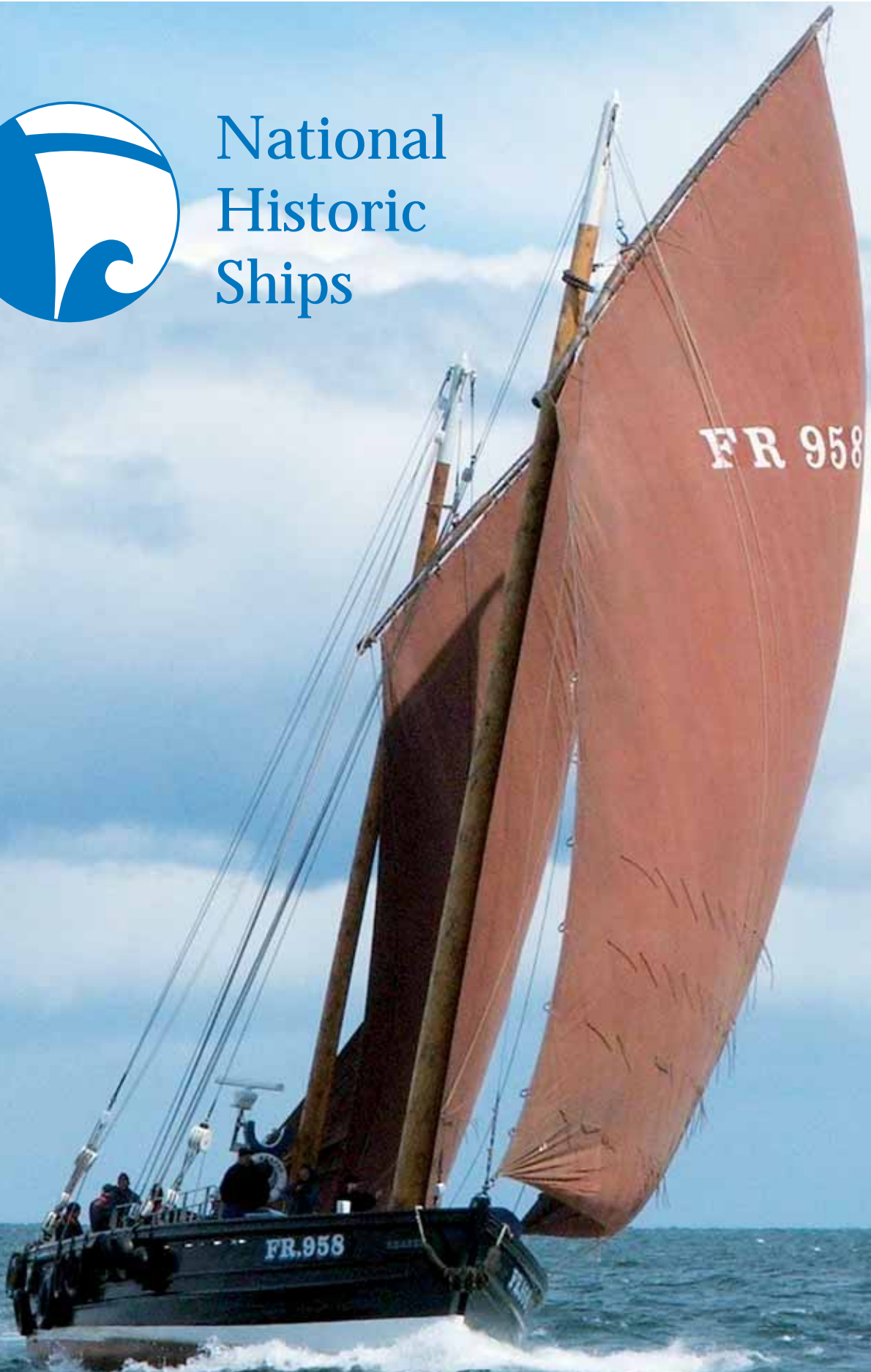




National  
Historic  
Ships



# First Annual Report

*April 2006 - March 2007*

Funded by





*Kent*  
Steaming on the Medway

Front Cover: The Scottish Fisheries Museum's "fifie" herring drifter *Reaper* under sail in the Moray Firth  
(photo courtesy of Malcolm Bremner)

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**HMS *Caroline***

The subject of an early visit and subsequent advice  
on plans to redevelop her accommodation



# Foreword

In reviewing the first year of National Historic Ships, it is clear how significant the work of the Advisory Committee and its staff has become within a very short period of time. The National Register of Historic Vessels (NRHV) remains at the heart of what we do. However, the Committee has made the greatest impact through the leadership role envisaged when the Advisory Committee on National Historic Ships (ACNHS) was first mooted.

The need for such direction came to the fore in February 2006 (the period leading up to the formal establishment of the Committee) when the Warship Preservation Trust in Birkenhead went into voluntary liquidation. Decisive intervention prevented the immediate destruction of this significant collection of ships, secured time to find solutions, and achieved good working relationships with all the organisations involved. This early demonstration that the new Committee can be a dynamic and positive influence on difficult issues has laid the ground for how National Historic Ships will continue to work. The 'Highlights' section of this report set out examples of the initiatives we have taken, showing what can be done by using our limited resources in focused ways.

The support of our sponsors, the Department for Culture, Media and Sport (DCMS) has been vital, as has that of the National Maritime Museum which hosts us by giving office accommodation, staff assistance and particularly by administering the funding made over to us by DCMS. Without this commitment from both bodies, the Committee would not have been able to roll out initiatives which are already having an impact on historic vessels throughout the UK.

A prime element in this programme is the new Strategic Development Fund through which grant aid is being channelled to support activities relating to the preservation of historic vessels and to promote good practice. Launched in January 2007, the Fund has provided the resources for sustainability grants for ships, as well as conference and training bursaries. Up to 31<sup>st</sup> March 2007 £29,410 was awarded, comprising grants to 20 individuals and small trusts, all of which have experienced difficulties in finding external funding sources. The Fund has also been used to target exemplar schemes, from which wider lessons across the whole historic ships sector can be learned, and support key initiatives such as a maritime skills and infrastructure audit, and the production of definitive guidelines for conserving historic vessels, planned for publication in 2008. Although demand continues to outstrip the monies available, this programme is demonstrating how relatively small grants, carefully distributed, can raise the morale of historic vessel owners and make a tangible difference to the vessels in their care. Details of these initiatives are set out later in this report.

One key role set down by DCMS is that of advising grant giving bodies such as the Heritage Lottery Fund on grant applications and providing pre-application advice to potential applicants. This aspect of our work has brought learning curves for all parties. Timing is crucial if we are to give appropriate and

effective advice, and where this has happened we have added real value to the enterprises concerned. However, all involved have something to learn from the advice we gave on the Cutty Sark project where our conclusions (which were clear on the importance of conserving and presenting this Core Collection ship for public benefit, but which questioned the methodology to be employed to achieve this) challenged the decision-making timetable. To avoid similar problems, we are placing great emphasis on pre-application advice, and the importance of grant bodies bringing us in at an early stage in order to ensure that there is time during the assessment period to give constructive comments on project applications.

Looking ahead to the coming year, the challenges are twofold. The first is to ensure that the ambitious programme set out in this report is sustained. The second is to secure funding for the Committee and its work beyond 2008 and we are already in discussions with DCMS on the way forward. We are acutely aware of the constraints which the government's Comprehensive Spending Review will have on investment across the DCMS remit. As a new body, it was impossible to predict accurately what the demands on our services would be, and therefore the resources we would need to respond to the sector's needs. This first year has shown how effective we can be, but it has also shown that the Committee, staff, and other resources are overstretched due to the pressure from the demand for everyday support and advice to the sector and the strategic work which we are doing. The impact in the coming year will be masked by our being able to carry over monies from the first year of operation due to careful management and the Committee being formed later than planned. However the Committee's capacity to continue our strategic role of developing initiatives such as: making historic vessels an integral part of the 2012 Cultural Olympics programme; expanding our website as a major communications tool; working proactively in the Home Countries and English regions; and delivering the level of advice now being sought from across the sector, will be severely constrained without additional resources.

Our first year has been exciting and energising. We believe that the 'seascape' within which historic ships find themselves has been altered and significantly enhanced by the way in which National Historic Ships has responded to its remit and the initiatives which it has taken. We have created an open, listening and dynamic organisation which is bringing tangible benefits to DCMS as the sponsoring department, to the organisations to which we give advice and, of greatest importance, to the historic ships which lie at the very heart of what we do. We are looking forward to the challenges of the coming years, and to working to ensure that historic ships are valued and enjoyed by all throughout the United Kingdom.

Robert Prescott,  
*Chairman, Advisory Committee on National Historic Ships*

Martyn Heighton,  
*Director & Secretary to the Advisory Committee*



***Branksome***

One of the many elegant steam yachts in the Windermere Steamboat Museum acquired for the nation by Lakeland Arts Trust following advice given by National Historic Ships to the National Heritage Memorial Fund (NHMF)

# Setting the scene

## Committee remit

The Advisory Committee on National Historic Ships (ACNHS) was set up by DCMS in July 2006. Its remit covers the whole of the United Kingdom with members nominated from the devolved administrations in Northern Ireland, Scotland and Wales. Staff are based in Greenwich with the director also working from his office in Bristol. The Committee would like to record its appreciation of the support received from the National Maritime Museum, which provides office accommodation in Greenwich, finance management support, Human Resources services and IT services through a Service Level Agreement

## The Committee's terms of reference are:

1. To act as the primary source of advice to the Secretary of State on national historic ship preservation and funding priorities.
2. To act as a source of advice to the Heritage Lottery Fund on preservation priorities and individual applications it receives to fund historic ships, and to other public funding bodies.
3. To provide the leadership and strategic vision across the national historic ships community and wider maritime sector by acting as a focus for advice on aspects of the preservation of historic vessels.

