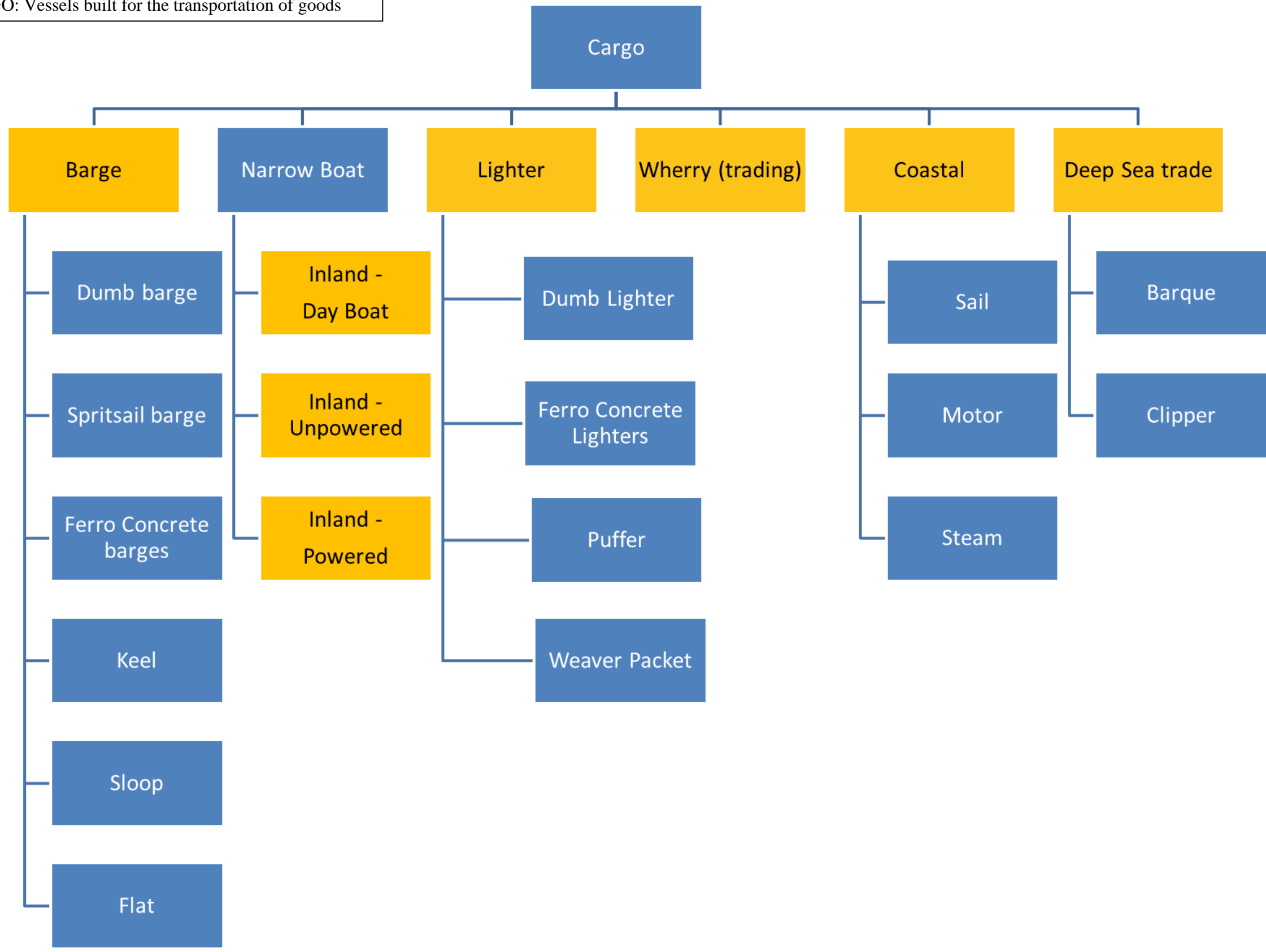
Vessels built to carry out research at sea

N.B. No chart has been included below for the categories of Experimental and Research as these form an individual group each with no further break-down due to the small number of vessels currently within each group.

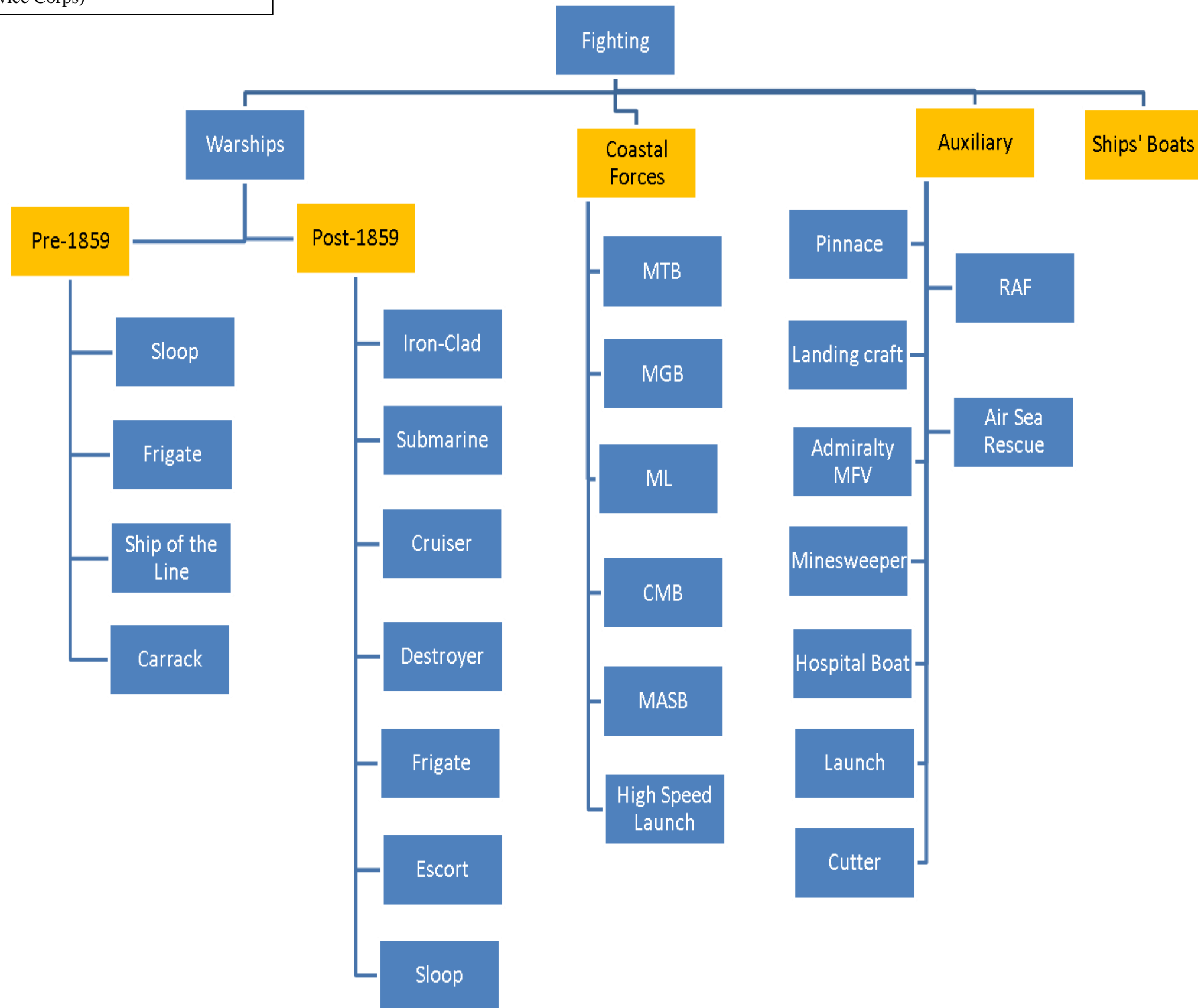
Proposed Overall Group Hierarchy
 Colour Key to Charts: Yellow = Group for Scoring, Blue = General Grouping



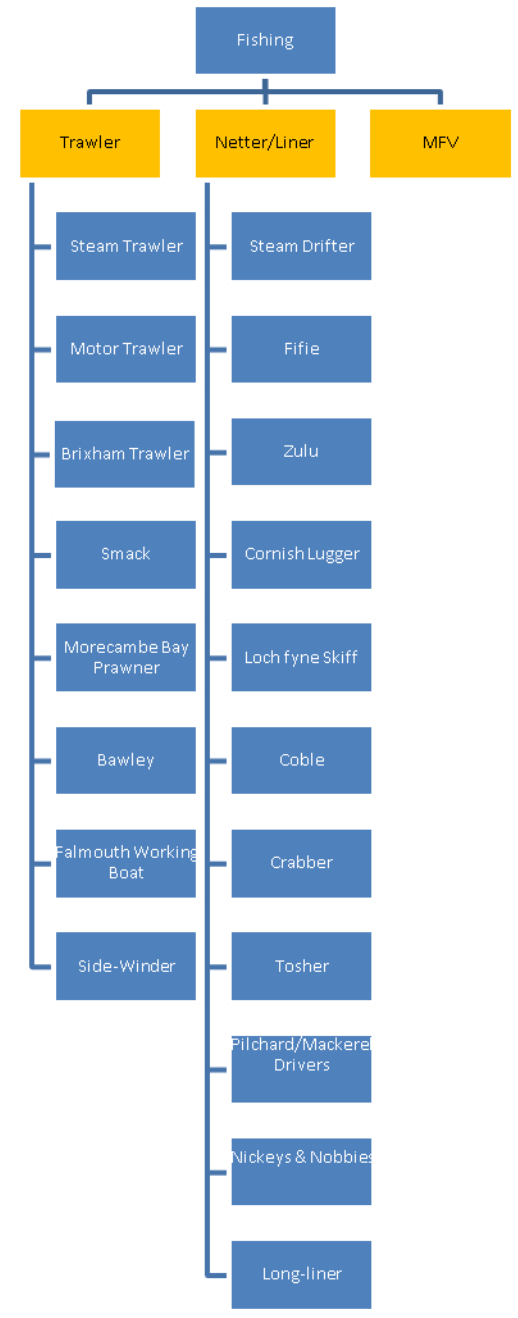
CARGO: Vessels built for the transportation of goods