The Committee will not advise on issues relating to historic wrecks, which fall within the remit of the Advisory Committee on Historic Wreck Sites.

4. In order to fulfil this remit, the Committee will:
  - Encourage an awareness and understanding of the through-life costs of restoring and maintaining historic vessels;
  - Raise awareness among trusts and owners about good practice and fund-raising opportunities;
  - Provide guidance to trusts and owners about business planning, interpretation and educational programmes, to make ships become more self-sustaining and attractive to new audiences;
  - Develop and promote professional standards of good practice for the conservation and restoration of historic vessels;
  - Promote the availability and standard of ship and boat conservation skills and training, and sharing experience and expertise across the sector;



- Encourage better awareness of the importance of skills to enable preservation, and promote opportunities for people to develop and maintain traditional ship building and repairing skills;
  - Liaise with universities and others in the UK and abroad on the development of innovative techniques for the conservation of historic vessels, and facilitate access to independent peer review of conservation techniques;
  - Advise on documentation and recording techniques in cases where vessels are beyond physical and economic preservation;
  - Promote greater awareness of historic ship conservation and its benefits within government and to other organisations;
  - Monitor the state of the UK's historic vessels and evaluate the impact of current funding and policies.
5. The Committee will take over from the former National Historic Ships Committee the maintenance and development of the National Register of Historic Vessels and the development and monitoring of an 'At Risk' Register. This will provide an authoritative database of the historic fleet, which will enable the Committee to fulfil its terms of reference.
6. The Committee will also make recommendations to DCMS on the use of a revenue challenge fund by third parties to support activities relating to the preservation of historic vessels.

# Priorities and targets

The targets which the Advisory Committee have identified relate strongly to the Department for Culture, Media and Sport's (DCMS) declared targets and priorities, and the priorities of the Heritage Lottery Fund.

## DCMS priorities and targets are:

- Children and Young People – improving access
- Communities - increasing and broadening impact, and improving the places where people live
- The Economy – maximising the contributions of the tourism, creative and leisure industries
- Delivery of Services – developing efficiency and partnership working
- The Olympics – hosting an inspirational, safe and inclusive Games which delivers a sustainable legacy

## Heritage Lottery Fund priorities are:

- To conserve and enhance our diverse heritage
- To encourage more people to be involved in and make decisions about their heritage
- To make sure that everyone can learn about, have access to and enjoy their heritage

## National Historic Ships has responded to these priorities and targets by:

- Setting up the Strategic Development Fund which supports projects which deliver sustainable futures for historic vessels, furthers access and participation, develops conservation services and skills, supports training, and encourages excellence
- Giving advice and support on the development of sustainable plans for historic vessels as heritage assets and viable operating businesses
- Initiating a database of the infrastructure, skills and services available to support historic vessels which will be published on the National Historic Ships website
- Assisting museums, trusts and individuals owning historic vessels to develop partnership working
- Giving expert advice to both applicants and grant awarding bodies in the development and assessment of grant applications
- Promoting historic vessels as an integral part of the culture programme leading up to and during the Olympic Games, and the legacies which can flow from that programme



*Spider T*

Recipient of a Sustainability Grant towards the cost of a new suit of sails



***Ibis***

One of the 31 vessels welcomed to the National Register of Historic Vessels (NRHV) during the year.

# The year at a glance

A great deal has happened since the Advisory Committee sat down to its first meeting in July 2006. This summary gives a flavour of the range of activities undertaken over 2006-2007 and sets the scene for the more detailed descriptions laid out in the rest of the report.

The working year has been a mix of deliberate actions resulting from decisions taken by the Committee and staff, and responding flexibly and effectively to situations which have arisen within the historic ships sector. Beginning a little before the Advisory Committee was formally established, this year has seen:

- An immediate and effective response to the demise of the Warship Trust in Birkenhead
- Timely intervention in the future of the clipper ship *City of Adelaide*, working closely with Historic Scotland to find an acceptable solution to the proposals for her demolition
- New life being breathed by National Historic Ships into the project to give HMS *Unicorn* a secure future
- The development of a new source of grant aid through the Strategic Development Fund with a grant stream from DCMS of £160,000 over 2 years. By March 31st 2007, £29,410 had been disbursed supporting a wide range of vessel repairs and improvements projects, as well as attendance at key conferences and training courses by vessel owners
- General case work covering issues for some 15 vessels listed on the National Register of Historic Vessels
- The initial work for three important publications over the coming year under the umbrella title *Understanding Historic Vessels*
- Laying the groundwork for a range of initiatives in 2007-2008
- Meeting vessel owners at Forums on the south coast and in Scotland
- Attending or speaking at 8 conferences and national meetings
- Making submissions on 7 consultation papers from bodies including the House of Parliament Select Committee on Heritage, The Heritage Lottery Fund, and the Scottish Executive
- Undertaking team visits to 28 vessels with a further 30 visits to vessels and 10 visits to sites by individual members of staff and the Committee
- Advising the Heritage Lottery Fund, the Prism Fund, and other grant giving bodies on applications from historic vessels
- Advising DCMS on matters relating to historic vessels
- Maintaining and developing the systems handed on from the former National Historic Ships Committee including the National Register of Historic Vessels, the Vessels At Risk Register, and the website



# Highlights of 2006-2007

## National Historic Ships Forum

### Merchants' House, Glasgow, 11<sup>th</sup> September 2006

In order to raise awareness of National Historic Ships amongst vessel owners, the Committee has undertaken to host at least two regional Forums per annum. The first of these was held as part of a vessel visit to the Solent area in July 2006 (see below for further details). The second was held in Glasgow in conjunction with the 2<sup>nd</sup> Meeting of the Advisory Committee and was particularly well attended, with over 25 participants including private boat owners and representatives from the following key institutions:

Scottish Maritime Museum  
Loch Lomond Steamship Company  
Heritage Lottery Fund  
Scottish Fisheries Museum  
Historic Scotland  
Royal Yacht *Britannia*  
Unicorn Preservation Society  
Clyde Maritime Trust Ltd  
Dundee Heritage Trust

This Forum provided an opportunity to explain fully the remit of the Advisory Committee, specifically in relation to the Scottish Executive and the need for a structured system for capital funding of historic vessels. Suggestions were welcomed by National Historic Ships on how the Strategic Development Fund could be most usefully distributed and concerns were expressed about the need to support *Unicorn*, a vessel of enormous significance given that the Georgian Navy fabric of this ship remains almost entirely intact from her launch in 1824. The issue of establishing a safe depository for ships awaiting restoration was discussed, and it was proposed that a suitable organisation be formed to hold vessels until funding could be found for restoration or new owners emerged.

The following primary concerns were discussed during the Forum:

- Sustainable business development is essential for the survival of larger vessels
- The possible role for a Scottish association
- The enormity of differences in needs and support for the large trust and the private owner
- Can Scotland support all its historic ships?
- The need to attract young people to take an active interest in historic vessels

The Committee look forward to holding other similarly positive meetings in Scotland in the future.

## **Royal Institute of Naval Architects: Historic Ships Conference 21<sup>st</sup> -22<sup>nd</sup> February 2007, London**

National Historic Ships fielded a strong presence at this conference, with Martyn Heighton speaking on 'National Historic Ships: New Challenges, New Horizons' and chairing one of the other sessions during the day. Robert Prescott presided over a working session and participated in presenting the paper on 'Dismantling the *Medway Queen*'. Committee member, John Robinson, brought an international flavour to events with his paper entitled 'Let's pull together!: co-operation across Europe in preserving and maintaining our historic fleet'.

Recognising the benefits for vessel owners which such conferences can bring, National Historic Ships grant aided six places for representatives from the following organisations/preservation projects:

- ss Robin* (Core Collection)
- Massey Shaw* (Designated Vessel)
- Windermere Steam Boat Collection
- Lydia Eva* (Core Collection)
- Pilgrim* (Designated Vessel)
- TID 164* (Designated Vessel)

National Historic Ships received very positive feedback from the delegates attending as a result of the Committee's conference bursaries. The grant provided to the Windermere Steam Boat Collection had the added benefit of triggering an additional grant from another organisation. All the attendees reported that it had been an invaluable learning experience.

## **Visiting vessels and meeting owners and interested parties on the Solent, July 2006**

In order to maintain contact with vessel owners, the team undertakes regular visits to vessels on the NRHV to update their details, monitor any changes and maintain direct contact with as many owners as possible.

In early July 2006, Martyn Heighton, Simon Stephens and Eric Kentley visited the south coast, viewing *Corrie*, the Fife yacht on the Core Collection, sitting like a jewel in Gosport marina. The owner has not only managed to sail her as much as possible and keep her in an exemplary condition, but is also compiling the definitive history of the yacht.

Further along the Gosport waterfront stand the Maritime Workshops, which house important historic ship repair facilities and which are also home to the *Pinnacle 199*. Maintained in full working order, this retired Royal Navy vessel is used for public demonstrations and important occasions. Later that week her duties included a magnificent send off for Committee member Campbell McMurray on his retirement as director of the Royal Naval Museum in Portsmouth.

On the first evening, a Forum of vessel owners was held at the Royal Naval Museum to which National Historic Ships had invited owners of historic craft in the area. Over thirty people attended, ranging from those involved with the big ships in Portsmouth Dockyard to private owners of more modest craft. It was an excellent opportunity not only to air concerns but also to meet fellow enthusiasts.

The following day began with a visit to the Harbour Defence Motor Launch HMS *Medusa* in Hythe. Currently undergoing a major restoration programme, a particularly interesting approach had been developed, whereby the Medusa Trust has taken a lease on a moribund boatyard, assembled a workforce and produced an apprenticeship training scheme for traditional ship skills.