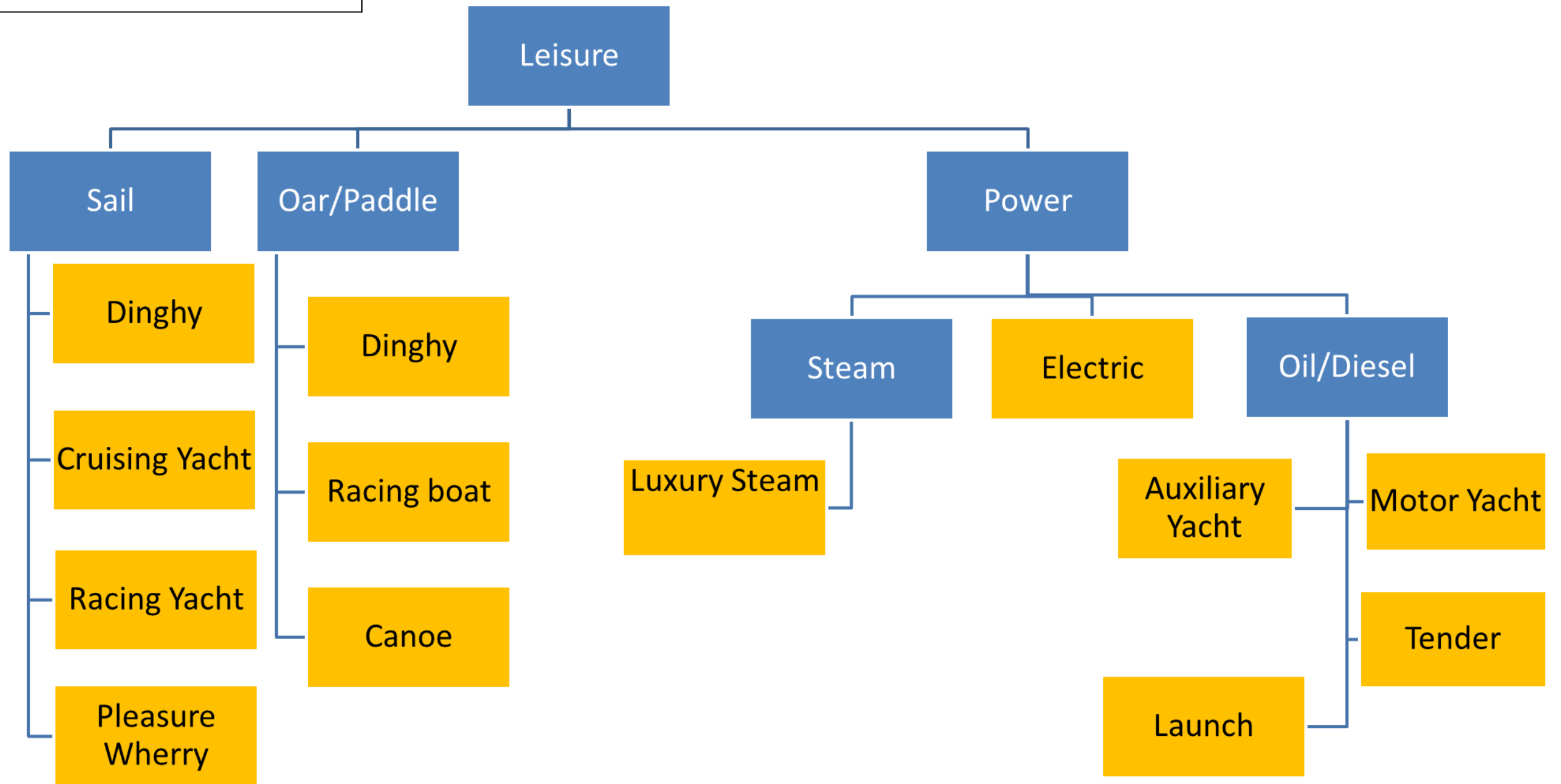
FIGHTING: Vessels built for use by the Services (Royal Navy / Royal Air Force / Royal Army Service Corps)