Whereas *Medusa* had secured funding from the Heritage Lottery Fund, the tug tender *Calshot*, the next visit, was still waiting to hear the result of a project planning grant application. National Historic Ships have subsequently learnt that the application has been successful and she will be slipped so that the extent of the necessary works can be assessed.

The next morning saw the team onboard the Cornish lugger *Our Boys* at Cowes which was in immaculate condition. There was also time for a very quick visit to the paddle steamer *Ryde*, which sadly may be almost at the point where she is beyond saving as a complete vessel.

This intensive visit underlined the importance of making direct contact with vessel owners, and their enthusiasm for sharing issues in public meetings. It is very clear that such in-depth visits are highly valued and must continue to be a regular part of our work.

## Rescuing *Vigilant*

HM Customs Cutter *Vigilant* is an auxiliary sail and steam powered revenue cutter built in 1902 by Cox & Co., at Falmouth. She was the last revenue cutter to carry sail and is the sole survivor from the 1911 Spithead Review. She has the general appearance of an elegant Edwardian steam yacht and is the only representative of the Coastguard/Customs function on the Core Collection of the National Historic Fleet.

A group of serving and retired Customs officers formed a charitable trust to take ownership of the *Vigilant* in 1992 and did excellent work in fund-raising and carrying out essential repair work on the hull. However, the trust later experienced a number of difficulties and the vessel fell upon hard times, eventually ending up at a ship-breaker's yard in a sinking condition. National Historic Ships, in collaboration with the Medway Maritime Trust (MMT), offered practical help which was gratefully accepted by the Vigilant Trust. An MMT working party raised the *Vigilant* and extricated her from the

breaker's yard. Following some remedial work to render her seaworthy, the MMT arranged for *Vigilant* to be towed from Portsmouth Harbour to Faversham, where she is currently safely berthed in the upper reaches of Faversham Creek, pending the preparation of plans for her continuing conservation.

National Historic Ships' collaborative intervention has ensured that this important vessel has been given a reprieve and is now in a stable condition. Steps are underway to assist with the re-organisation and strengthening of the Vigilant Trust, to ensure that the work of conserving this important vessel can continue.

### **The Strategic Development Fund and Grants Programme**

In setting up the Advisory Committee on National Historic Ships, DCMS paid particular attention to the needs of the private vessel owners and small trusts for help in sustaining the historic ships in their care. With this in mind, £160,000 over 2 years has been made available for a grant programme which the new Committee launched in January 2007. The tremendous response to this initiative and the early impact of the monies disbursed have been highlights of our first year.

Awards to 31st March 2007 totalled £29,410. Details are given in Appendix C.



***HMS Unicorn***

Received a Strategic Development Grant for the appointment of professional advisors to help prepare a Heritage Lottery Fund application for a Project Planning Grant.



# What people say about us

Being responsive to the needs of the sector at all levels is a vital aspect of our work. We have received many positive comments on what we have been doing in support of historic ships in our first year. Here is a selection of what has been said about us:

## **Our sponsoring department – the Department for Culture, Media & Sport**

“DCMS and its officials have worked closely with National Historic Ships since its establishment in April 2006. The Advisory Committee has provided the department with help and advice as required on a range of issues relating to the upkeep and preservation of historic ships in the UK. DCMS places a great emphasis on maritime heritage preservation and is grateful for the continued high level of support it has received from the Committee to help it fulfil its responsibilities towards Historic Ships. The future of the warships moored at Birkenhead has featured prominently and National Historic Ships has also advised on other major issues such as the clipper ship *City of Adelaide*, the paddle steamer *Medway Queen*, and the Liverpool Bay bar lightship *Planet*”.

## ***Kenya Jacaranda***

– on receiving a training bursary for a boat maintenance course.

“Without your funding I would have been unable to attend the Boat Building Academy course last week. I had a brilliant time and learned a huge amount. I hope to continue my training and to put my new found knowledge to good use...I will certainly be looking around in case other vessels also need assistance with their maintenance. Thank you for the funding and the speed with which you processed the application”.

*Gay Marchant, Mayflower Sail Training Society*

## ***HMS Unicorn***

– on receiving help to plan the way ahead and submit an application for an HLF Project Planning Grant

“This year has been an extraordinarily active and productive one for the Unicorn Preservation Society, and the timely and authoritative involvement of National Historic Ships has been decisive in developing an opportunity for the long-term preservation of HMS *Unicorn* within the City of Dundee.

National Historic Ships’ support has been the central factor in the coming together of a number of national and local issues and there is now a remarkable opportunity to link *Unicorn*, RRS *Discovery*, and the Dundee waterfront to act as the cultural centrepiece for a major and far-sighted urban development.”

*Roderick Stewart, Unicorn Preservation Society*

## Lakeland Arts Trust

- on receiving a training bursary and advice on the newly acquired Windermere Steamboat Museum collection.

"The chance to attend the RINA Historic Ships Conference in February 2007 was enormously helpful in giving me first hand insight into the key issues involved with the conservation and operation of historic ships, as well as the opportunity to make useful contacts in the field. Without a grant from National Historic Ships this would have been unaffordable for a charitable trust such as ours.

"The support and advice on our project with the Windermere Steamboats has been, and continues to be invaluable."

*Edward King, Director, Lakeland Arts Trust & Chief Executive, Windermere Nautical Trust.*

## The Heritage Lottery Fund

"The Heritage Lottery Fund and the National Heritage Memorial Fund are very grateful for the advice they receive from National Historic Ships on a number of individual and important projects, for example on the Windermere Steamboat Collection. The advice has been very useful in helping the Fund arrive at well-informed decisions as well as monitoring the progress of projects."

*Bob Bewley, Director of Operations, Heritage Lottery Fund*

## The PRISM Fund

"The PRISM Grant Fund is reliant on advice from experts in the relevant field when making funding decisions. The assessments provided by National Historic Ships on maritime-related applications are always of the highest quality, clear, comprehensive, and well-informed. On the strength of the advice given by National Historic Ships in the past year, PRISM has been able to grant two awards to maritime heritage organisations."

*Frances Wilson, PRISM Grant Fund Manager. Museums, Libraries and Archives Council*



***Golden Galleon***

The first vessel to be deconstructed under the guidance  
of National Historic Ships

# The work of the Committee

## Meetings

i) Main Committee

12th July 2006 Greenwich

12th September 2006 Glasgow

28th November 2006 Greenwich

15th March 2007 HMS *Belfast*

ii) Cutty Sark Full Committee Working Group

23rd August 2006 Greenwich

ii) Finance & General Purposes Sub-committee

2nd November 2006 Greenwich

iii) Registration Sub-committee

1st March 2007 Bristol

iv) Strategic Fund Working Group

6th October 2006

v) Windermere Steamboat Collection Special Advisory Group

December 2006 Windermere

# Work programme 2006-2008

National Historic Ships has adopted the following programme for the first two years of its life:

## **i. The Strategic Development Fund**

DCMS has allocated £160,000 over 2006/2008 to develop grant programmes which will deliver collective and individual benefit to ships on the National Register of Historic Vessels. Consequently, the Committee has set up the Strategic Development Fund as a major vehicle for achieving these objectives. The principles underpinning the Fund are:

- to support individual and collective training schemes which will develop knowledge and skills across the sector
- to support actions which will ensure the immediate and long-term survival of ships on the National Register of Historic Vessels and which will encourage owners to continue to put their energy and resources into the vessels in their care
- to apply much needed resources to projects through which a broader understanding of the challenges facing historic vessels can be won

The Committee has adopted the initiatives set out below as the means by which these principles will be achieved.

- Conference and training bursaries to develop skills and capacity
- Sustainability Awards to help owners look after their vessels
- An Infrastructure Audit to identify existing provision and gaps
- Investment in Exemplar Projects which will extend good practice
- Publishing the 'Conservation Pilot Book' as the definitive guide to the conservation of historic vessels in the UK

The Fund Guidelines were published on the National Historic Ships website in January 2007.

Expenditure and commitments made under the Strategic Development Fund by the end of March 2007 stand at £29, 410.

Awards under Conference, Training, Sustainability and Exemplar programmes will continue to be made up until 31st March 2008. Commissions for the Infrastructure Audit and Conservation Pilot Book are due to be placed in the early summer of 2007.

In order to ensure that the Fund is used to best effect, the Committee reviews expenditure on a regular basis. Should savings be possible in headings other than the Sustainability Awards, these will be transferred to Sustainability projects in order to ensure maximum support for vessel owners.



## ii. Case work

Case work has been an intensive aspect of the work of National Historic Ships, both for staff and members of the Committee. Some case studies are listed in depth in order to demonstrate the nature of the projects and the impact which positive intervention by National Historic Ships is achieving.

### Advice to DCMS

A great deal of our case work involves sensitive issues which impact upon DCMS, our sponsoring government department. Therefore, an important part of our activities is to advise DCMS and other departments on such matters, and to provide information in response to petitions and Ministerial, Members of Parliament, and public questions. This aspect of our work will be of continuing and growing importance as the national profile of historic ships grows.

### The Warship Preservation Trust

In February 2006, the Warship Preservation Trust announced it was going into voluntary liquidation, threatening the survival of the very important collection of ships (including the Core Collection Landing Craft Tank *Landfall* and the Ton Class minesweeper HMS *Bronington*, a Designated Vessel) and other historic artefacts in its care. Immediate action by National Historic Ships prevented the real possibility of early total loss of these ships, ensured that DCMS and the Treasury Solicitor were properly advised and, crucially, led to a highly constructive partnership being formed between National Historic Ships and the Mersey Docks & Harbour Company which by default became owners of the vessels. This continuing partnership is ensuring that all proper actions are taken to find new locations for these ships and, if this proves impossible for all of them, that the information held in these key vessels is preserved. It is encouraging that during the period covered by this report, the submarine HMS *Onyx* has been relocated to the Submarine Heritage Centre, Barrow-in-Furness. Active support also continues to be given to finding a future for HMS *Plymouth* which, not being 50 years old, misses one of the key criteria for Registration, but is nevertheless an important ship, not least because of her Falklands Conflict service. Talks continue on the future of *Landfall* and HMS *Bronington* due to their status as ships in the National Historic Fleet.