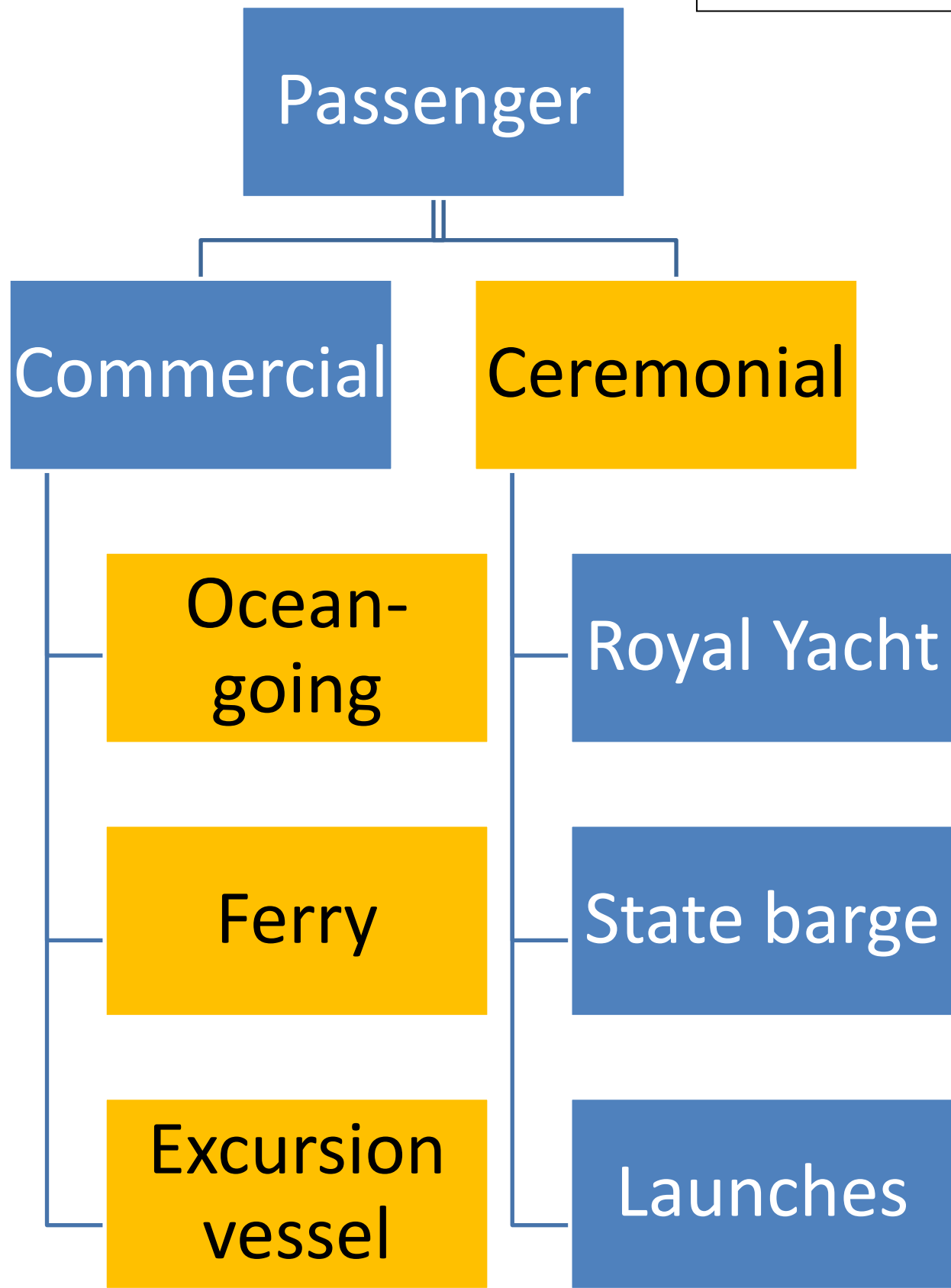
FISHING: Vessels built to catch or harvest marine life by a variety of methods