### HMS *Unicorn*

This ship is a remarkable survivor from the Georgian navy, being substantially unchanged from the time of her building in 1824. Largely unknown outside her home city of Dundee, *Unicorn* is suffering from serious deterioration and a lack of certainty about her future. National Historic Ships is using this as an exemplar project, has been involved in negotiations resulting in the ship's incorporation into plans to regenerate the Dundee waterfront, and is supporting the *Unicorn* Preservation Trust by grant-aiding the professional preparation of an HLF Project Planning Grant to take the scheme forward. This application will be submitted in summer 2007.

### **City of Adelaide**

The Scottish Maritime Museum which owns the emigrant clipper *City of Adelaide* has applied for permission to deconstruct this ship in the light of her condition and the lack of capacity in the museum to take on her restoration. National Historic Ships has opposed deconstruction leading to the dismemberment of the ship, insisting that deconstruction should be a last resort, and if adopted, must take the form of sectioning, which will ensure retention of the structure of the ship (albeit in large sections). This will allow the possibility of re-use and even total rebuild at a different site. Historic Scotland and North Ayrshire Council, the planning authority, have adopted the standards set out by National Historic Ships in the new guidelines for recording and deconstructing ships. These are laid down in two related documents - *Recording Historic Vessels* and *Deconstructing Historic Vessels* - due to be published in final form in the autumn, 2007.

### **iii. New registrations April 2006-March 2007**

Updating the National Register of Historic Vessels (NRHV) is a vital part of the Committee's work, without which the NRHV ceases to be a living record of historic ships in the United Kingdom. The criteria for inclusion on the Register include the stipulation that vessels must be over 50 years old. This has been established on a rolling basis, so that in addition to general applications this year, the Case Officer and Co-ordinator in the National Historic Ships team have been advising the Registration Sub-committee on the eligibility of vessels built in the UK in 1956/1957.

When a potential new registration is received by the unit, it is initially processed by Ron Ellis, one of the team's volunteers. Details are checked against the registration criteria, and entered into the database with a hard copy file made out for review by the Case Officer. A full evaluation is carried out using the information supplied, discussion with the owner and investigation for other sources of basic information as appropriate. The Case Officer then produces a written report with recommendations for the vessel's status on the NRHV: Core Collection, Designated, or Registered Vessel. This is subsequently circulated to the Sub-committee which makes a formal recommendation to the full Advisory Committee. Once agreed, the Co-ordinator ensures that the NRHV database and the National Historic Ships website are updated accordingly.

Over the reporting period 2006/2007, a total of 31 new registration applications were received:

- 5 Leisure vessels (yachts, launch)
- 4 Service vessels (lifeboats, tug)
- 18 Cargo vessels (narrow boats, sailing barge, humber sloop)
- 4 Warships (RAF launch, motor torpedo boat, harbour service launch, pinnace)

Five reports were completed, of which 2 were agreed for Designated Vessel status: three were deferred by the Registration Sub-committee pending more information. A further 26 reports are awaiting information and/or a site visit before being presented to the Sub-committee.

The sub-committee will be reviewing Registration procedures and criteria, including issues concerning vessels designed specifically for the United Kingdom but built abroad by force of circumstance, the status of Registered vessels which have moved abroad, and the approach to significant vessels lying beyond UK waters, but which have significance for the maritime history of the United Kingdom.

#### **iv. Vessels at Risk Register (VARL)**

The Vessels At Risk Register was set up by the former National Historic Ships Committee as a means of monitoring vessels on the Core Collection and Designated Vessels lists within the National Register of Historic Vessels. It is designed to:

- provide in one place any information we have received that suggests a vessel is endangered or generally at risk
- highlight the specific and critical needs of the vessel
- help alert central government, national executives, local authorities and the general public to potential threats to important parts of the historic fleet

Established criteria for inclusion on the list are the condition of the vessel, maintenance, financial status, conservation plans, and associated projects. A vessel owner can also request that their vessel be added to this list.

There are presently 13 Core Collection and 21 Designated Vessels identified on the VARL. The list is continually updated using information provided by owners, Committee members and data taken from published sources of information.

The VARL is not published. The Committee will be reviewing the VARL over the coming year with particular regard to developing a more constructive role for it than that of simply recording the possible loss of the vessels concerned.

#### **v. The National Small Boat Register (NSBR)**

A key criterion for registration on the National Register of Historic Vessels (NRHV) is that vessels must be over 40ft in length at the waterline. This was adopted by the former National Historic Ships Committee as a reasonable differentiation between 'ships' and 'boats'. Whilst recognising that there are many important craft below this size, the Advisory Committee has confirmed this criterion, and does not intend to extend registration on the NRHV to smaller vessels.

The National Maritime Museum Cornwall (NMMC) has the responsibility for collecting significant small craft and is the natural agent to establish a new register to capture information on historically significant craft below 40ft. The museum has been working on such a register in close collaboration with National Historic Ships, which welcomes this initiative. Over the coming year further work will be done to ensure that the criteria adopted by the two registers, the databases used to record them, and the websites

promoting them are compatible. In due course, vessels on the NSBR deemed to be of outstanding significance, will be considered for nomination to the National Historic Fleet as Core or Designated vessels. Decisions for inclusion in the National Historic Fleet will be predicated on the same criteria and values as the vessels presently registered on the NRHV.

It is intended to link the two registers in such a way that users have ease of access to both. The coming year will see a high level of activity and co-operation with NMMC with the aim of launching the NSBR with its NRHV links in late autumn 2007 or spring 2008.

#### **vi. National Archive of Historic Vessels (NAHV)**

Ships on the National Register of Historic Vessels (NRHV) which cease to exist through decay or have an unknown locality, will no longer be recorded on the NRHV which is designed for extant vessels only. Plainly this is not satisfactory, particularly when Core Collection or Designated Vessels in the National Historic Fleet are removed from the NRHV in this way. National Historic Ships is developing guidelines for the deconstruction of vessels which have come to the end of their lives, and in conjunction with these guidelines will be establishing the National Archive of Historic Vessels (NAHV) to hold the information arising from deconstruction or other reasons for removal from the NRHV.

#### **vii. General case work**

*Bertha* – continuing discussions with the present owner and the Underfall Yard Trust for her to be relocated to Bristol.

*Calshot* – advice for HLF Project Planning Grant.

*HMS Caroline* – advice on development plans for accommodation on board ship.

*Cervia* – advice on waterfront development in Ramsgate.

Coastal Forces Heritage Trust – advice on possible acquisitions.

*Cutty Sark* – major report submitted to HLF.

*Daniel Adamson* – advice to PRISM Fund on grant application.

*Golden Galleon / Western Lady(s)* – monitoring the deconstruction of *Golden Galleon* as a Designated Vessel on the NRHV, and reviewing the information held on this class of warship by comparison with the *Western Lady(s)* presently lying in South Devon.

*Kathleen & May* – working with the owner, Bideford District Council and Regeneration Agency, and Devon County Council to keep the ship on the Torridge as part of the regeneration of Bideford.

Lake District National Park Authority – advice on mooring/ registration fees for historic vessel owners.

*Lydia Eva* – advice to HLF and PRISM Fund on grant application and project monitoring, and advice to the Mincarolo Trust on Landfill Tax issue.

*Mary Rose* – extensive pre-application advice given by staff and Committee members prior to submission of a major grant application.

National Maritime Museum Cornwall, Small Boat Register – regular discussions on how this will relate to the NRHV.

ss *Nomadic* – advice to the Northern Ireland Government and the Nomadic Trust on registration on the NRHV and project development.

Windermere Steamboat Museum Collection – advice to National Heritage Memorial Fund on acquisition and subsequent advice to the Lakeland Art Trust on the conservation and presentation of this nationally important collection.



***HMS Bronington***

One of the vessels owned by The Warship Preservation Trust and reprieved from early destruction when the Trust went into voluntary liquidation by the timely intervention and close partnership of National Historic Ships and Mersey Docks & Harbour Company.

# Major initiatives 2006 - 2008

## **‘Understanding Historic Vessels’**

Comprising three interlinked publications, this major initiative will provide crucial information to the historic ships sector by setting the standards for recording, conserving, and deconstructing historic ships. The documents on *Recording Historic Vessels* and *Deconstructing Historic Vessels* were the subject of extensive consultation in January and February 2007, with responses from over 70 key institutions and individuals. The draft guidelines on deconstruction have already been applied to *Golden Galleon* (a Designated Vessel) and are in train for *City of Adelaide* (see above) with these and the guidelines on recording historic vessels due for formal publication in the autumn of 2007. The work leading to the definitive national guide on the conservation of historic vessels will be commissioned in June 2007 through the Strategic Development Fund, for publication in March 2008.

## **Skills and infrastructure audit**

The Committee will be commissioning a skills and infrastructure audit in response to comments from owners of vessels on the National Register of Historic Vessels, who have experienced increasing difficulty in maintaining their historic ships in a world where traditional techniques and materials are becoming ever harder to find. Starting in July 2007, vessel owners, organisations carrying out training in maritime skills and extensive contacts in the historic ships sector will be asked to fill in a detailed questionnaire on the existing support infrastructure for historic vessels. The resultant directory of skills and services will be published on the National Historic Ships website, regularly updated and will provide vital information for the development of a National Ship Preservation Network and regional centres of excellence.

## **A national ship preservation network and regional centres of excellence**

The Committee is highly conscious of the lack of affordable skills and facilities to conserve, restore and support historic ships. It is therefore working to identify a national network of individual practitioners, suppliers, and facilities, along with centres of excellence which have a critical mass of working facilities; companies and individuals skilled in traditional ship repair; suppliers of maritime materials; conservation skills; the capacity to deliver services beyond their immediate hinterland, and a willingness to work on a cooperative basis. Strategically-placed and comprising an agglomeration of services in more than one geographical location, these centres will reflect existing and potential markets deriving from the NRHV and broader demand and will support the national network of practitioners which is being identified through the skills and infrastructure audit already referred to in this report.



Drawing on these principles it is expected that National Ship Preservation Centres will cover the South East / Medway; the South Coast; the far South West; the Bristol Channel / South Wales; the North West; Northern Ireland; Scotland; the North East of England, and the East Coast. National Historic Ships has initiated the audit to survey individual practitioners and suppliers and has started discussions with interested parties for the regional centres. It will be developing these concepts as part of its 2007/2008 programme.

## **Vessel and site visits**

Both staff and Committee members have placed great emphasis on getting out to visit vessels and meet owners. In addition to individual visits, public forums for vessel owners and interested individuals and organisations were planned into the first year visit programme, and will be expanded in 2007/2008. A full list of vessel and site visits, and public forums is given in Appendix D.

## **Website developments**

The National Historic Ships' website is a crucial means of communicating with Registered Vessel owners, those interested in historic ships, and is the prime means for making public the work of the Committee. Developments have included the review of some 800 vessel histories by the team Co-ordinator, and improved methods for updating the News section. Given the specific nature of the information on the website, visits and usage of the information held there continues to be healthy. In 2006/2007 there were some 307,000 visits to the site, occasioning some 1.1 million pages being viewed.

The website encourages a large number of enquiries, some specific to vessels on the NRHV, others more general in nature.

A major review will be undertaken in 2007/2008 in order to ensure that the website meets the growing communication needs and is responsive to changing user patterns and expectations.

## **Conferences and consultations**

### **Conferences**

Historic Naval Ships Association, October 2006 - paper given by the Director

Maritime Curators Group Conference November 2006 – presentation by the Chairman

Heritage Afloat AGM November 2006 – attendance by the Director

Waterways Trust AGM November 2006 – attendance by the Director

Heritage Link Conference December 2006 – attendance by the Director

Institute of Field Archaeologists December 2006 – attendance by the Director

Royal Institute of Naval Architects, February 2007 – papers given by the Chairman and Director

Heritage Railway Association Steam Symposium, March 2007 - paper given by the Chairman

## **Consultations**

Houses of Parliament Select Committee on Heritage February 2006

HLF Consultation on 'Our Heritage' April 2006

Lake District National Parks Authority Lake Windermere Management Plan January 2007

Chatham Historic Dockyard National Ship Model Centre August 2006

HLF Consultation on Future Funding Directions February 2007

Scottish Executive Culture Scotland Bill, March 2007

Institute of Field Archaeologists Maritime Records March 2007



*City of Adelaide*

National Historic Ships is seeking to save this ship from destruction by working closely with her owners, the Scottish Maritime Trust, and Historic Scotland to find a new home for this famous emigrant ship



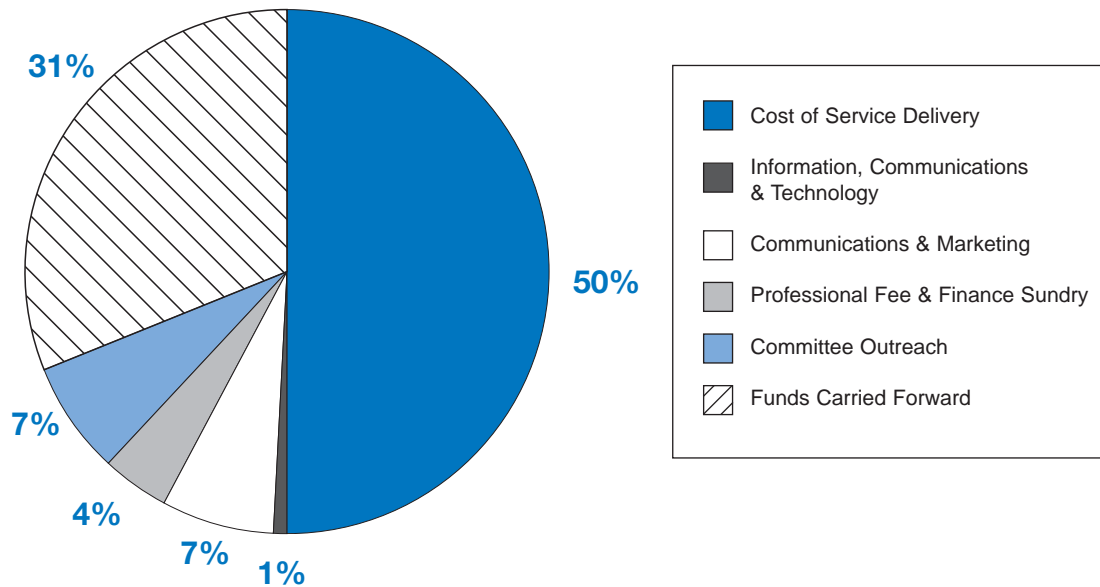
*Our Boys*  
Inspected during a south coast visit

# Financial review

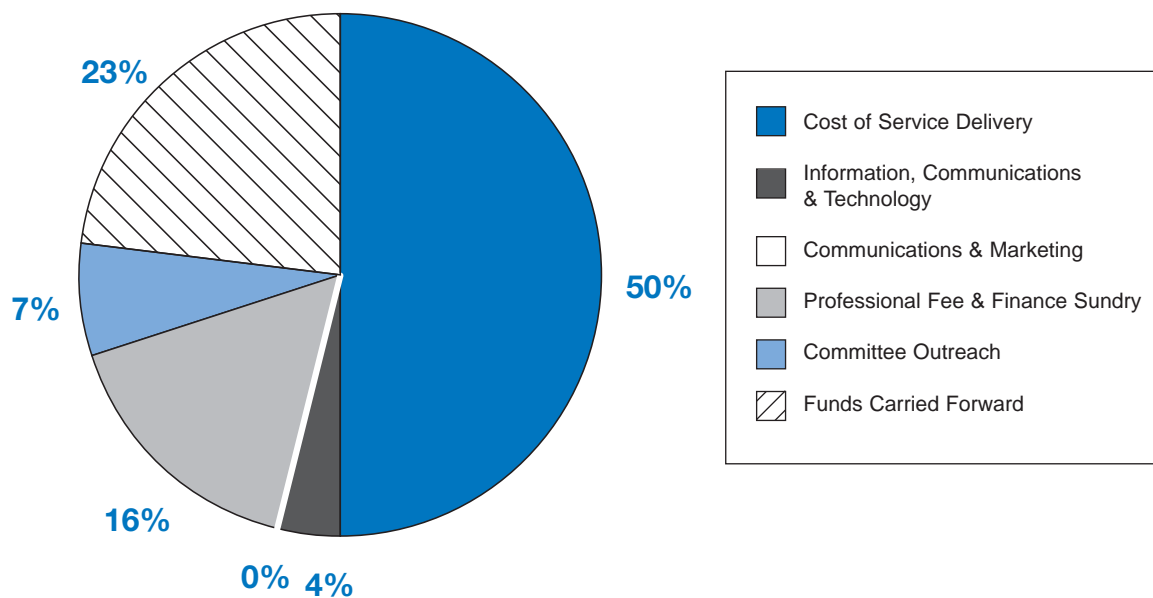
The first full year of operation shows a positive balance being carried forward to 2007/2008. This is the result of a financial settlement in the year prior to National Historic Ships' establishment and an unavoidable delay in setting up the Advisory Committee, which meant that some of the envisaged programmes were slow in starting. The balance carried forward will be fully spent by the end of 2007/2008. Experience has shown that the level of expenditure needed for National Historic Ships to deliver the services required by the sector and DCMS (as the sponsoring government department) is higher than that predicted. At present, the expected budget for 2007/2008 stands at some £177,000. Discussions are planned with DCMS to explore the scope for securing additional funding in order to meet the expectations of the sector and to achieve common priorities and objectives.