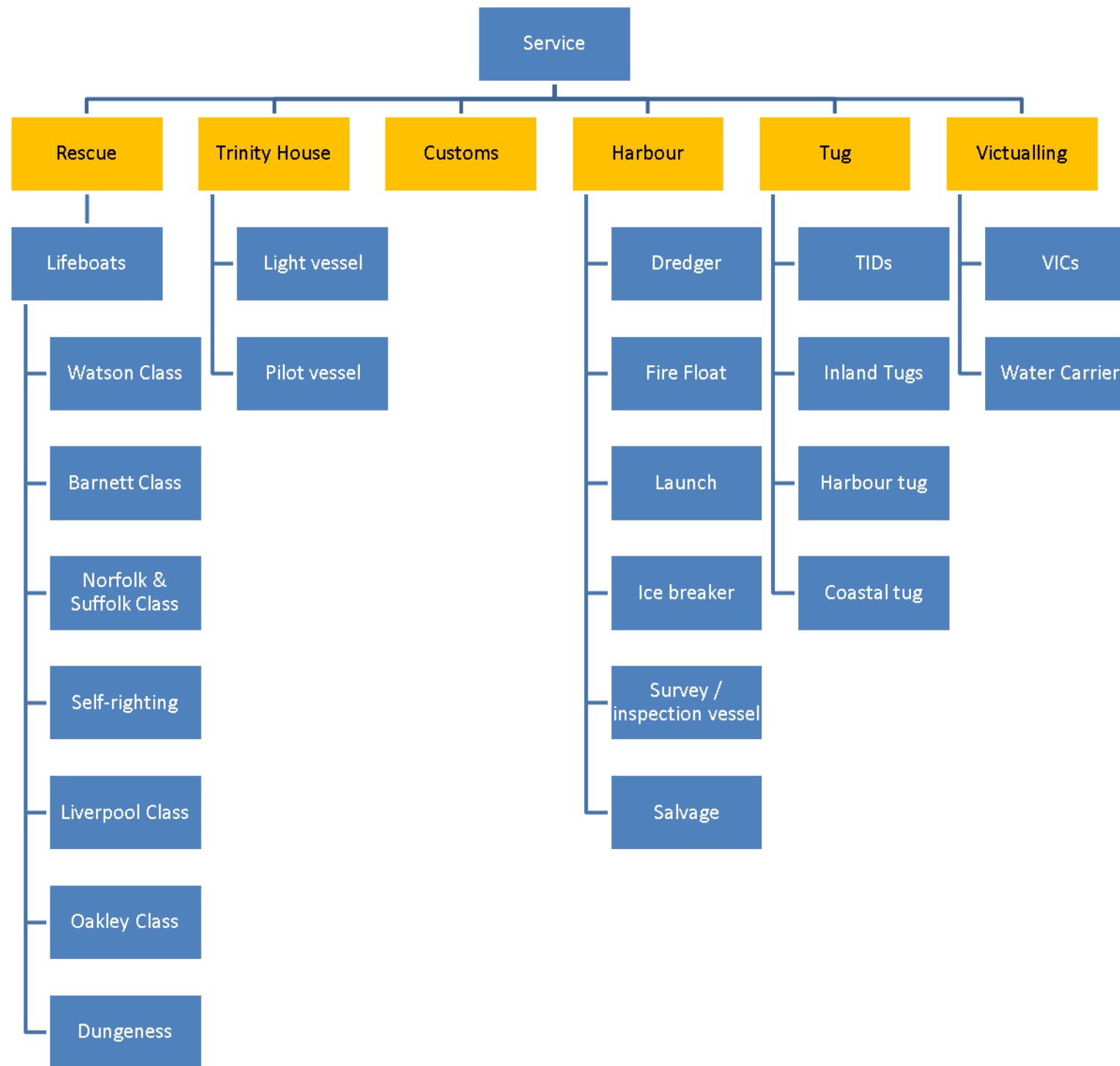
LEISURE: Vessels built for recreational purposes, not intended for any commercial use



PASSENGER: Vessels built for the carriage of fare-paying passengers or those carried on state craft



SERVICE: Vessels built to maintain, supply or assist larger craft



APPENDIX Bi: REVISED SCORING SYSTEM

CORE SCORE		Description	0	1	2	3	4	5
1	All vessels	Age (date of build)	Less than 50 years old (DNMC)	50-99 years old	100-149 years old	150-199 years old	200-249 years old	250+ years
2	All vessels	Innovations (new ideas and techniques)	Contains no design innovation of importance / built by unknown designer	Contains one important design innovation (plus 1 point for known builder or designer)	Contains two or more important design innovations (plus 1 point for known builder or designer)	Add one point for each named innovation (maximum 4 points) plus an additional point for known builder or designer		
3	All vessels	Historical associations (people, events and operational area)	No historical associations	Solely local significance	Solely regional significance	Regional significance with elements of national significance	National significance with elements of international significance (at least one rescue involving international shipping)	Clear international significance (e.g. took part in Dunkirk evacuation 1940)
4a	Vessels whose primary purpose is static preservation (afloat or ashore)	Level of originality (hull fabric / design features / vessel form / rig / internal and deck fittings)	No conservation principles applied / very little original fabric or features surviving	Vessel preserved / restored with introduction of considerable new materials	Vessel preserved / restored with substantial original fabric or features missing	Vessel preserved / restored with some loss of originality to all elements	Vessel preserved / restored with hull significantly intact but with some features missing or over-restored	Vessel preserved with exceptional originality of fabric and key features of form and function intact
5a	Vessels whose primary purpose is static preservation (afloat or ashore)	Condition	Significant problems, fabric in extremely poor condition or status unknown	Fabric in poor condition and declining	Unsatisfactory, fabric being inappropriately preserved or unstable	Visible improvement in condition or vessel stabilised, but with limited controls in place	Satisfactory, with any minor changes under control and monitored	Optimal - vessel stabilised and regularly monitored in appropriate environmental conditions
4b	Vessels whose primary purpose is operational use	Level of originality (hull fabric / design features / vessel form / rig / internal and deck fittings)	No conservation principles applied / little original material surviving	Significant reconstruction, adaptation or maintenance work which doesn't use like-for-like materials or changes vessel appearance	Extreme reconstruction applied using conservation principles	Major reconstruction / adaptation resulting in loss of key features or new material out-weighting old	Reconstruction or adaptation where key features have been accurately and sympathetically replicated using like-for-like materials, without impact to form or function	All key features of form and function intact: no reconstructive work carried out other than maintenance / minor reconstruction or restoration work resulting in minimal introduction of new materials
5b	Vessels whose primary purpose is operational use	Condition	Very poor and deteriorating condition, or status unknown	Significant localised problems	Vessel in need of repairs / significant re-fit / no maintenance policy	Vessel in good or stabilised condition / regular maintenance	Condition very good / any localised problems do not prevent operation / annual maintenance plan in place.	Condition excellent and 5 year+ maintenance plan in place.
6	All vessels	Rarity (based on numbers of other known vessels identified in overall batch)	100 plus	51-100 surviving examples	11-50 surviving examples	6-10 surviving examples	2-5 surviving examples	Unique survivor

APPENDIX Bii). SAMPLE SPECIALIST SCORES – RESCUE & LUXURY STEAM GROUPS

SPECIALIST SCORE - RESCUE BATCH		Description	0	1	2	3	4	5
1	<i>Rescue</i>	Vessel service record / lives saved in service (excluding Dunkirk)	Less than 50 lives saved	50-99 lives saved, no medal service	100-199 lives saved and/or bronze medal service	200-299 lives saved and/or silver medal service	300-499 lives saved and/or gold medal service	500+ lives saved and / or multiple gold medal service
2	<i>Rescue</i>	Age (based on age variants in top batch)	1960 onwards	1946-1959	1919-1945	1903-1918	1853-1902	1802-1852
3	<i>Rescue</i>	Rarity (based on numbers under consideration in top batch, calculated by type - twins, single, pulling/sailing)	10+ surviving examples	7-9 surviving examples	4-6 surviving examples	2-3 surviving examples	One off craft either RNLI or private build	Unique survivor of several built

SPECIALIST SCORE - LUXURY STEAM BATCH		Description	0	1	2	3	4	5
1	<i>Luxury steam</i>	Technical merit	Steam plant no longer fitted	Modern or replica steam plant fitted	Historic steam plant fitted but not the same as original	Original engine fitted with modern boiler	Original engine fitted with historically accurate boiler	Entirely original steam plant fitted
2	<i>Luxury steam</i>	Age (based on age variants in top batch)	1900-1909	1890-1899	1880-1889	1870-1879	1860-1869	1850-1859
3	<i>Luxury steam</i>	Rarity (based on numbers under consideration in top batch, calculated by type/hull material)	13+ surviving examples	8-12 surviving examples	5-7 surviving examples	3-4 surviving examples	2 surviving examples	Unique survivor

APPENDIX Biii). PREVIOUS SCORING SYSTEM

SCORE vessels		0	1	2	3	4	5
1	Technological innovation	contains no design innovation of importance	contains one important design innovation	contains two or more important design innovations	add one point for identification of the designer of each named innovation (up to 4 additional points)		
2	Exemplary status – type and construction	very poor exemplar – type and construction	poor exemplar – type and construction	poor exemplar – type or construction	mediocre exemplar – type and construction	good exemplar – type or construction	good exemplar – type and construction
3	Exemplary status – function	very poor exemplar of functional category	poor exemplar of functional category		mediocre exemplar of functional category		good example of functional category
4	Aesthetic impact	no aesthetic appeal	no appeal to popular imagination; no design content	weak popular appeal; no design content	considerable popular appeal; no design content	high popular appeal; some design content	high art/design content
5	Historical associations with people and events	no historical associations	solely local significance	solely regional significance	regional significance with elements of national significance	national significance with elements of international significance	clear international significance
6	Socio-economic association	no socio-economic associations	solely local significance	solely regional significance	regional significance with elements of national significance	national significance with elements of international significance	clear international significance
7.	Percentage of originality of the fabric of vessel, (hull & internal fittings)with reference to the end of her normal working life	<5%	<21%	21 – 40%	41 – 60%	61 – 80%	81 – 100%

SCORE vessels		0	1	2	3	4	5
8.	Condition	Integrity now being lost	Serious cause for concern over future integrity of vessel	some cause for concern	reasonably stable condition	condition suggests a secure future for the vessel	very good condition with regards to strength, infestation and care of fabric
9.	Age (date of build)		50-99 years old	100-149 years old	150-199 years old	200-249 years old	250+
10.	Scarcity of vessel type	100 plus	51 – 100 surviving examples	11 – 50 surviving examples	6 – 10 surviving examples	2 – 5 surviving examples	unique survivor
11.	Scarcity of vessel by function	100 plus	51 – 100 surviving examples	11 – 50 surviving examples	6 – 10 surviving examples	2 – 5 surviving examples	unique survivor

APPENDIX C: Applying for National Historic Fleet (NHF) status

This guidance note is intended to provide additional information for owners of vessels on the National Register of Historic Vessels (NRHV) or the National Small Boat Register (NSBR) wishing to have their vessel assessed for NHF status. In order for the NHS-UK registration team to assess your vessel fully, we require a certain level of data which, if not provided, will result in your application being returned with a request for further particulars.