	National Historic Ships	NHSC
Actual Income & Expenditure	2006/2007	2005/2006
	£	£
<b>Income</b>		
DCMS Revenue Grant	170,000	100,000
Funds 05/06 carried forward	31,454	
<b>Total Income</b>	<b>201,454</b>	
<b>Expenditure</b>		
<b>Service Delivery</b>		
Staff	86,341	
Pensions	3,618	
NIC	8,967	
Protective Clothing	1,852	
<b>Total Service Delivery</b>	<b>100,778</b>	<b>49,411</b>
<b>Information, Communication &amp; Technology</b>		
IT Maintenance	3,600	
Computer hardware	210	
Office machinery	530	1,083
Stationary	1,430	
Post & Packaging	830	
Telephones	1,570	
<b>Total Information, Communication &amp; Technology</b>	<b>8,170</b>	<b>1,083</b>
<b>Communications &amp; Marketing</b>		
Trade Shows	280	7,022
Room Hire	550	
<b>Total Communication &amp; Marketing</b>	<b>830</b>	<b>7,022</b>
<b>Professional Fee &amp; Finance Sundry</b>		
Consultancy	31,960	4,030
Insurance	880	
<b>Total Professional &amp; Finance Sundry</b>	<b>32,840</b>	<b>4,030</b>
<b>Committee Outreach</b>		
Hospitality	1,450	
Travel	8,100	4,070
Accommodation	3,250	2,300
Subsistence	325	630
<b>Total Committee Outreach</b>	<b>13,125</b>	<b>7,000</b>
<b>Total Expenditure</b>	<b>155,743</b>	<b>68,546</b>
Funds carried forward to next year's budget	45,711	31,454

### Final Accounts 2005/2006 NHSC



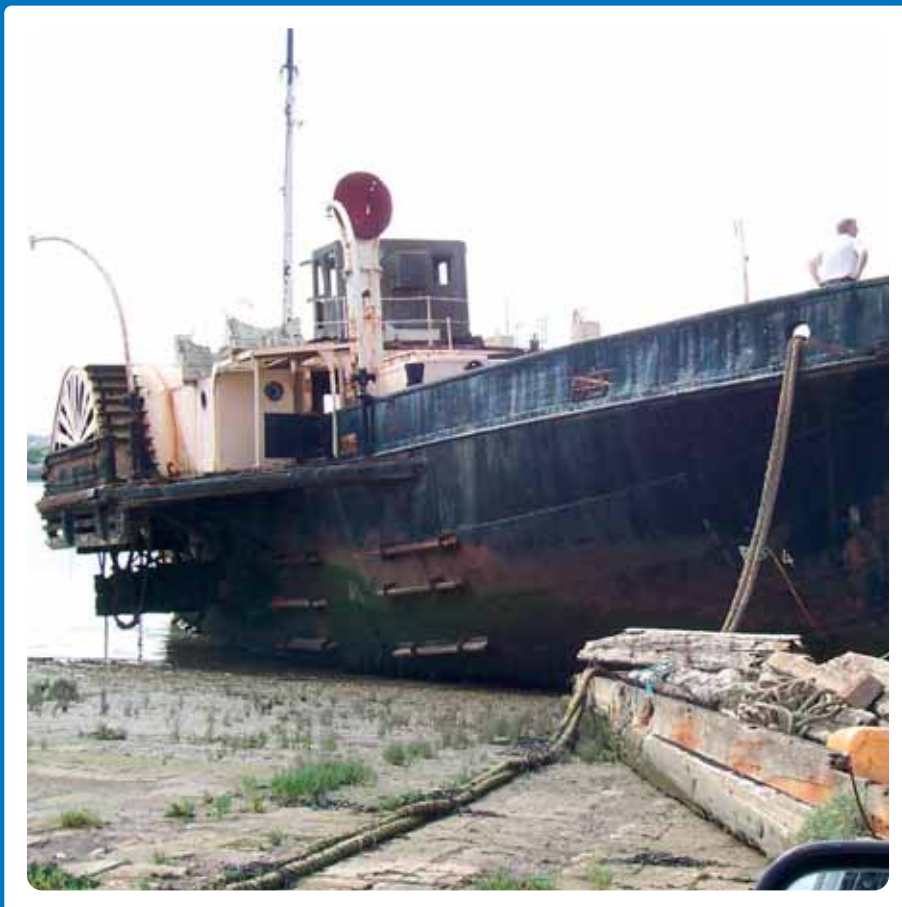
### Final Accounts 2006/2007 National Historic Ships





**STRATEGIC DEVELOPMENT GRANT FUND AS OF 31<sup>ST</sup> MARCH 2007**

<b>TOTAL BUDGET</b>	
<b>Income and Expenditure</b>	<b>2006/2007</b>
	£
<b>Income</b>	
DCMS Strategic Grant	80,000
<b>Total Income</b>	<b>80,000</b>
<b>Expenditure</b>	
Vessel Grants Committed	
Conferences	1,683
Training	1,449
Sustainability	26,275
<b>Total Expenditure</b>	<b>29,407</b>
Grant carried forward	50,593



*John H Amos*  
Inspected during a team visit to the Medway



*Edmund Gardner*

One of the several vessels inspected during a visit to the North West

# Appendix A

## Membership of the Committee, staff and working groups

### Dr Robert Prescott

Chairman



Robert held appointments at the Universities of Cambridge and Yale before joining the staff at the University of St Andrews, where for 20 years he was director of the Scottish Institute of Maritime Studies. From 1995-2000 he was the project director for the National Historic Ships Project, during which time the NRHV was established. He has been a long-standing trustee of the Scottish Fisheries Museum and an active member of the crew which keeps the 'Fifie' *Reaper* at sea.

### Members

#### Roger Hanbury



Roger is the chief executive of the Waterways Trust, previously serving with British Waterways, where he held a variety of posts including Environmental Services Manager. As chief executive, he is responsible for the museums, sites and vessels in the care of the Waterways Trust in Gloucester Docks, Ellesmere Port and Stoke Bruerne, and the waterways archive.

#### John Kearon



John is a Master Shipwright, a Museums Association certified Wooden Ship and Boat conservator and a Companion of the Royal Institute of Naval Architects. In 1980 he joined Merseyside Maritime Museum as Ship Keeper and later became head of Maritime, Industrial & Transport Technology Conservation. He was a member of the National Historic Ships Technical Committee from 2001 - 2006.

#### Dr Campbell McMurray OBE



Campbell trained originally as a marine engineer. He joined the National Maritime Museum in 1970 as the first Caird Research Fellow and was appointed Assistant Keeper in the Department of Printed Books and Manuscripts in 1976. He was the founding director of the Scottish Maritime Museum at Irvine, and later became director of the Royal Naval Museum, Portsmouth. In 2001, he was awarded an honorary degree by the University of Portsmouth and appointed OBE in the Birthday Honours.

**Captain David Newberry**

David served in the Royal Navy for 32 years, specializing in engineering. He then took on the role of chief executive and company secretary of the Warrior Preservation Trust. He was also a director of Portsmouth Historic Dockyard Ltd, and a member of the Maritime Curators Group. He is currently a trustee of the HMS *Whimbrel* (1942-49) Battle of the Atlantic Trust.

**Tim Parr**

Tim served an apprenticeship as a Shipwright and Marine Engineer at Vosper Ltd and is a qualified naval architect. He was a non-executive director of The National Maritime Museum Cornwall for five years, and is now on its Advisory Council; he was a director of the Cornish Maritime Trust, and the Massey Shaw Trust. He served on the National Historic Ships Committee for four years and the Ships Committee of The Maritime Trust for twenty years. He also works as a consultant for the Heritage Lottery Fund.

**John Robinson**

Following curatorial appointments at Liverpool and Glasgow museums, John joined the Science Museum and became senior curator of Water Transport. He sat on the Management Committee of the Mary Rose Trust and served as treasurer of the Council for Nautical Archaeology. He chaired the Technical Committee of the National Historic Ships Committee until 1999. He is a member of the Executive Committee of European Maritime Heritage and is an Adviser to the World Ship Trust.

**Matthew Tanner MBE**

Matthew trained as a maritime archaeologist and has worked with the Scottish Fisheries Museum and Merseyside Maritime Museum. He has been the director of the ss *Great Britain* Trust since 1997, which since its HLF-funded restoration programme completed in July 2005 has been the subject of major national and international awards, including the Gulbenkian Museum of the Year Award 2006. Matthew is a specialist in the care and management of historic ships and maritime visitor attractions.

**Captain Simon Waite**

Simon served an apprenticeship with Shell Tankers, going on to work with the Esso Petroleum Company. He obtained his Foreign-Going Master's Certificate and served with Southampton Harbour board as a Patrol Officer and Berthing Master. He later worked for Townsend Thoresen/P&O. He was master of *Cutty Sark* and Superintendent of Ships for the Maritime Trust from 1989-2002.

## Co-opted Committee Members as at 31<sup>st</sup> March 2007

### David Jenkins (co-opted)



David Jenkins joined the Welsh Industrial & Maritime Museum in Cardiff as a research assistant in 1982. In 1998, he became senior curator of the industrial and maritime collections of Amgueddfa Cymru - National Museum Wales, and has been based at the National Waterfront Museum in Swansea since 2005.

### Sean Neeson (co-opted)



Sean has served on the Board of Trustees of the National Museums of Northern Ireland since 1998 and has a special interest in maritime issues. He has also been a member of the Northern Ireland Museums Council. A teacher of history by profession, he is now an elected member of the Northern Ireland Assembly.

### Jane Ryder



Jane is a qualified solicitor and was partner in a specialist maritime practice in Edinburgh. She was director of the Scottish Museums Council (1995-2003) the editor and co-author of the *National Audit of Scotland's Museums* and was the Scottish Board member of the *Council for Museums, Archives and Libraries*. In December 2003, was appointed as the first ever Charity Regulator in Scotland. On 11th July 2007 was confirmed in her appointment as a full member of the Advisory Committee. Jane sat on the former National Historic Ships Committee between 1999 and 2003.

## Staff, external advisors and volunteers

### Martyn Heighton

Director and Secretary to the Advisory Committee, National Historic Ships



Martyn led the project to set up the Merseyside Maritime Museum (1978-85); ran Bristol Leisure Services where, amongst other things, he was responsible for overseeing the regeneration of the historic harbour, the *Matthew* project, and the UK's first International Festival of the Sea; was chief executive of the Mary Rose Trust and then Territory Director of Western England & Wales for the National Trust. Martyn was appointed to his present position in December 2005. A former member of the Association of Independent Museums Council, Trustee of the Royal Marines Museum and The Theatres Trust, he is presently a board director of the ss *Great Britain*, is on the Expert Panel of the HLF, and was appointed to the Inland Waterways Advisory Council in March 2007.

**Paula Palmer**

Co-ordinator



After ten years working in the financial markets, Paula joined the National Maritime Museum staff in 1999. She has worked as co-ordinator for the NHSC and was appointed co-ordinator for National Historic Ships in February 2006.

**Simon Stephens**

Case Officer



Simon joined the National Maritime Museum in 1979 in the ship model curatorial department. He has a wide and in-depth understanding of most maritime subjects, worked as the case officer for the NHSC and was appointed as case officer for National Historic Ships in September 2006.