Please note that owners of vessels on the Fleet are asked to provide regular updates, particularly on condition and any conservation work carried out. If this information is not forthcoming when requested within a set time period, NHS-UK reserves the right to remove a vessel from the active Fleet list.

Owners or vessel custodians should ensure that the vessel meets at least one of the following criteria before submitting an application for Fleet status:

- Has significant design innovations
- Has significant historical associations
- Is a very early or rare example of its type
- Has a high level of originality with minimal introduction of new materials and key features of form and function intact

You will be asked to provide details on what condition your vessel is in, whether it is stabilised and regularly monitored or whether a full maintenance plan is in place.

In addition, the following should apply:

- Vessel has been on the NRHV or NSBR for 6 months or over and meets age criterion of being 50 years old
- Vessel is in UK waters
- Vessel is not currently undergoing conservation work*

* Conservation is defined as works relating to the processes of preservation, restoration, reconstruction or adaptation as follows:

- Adaptation – modifying a vessel to suit a proposed new use
- Preservation – works carried out to keep the fabric of a vessel as far as possible in its existing state to retard deterioration
- Restoration – returning the existing fabric to a known earlier state by removing additions or re-assembling components with minimal introduction of new material
- Reconstruction – returning the fabric to a known earlier state by the introduction of new material

These processes are distinct from maintenance, which is defined as being the continuous protective care of the fabric of a vessel.

All information requested in this guidance must be supplied to the owner's best ability. Remember, the more relevant details you provide, the more accurate our assessment will be.

Please ensure that your application covers the headings listed below and email your submission to: info@nationalhistoricships.org.uk. You will receive an acknowledgment within ten working days.

Vessel Type, Age and Rarity

Look at the vessel grouping diagrams to check which category your vessel sits within (e.g. cargo, leisure, passenger, fishing, experimental, research, fighting, service). When you have identified the relevant category for your vessel, use the advanced search at: http://www.nationalhistoricships.org.uk/advanced_search.php to find other similar craft which will be assessed against yours.

Is your vessel one of many of its kind? If so, is it a particularly early example or does it have unusual features illustrating its function which have not survived on others? N.B. If your vessel is not one of the oldest examples in the group and does not exhibit any characteristics which the others do not feature, it is unlikely to be a candidate for Fleet status.

Vessel Design

Does your vessel have any particular new ideas or innovations in its design? Is it a prototype for its class? Tell us what makes your vessel significant in terms of design and, if you know, who was responsible for creating that feature (e.g. name of builder or designer).

Historical Associations

Explain any historical associations your vessel may have in terms of people and events. If these were reported in a newspaper, would you expect them to make regional, national or international news? What historical setting did your vessel work or operate in? Is it now displayed or operating in the same setting? Does it have any links to a particular region or area as a result?

Operational use or Fabric Preservation?

Is your vessel currently in operational use or is the main priority fabric preservation (stored or displayed afloat or out the water)? Is this the long-term goal in terms of primary use?

N.B. Please note that if your vessel is undergoing conservation work, we will not make any changes to its status until this has been completed as this may affect its overall significance.

What is the level of originality?

Describe the level of originality in the key features of your vessel (e.g. its hull fabric, any design features listed above, its overall form, internal layout, the rig and any internal or deck fittings). What changes have been made to the vessel and were these during its working life or as a result of subsequent change of use or conservation?

Read about the different conservation processes as set out in the NHS-UK guidance manual '*Conserving Historic Vessels*'. Which process best describes the approach you have taken to the long-term future of your vessel?

If fabric preservation is your priority, has the vessel been preserved with hull and/or key features substantially intact? If some original elements have been lost, try to estimate the percentage. If restoration work has been carried out, has this resulted in the introduction of much new material?

If the vessel remains in operational use, does it retain all its key features? Have any of these had to be replicated or replaced and if so, has this been done using like-for-like materials? Has any reconstruction work been carried out and if so, try to estimate how much new material has been added as a result. Do the new features or materials out-weigh the old? Has your vessel been adapted in any way to meet operational or MCA requirements?

Remember, all National Historic Fleet vessels will be visited by a member of the NHS-UK team before any change to status is implemented and, if the information provided is found to be inaccurate or other to that indicated on the application, the vessel status will remain unchanged.

Vessel Condition

Is your vessel in good, stabilised or declining condition? Does it need repairs or a level of conservation work? If it is stabilised with fabric preservation a priority, what measures have been taken to monitor its condition and what environmental controls have been put in place? If the vessel is in operational use, what is the maintenance approach? Do you have a written maintenance plan in place and what timeframe does this cover?

If your vessel is accepted for NHF status, you will be required to provide continued information on monitoring and maintenance as part of your annual return. This can take the form of a written report, updated maintenance plan or MCA survey.

Special Features

Are there any unique characteristics relating to the type of vessel you own which have not been detailed above? (e.g. specialist equipment, propulsion or fittings). If so, please provide further information and explain whether these survive on your craft and if so, to what level they have been retained.

Statement of Significance

We ask that a draft Statement of Significance accompanies your application for Fleet status in order to summarise the information provided above and help us determine whether your vessel meets the criteria. NHS-UK will review the draft Statement and

send back any recommended changes. Once a Statement has been formally approved, it will be published on the online vessel record, regardless of any change to vessel status.

Owners of registered craft are encouraged to draft a Statement of Significance for their vessel at any time and particularly to accompany applications to the Heritage Lottery Fund or other grant giving bodies. These can be submitted to NHS-UK for consideration separately to any application for Fleet status and should be emailed to: info@nationalhistoricships.org.uk.

Understanding Significance:

The significance of an historic vessel is a property of what the vessel means for society (i.e. its heritage, non-monetary, value). Although the significance of a vessel is based on its material characteristics, other considerations apply.

A Statement of Significance is a formal document that sets out the heritage merits of a vessel based on an objective assessment and understanding of its cultural interests and qualities.

Conservation of an historic vessel is taken to be the process of managing change in ways that will best sustain the vessel's value, and which recognises opportunities to reveal and reinforce those values. The cultural heritage values of an historic vessel combine to indicate its *significance*.

The *significance* of an historic vessel may be expressed as the combination of its cultural values. These values may be historical, aesthetic, scientific, political, cultural, social or spiritual values for past, present or future generations. Ships and boats may have a range of economic significances for different individuals or groups at different times. Significance is embodied in the vessel itself, as a combination of its fabric, purpose, use, association, meanings, records, related vessels and places.

Cultural value of historic vessels has many aspects, including its potential to yield primary information about past activity (termed evidential value, which includes archaeological value), the ways in which it can provide direct links to past people, events and aspects of life (historical value), the ways in which people respond to a vessel through intellectual experience of it (aesthetic value, which includes architectural value) and its relevance to past or present groups (communal value). In addition, a vessel may provide wider benefits as an educational, recreational, and economic resource (instrumental values).

Further reading

National Historic Ships, 2010, *Conserving Historic Vessels*, London

English Heritage, 2008, *Conservation Principles, Policies and Guidance*, London

Assessing significance – a quick guide:

1. A vessel's significance should be the principal guide to the conservation route adopted and the decisions taken on her future use and management.
2. Significance should be assessed broadly (objectively), recognising the importance of a vessel to different groups of people [over time] (and acknowledging different points of view).
3. If significance is ranked in order of perceived importance, it does not mean that aspects judged to be of lesser significance should automatically be neglected or removed.
4. A vessel of any age is likely to be the product of changing phases, not just her original design. All periods of her life should be carefully assessed for their significance.
5. If there is very little left of the vessel 'as built' to conserve and the value of later phases is not properly recognised, unnecessary reconstruction (may) follow.

Drafting a statement of significance:

The statement of significance should be expressed in the following format as per the details given in Chapter 4 of *Conserving Historic Vessels*:

***Vessel name* – Statement of Significance**

1. What is the vessel's ability to demonstrate history in her physical fabric?
Evidence for designs, functions, techniques, processes, styles, customs and habits or uses and associations in relation to events and people. How early, intact or rare these features are may impact on significance.

2. What are the vessel's associational links for which there is no physical evidence?
Associations with people or places. Off-ship research.

3. How does the vessel's shape or form combine and contribute to her function?
Overall aesthetic impact of the vessel, her lines, material she was built from and her setting. Does she remain in her working environment?

Sources:

Details of the sources used to compile this statement

Author:

Name of the author and date of drafting.

Checklist

Before submitting your application for change of vessel status, please ensure that you have provided the following data or your submission will be returned to you by the NHS-UK team:

Information	Yes/No
Vessel has been on NRHV for 6 months or over	
Vessel is not currently undergoing conservation work	
Vessel is based in UK waters	
Vessel category has been identified from the grouping diagrams	
Assessment included showing vessel age / rarity in comparison to other craft in this group	
Information included on any vessel design features / innovations	
Information included on historical associations with people/events/places	
Statement indicating whether operational use or fabric preservation is the current and/or long-term priority	
Assessment of originality included	
Condition report included (plus maintenance plan, monitoring observations or MCA survey as appropriate)	
Information on any special features included	
Draft statement of significance included	

APPENDIX D: Timetable for implementation of Review and Subsequent changes

2014

Monday 24 March – Publication of Consultation Report

Monday 24 March – Monday 7 July – Consultation Period

12 noon on Monday 7 July – Deadline for responses to consultation

Monday 4 August – Monday 29 September – Collation of responses

Wednesday 1 October – Publication of Summary of Responses

Monday 3 November – Tuesday 31 March – Publication and implementation of changes resulting from case study ‘luxury steam’ and ‘rescue’ groups

Wednesday 1 April onwards – Review of further vessel groups starting with ‘Trawler’ group / open for applications for change in NHF status*

*Please note that an acknowledgment will be sent to all applications received for change in status within 10 working days and the owner informed of the likely timescale for assessment of the relevant vessel group. However, groups will be considered in order of priority and as time/funding permits, so it is not possible at this stage to give the dates when each vessel group will come under review.