**Dr Eric Kentley**

Consultant to National Historic Ships



Eric has a doctorate in social anthropology. He worked at the National Maritime Museum for sixteen years, before becoming assistant director of the Design Museum. He is now a freelance museum and exhibition consultant and co-author of the National Historic Ships Committee's Shipping Forecast reports.

**Hannah Cunliffe**

Maternity Cover Co-ordinator (November 2006-April 2007)



Hannah has a Masters in Maritime History and a background in sailing traditional vessels. She has been a freelance maritime researcher for seven years, working on a variety of projects including the galleries at the National Maritime Museum Cornwall.

**Ron Ellis**

Volunteer



Ron has worked for the London office of the Swedish Lloyd Shipping Company, followed by National Service in the RAF. He joined HM Customs & Excise in 1954 and was based at Southampton in the last of the golden years of the ocean liners. Ron currently processes all applications for new registrations on the NRHV.

**Roy Marsden**

Volunteer



Roy joined the RAF as a Russian linguist and then became a Navigator on transport aircraft. He did various ground tours in intelligence and later joined the CAA as an airports inspector.



**Dorothy Mellor**

IT Consultant to National Historic Ships



Dorothy worked for 26 years with IBM as a systems engineer specialising in database and data communications on mainframe computer systems. Since taking early retirement in 1992, she has switched to PCs and currently maintains the NRHV database.

**Jim O'Donnell**

Web Consultant (National Maritime Museum)



Jim has a doctorate in astronomy and worked as a research astrophysicist at the Institute of Astronomy, UNAM, Mexico. He subsequently built a web-based vacancy system for the University of Manchester Careers Service, developed a website for the Royal Observatory Greenwich, and is now Senior Web Developer at the National Maritime Museum.

**Sub-committees and working groups****Finance & General Purposes Sub-Committee**

Convenor - Dr Robert Prescott

Roger Hanbury

Campbell McMurray

Matthew Tanner

David Newberry

Martyn Heighton (ex-officio)

**Registration Sub-Committee**

Convenor - John Robinson

John Kearon

Tim Parr

Simon Waite

Robert Prescott (ex-officio)

Martyn Heighton (ex-officio)

**Challenge Fund Working Group (October – December 2006)**

Convenor – Martyn Heighton

Roger Hanbury

Campbell McMurray

Matthew Tanner

**Cutty Sark Review Group to advise HLF on the Stage 2 Bid**

Full Committee

**Windermere Steamboat Collection Special Working Group**

Convenor – Martyn Heighton

John Kearon

Matthew Tanner

# Appendix B

## The National Historic Fleet

Core Collection - vessels of national significance across the United Kingdom

Name of Vessel	Location	Type
<i>Alfred Corry</i>	Southwold	Norfolk and Suffolk Class lifeboat
HMS <i>Alliance</i>	Gosport	A Class submarine
HMS <i>Belfast</i>	Thames	Southampton Class cruiser
<i>Bertha</i>	Eyemouth	Dragboat
<i>Branksome</i>	Windermere	Saloon launch
RY <i>Britannia</i>	Leith, Edinburgh	Royal yacht/hospital ship
<i>Cabby</i>	Maylandsea	Spritsail barge
<i>Calshot</i>	Southampton	Tender
HMS <i>Caroline</i>	Belfast	Light cruiser
<i>Challenge</i>	Bristol	Tug
<i>City of Adelaide</i>	Irvine	Clipper
<i>CMB 4</i>	Duxford	Motor torpedo boat
<i>Comrade</i>	South Ferriby	Humber keel
<i>Corrie</i>	Gosport	Fife yacht
<i>Cutty Sark</i>	Greenwich	Clipper
RRS <i>Discovery</i>	Dundee	Polar research ship
<i>Edmund Gardner</i>	Liverpool	Pilot cutter
<i>Excellent</i>	Penzance	Drifter
<i>Excelsior</i>	Lowestoft	Lowestoft sailing smack
HMS <i>Gannet</i>	Chatham	Sloop
<i>Glenlee</i>	Glasgow	Barque
ss <i>Great Britain</i>	Bristol	Passenger sail/steamship
<i>Holland 1</i>	Portsmouth	Holland Class submarine

<b>Name of Vessel</b>	<b>Location</b>	<b>Type</b>
<i>HSL 102</i>	Lymington	High speed launch
<i>Jesse Lumb</i>	Duxford	Watson Class lifeboat
<i>John H Amos</i>	Chatham	Paddle tug
<i>Kathleen &amp; May</i>	Bideford	Topsail schooner
<i>Kindly Light</i>	Gweek	Pilot cutter
<i>Kingswear Castle</i>	Chatham	Paddle steamer
<i>Landfall</i>	Birkenhead	Landing craft tank
<i>Lively Hope</i>	Anstruther	Ring-netter
<i>LV91</i>	Swansea	Lightship
<i>Lydia Eva</i>	Lowestoft	Steam drifter
<i>M33</i>	Portsmouth	Monitor
<i>Maria</i>	Maylandsea	Fishing smack
<i>Mary Rose</i>	Portsmouth	Carrack
<i>Mayflower</i>	Bristol	Tug
<i>HMS Medusa</i>	Southampton	Harbour defence motor launch
<i>Mirosa</i>	Faversham	Stack barge
<i>MTB102</i>	Lowestoft	Motor torpedo boat
<i>Olga</i>	Swansea	Pilot cutter
<i>Peacock</i>	Dudley	Commercial narrow boat
<i>Peggy</i>	Castletown	Yacht
Prince Frederick's barge	Greenwich	State barge
<i>Pyronaut</i>	Bristol	Fire float
<i>Reaper</i>	Anstruther	Fifie
<i>Result</i>	Co. Down	Topsail schooner
<i>ss Robin</i>	West India Dock	Coastal steamer
<i>Sabrina</i>	Maidenhead	Inspection launch
<i>Shieldhall</i>	Southampton	Sewage dumping vessel

Name of vessel	Location	Type
<i>Stormy Petrel</i>	Gillingham	Oyster smack
<i>T3</i>	Yeovilton	Seaplane lighter
<i>HMS Trincomalee</i>	Hartlepool	Sailing frigate
<i>Turbinia</i>	Newcastle	Experimental craft
<i>HMS Unicorn</i>	Dundee	Sailing frigate
<i>HMS Victory</i>	Portsmouth	Ship of the line
<i>HMS Warrior</i>	Portsmouth	Iron clad
<i>Waverley</i>	Clyde, Glasgow	Excursion paddle steamer
<i>HMS Vigilant</i>	Faversham	Customs cruiser
<i>Zetland</i>	Redcar	Lifeboat

#### Designated Vessels - vessels of outstanding regional significance

<i>199 - Naval Pinnace</i>	Portsmouth	Service launch
<i>ADC</i>	St Osyth	Sailing oyster dredger
<i>Advance (VIC 24)</i>	Plymouth	Victualling inshore craft
<i>Alaska</i>	Reading	River launch
<i>Albion</i>	Ludham	Norfolk wherry
<i>Amy Howson</i>	S. Ferriby	Humber sloop
<i>B.A.S.P.</i>	Chatham	Lifeboat
<i>Balmoral</i>	Glasgow	Excursion vessel
<i>Barcadale</i>	Burnt Island	Drifter
<i>Basuto</i>	Ellesmere Port	Steam lighter
<i>Boy Peter</i>	Peel	Trawler
<i>HMS Bronington</i>	Birkenhead	Ton Class minesweeper
<i>Bruce's</i>	Limekilns	Drifter
<i>Cambria</i>	Sittingbourne	Spritsail barge
<i>Carola</i>	Irvine	Steam yacht
<i>HMS Cavalier</i>	Chatham Dockyard	CA Class destroyer

Name of vessel	Location	Type
<i>Centaur</i>	Maldon	Spritsail barge
<i>Cervia</i>	Ramsgate	Tug
Concrete Canal Boat	Gloucester	Barge
<i>Consuta</i>	Henley	Umpires launch
<i>Coronia</i>	Scarborough	Excursion vessel
<i>Daniel Adamson</i>	Liverpool	Tug-tender
<i>Dolly</i>	Windermere	Steam launch
<i>Doris</i>	Gillingham	Bawley
<i>Duessa</i>	Clacton	Motor yacht
<i>Elswick II</i>	South Shields	Dumb lighter
<i>Esperance</i>	Windermere	Saloon launch
<i>Esther</i>	Grimsby	Grimsby fishing smack
<i>Eva</i>	Henley	Saloon launch
<i>FCB 18</i>	Ellesmere Por	Ammunition lighter
<i>FCB 52</i>	Gloucester	Dumb lighter
<i>Feasible</i>	Penzance	Steam drifter
<i>Friendship</i>	Ellesmere Port	Narrow boat
<i>Garlandstone</i>	Morwellham Quay	Ketch
<i>George</i>	Ellesmere Port	Leeds & Liverpool short boat
<i>Gifford</i>	Ellesmere Port	Narrow boat
<i>Gladys</i>	Maldon	Spritsail barge
<i>Gleaners</i>	Lochoilhead	Trawler
<i>Golden Vanity</i>	Brixham	Brixham trawler
<i>Governor</i>	Birmingham	Narrow boat
<i>Grab No. 1</i>	Blyth	Grab dredger
<i>Greta</i>	Faversham	Spritsail barge
<i>Gularis</i>	Hull	Motor yacht
<i>Gypsy Race</i>	Bridlington	Grab dredger

Name of vessel	Location	Type
<i>H.Y. Tyne</i>	Blyth	Watson Class lifeboat
<i>Harriet</i>	Fleetwood	Fishing smack
<i>Hathor</i>	Wroxham	Norfolk wherry yacht
<i>Hen</i>	Liverpool	Dumb lighter
<i>Herbert Leigh</i>	Barrow-in-Furness	Watson Class lifeboat
<i>HF Bailey</i>	Cromer	Watson Class lifeboat
<i>HSL 376</i>	Chatham	Naval Harbour launch
<i>Humber</i>	Norwich	Admiralty launch
<i>Hurlingham</i>	London	Thames excursion steamer
<i>Ironsides</i>	Faversham	Spritsail barge
<i>Isabella Fortuna</i>	Wick	Fifie
<i>James Stevens no. 14</i>	Walton-on-the-Naze	Norfolk and Suffolk Class lifeboat
<i>Janet</i>	Windermere	Naval pinnace
<i>John Adams</i>	Bideford	Naval pinnace
<i>John Constable</i>	Sudbury	Horse-drawn lighter
<i>Kent</i>	Chatham	Tug
<i>Kenya Jacaranda</i>	Tilbury	Brixham trawler
<i>Kerne</i>	Liverpool	Tug
<i>Kingfisher</i>	Yardley Gobion	Saloon launch
<i>Kyles</i>	Irvine	Steam coaster
<i>Lady Daphne</i>	St Katharines Dock	Spritsail barge
<i>Lady of the Lake</i>	Ullswater	Excursion vessel
<i>Lamouette</i>	Ramsgate	Naval pinnace
<i>Largo Law</i>	Charlestown Fife	Pilot cutter
<i>Leader</i>	Brixham	Brixham trawler
<i>LV12</i>	Kingston upon Hull	Lightship
<i>LV16</i>	Borstal	Lightship

Name of vessel	Location	Type
<i>Lynher</i>	Cremyll	Tamar barge
<i>Maid of the Loch</i>	Balloch Loch Lomond	Paddle steamer
<i>Maidie</i>	Wroxham	Broads yacht
<i>Manxman</i>	Sunderland	Short sea ferry
<i>Marbury</i>	Ellesmere Port	Canal ice breaker
<i>Mary Joseph</i>	Belfast	Fishing lugger
<i>Mascotte</i>	Gloucester	Pilot cutter
<i>Massey Shaw</i>	Woolwich	Fireboat
<i>Maud</i>	Upton Dyke	Norfolk wherry
<i>May</i>	Ipswich	Spritsail barge
<i>Medway Queen</i>	Kingsnorth	Paddle steamer
<i>Merak</i>	Ellesmere Port	Narrow boat
<i>Merope</i>	Ellesmere Port	Narrow boat
<i>MGB 81</i>	Bucklers Hard	Motor gunboat
<i>My Alice</i>	Maldon	Smack
<i>Navigator</i>	Dartmouth	Admiralty MFV
<i>Nell</i>	Dover	Yacht
<i>North Carr</i>	Dundee	Lightship
<i>Olive</i>	Wroxham	Norfolk wherry yacht
<i>Our Boys</i>	Cowes	Cornish lugger
<i>Panurgic</i>	Appledore	Hopper barge
<i>Pauline</i>	Leigh	West country keel
<i>Penelee</i>	Oban	Yacht
<i>Perseverance</i>	Ellesmere Port	Grab dredger
<i>Pilgrim</i>	Cremyll	Brixham trawler
<i>Pioneer</i>	Hayle	Long liner
<i>Portwey</i>	W India Dock	Tug
<i>President</i>	Dudley	Narrow boat



Name of vessel	Location	Type
<i>HMS President</i>	London	Flower class escort vessel
<i>Primrose</i>	Hastings	Rye sailing barge
<i>Provident</i>	Brixham	Brixham trawler
Queen Mary's Shallop	Greenwich	Shallop
<i>Queen of the Lake</i>	Windermere	Launch
<i>Ratho Princess</i>	Ratho	Excursion vessel
<i>Raven</i>	Ullswater	Steam barge
<i>Raven</i>	Windermere	Excursion vessel
<i>Regal Lady</i>	Scarborough	Excursion vessel
<i>Reminder</i>	Maldon	Smack yacht
<i>Research</i>	Anstruther	Zulu
<i>Ripple</i>	Tollesbury	Smack yacht
<i>Rona</i>	Lymington	Yacht
<i>Ryde</i>	River Medina	Paddle steamer
<i>Sabrina 5</i>	Gloucester	Barge
<i>Sallie</i>	Maldon	Oyster smack
<i>Seagull 2</i>	Chatham	Spritsail barge
<i>Severn Progress</i>	Gloucester	Tug
<i>Shamrock</i>	Windermere	Saloon launch
<i>Sharpness</i>	Trent & Mersey Canal	Tug
<i>Sir Walter Scott</i>	Stirling	Excursion steamer
<i>Solace</i>	Wroxham	Norfolk wherry
<i>Souvenir D'Antan</i>	Windermere	Saloon launch
<i>Spartan</i>	Irvine	Victualling inshore craft
<i>ST 1500</i>	Dumbarton	Seaplane tender
<i>Sundowner</i>	Ramsgate	Naval pinnacle
<i>Swan</i>	Lerwick	Fifie
<i>Swan</i>	Windermere	Excursion vessel

Name of vessel	Location	Type
<i>Tahilla</i>	Southampton	Cruise boat
<i>Teal</i>	Windermere	Excursion vessel
<i>Telegraph</i>	Maldon	Boston smack
<i>Tern</i>	Windermere	Excursion vessel
<i>Thalatta</i>	Maldon	Spritsail barge
<i>Thalia</i>	Chichester	Cutter yacht
<i>Thames Esperanza</i>	Henley	Saloon launch
<i>The Flying Fox</i>	Stratford	Saloon launch
<i>The King</i>	Borstal	Excursion vessel
<i>Thomas</i>	Port Talbot	Tug
<i>TID 164</i>	Chatham	Tug
<i>Trimilia</i>	Woodbridge	Ramsgate class lifeboat
<i>VIC 32</i>	Crinan Ferry	Victualling inshore craft
<i>VIC 96</i>	Maryport	Victualling inshore craft
<i>Vigilance</i>	Brixham	Brixham trawler
<i>Violette</i>	Hoo	Coastal schooner
<i>Waterlily</i>	Falmouth	Saloon launch
<i>HQS Wellington</i>	London	Sloop
<i>Western Lady III</i>	Torbay	Fairmile B motor launch
<i>White Heather</i>	Woking	Canal tug
<i>Willdora</i>	Sunderland	Trawler
<i>William Gammon</i>	Swansea	Watson Class lifeboat
<i>Wincham</i>	Liverpool	Weaver packet
<i>Wingfield Castle</i>	Hartlepool	Paddle ferry
<i>Xylonite</i>	Maldon	Spritsail barge

# Appendix C

## Strategic Development Fund Awards

### Training Bursaries

Alec Gunner grant for ships' blacksmithing course in Shetland

Gay Marchant grant for a boat maintenance course in Lyme Regis

### Conference Bursaries

Grants to attend conferences on Historic Ships were given to:

Lynda Davidson *Pilgrim*

Nishani Kampner ss *Robin*

Edward King Windermere Steamboats

Christine Monkhouse *Lydia Eva*

David Rogers *Massey Shaw*

Martin Stevens *John H Amos and Vigilant*

### Sustainability Grants

*Asco* towards new stanchions and MCA requirements

*Brightlingsea* towards business planning and MCA related issues

*Excelsior* towards new interpretation boards

*Greta* towards replacement of hatches

*Irene* towards the cost of steering gear and rudder

*John H Amos* towards repairing the barge on which John H Amos will be restored.

*Kathleen & May* towards remedial work on rigging and interpretation

*Neptune* towards lifting out costs prior to restoration programme

*Sallie* towards new sails

*Sharpness* towards a hull inspection prior to restoration programme

*Spider T* towards the cost of new sails

*Swallow* towards new signs and interpretation boards

Award criteria are set out in detail in the Work Programme section of the Annual Report.



*Irene*

Received a Sustainability Award towards the cost  
of a new rudder and stern gear



*Sharpness*

Recipient of a Sustainability Grant towards the cost of repainting her hull.

# Appendix D

## Vessel visits, site visits and public forums

### Public forums

July 2006 Solent (Portsmouth Historic Dockyard)

September 2006 Glasgow, in association with the ACNHS meeting.

### Vessel visits

Team Visits to Vessels

[Scotland, February 2006](#) Core Collection (CC) Designated Vessels (DV) and Registered

*RY Britannia* CC

*Bruce's* DV

*Carola* DV

*ss Explorer* DV

*Kyles* DV

*Largo Law* DV

*Spartan* DV

*HMS Unicorn* CC

[Solent, July 2006](#)

*Calshot* CC

*Corrie* CC

*HMS Medusa* CC

*Our Boys* DV

*Pinnace 199* DV

*Ryde* DV

[Thames estuary July 2006](#)

*B.A.S.P* DV

*HMS Gannet* CC

*Greta* DV

*HSL 376* DV

*John H Amos* CC

*Kent* DV

*Kingswear Castle* CC

*Telegraph* DV

*TID 164* DV

**East Coast November 2006**

<i>Doris</i>	DV
<i>Excelsior</i>	CC
<i>Golden Galleon</i>	DV (pre-deconstruction recording)
<i>Mincarlo</i>	Registered (external inspection only)

**West Country February 2007 (team and Tim Parr)**

<i>Feasible</i>	DV
<i>Lewina</i>	Registered
<i>Western Lady(s)</i>	DV and Registered
<i>Barnabas</i>	

**Individual visits to vessels and organisations**

<i>Amy Howson</i>	DV
<i>Balmoral</i>	DV
<i>HMS Bronington</i> (two visits)	DV
<i>Cervia</i>	DV
<i>City of Adelaide</i>	CC
<i>Comrade</i>	CC
<i>Countess</i>	Registered
<i>Cutty Sark</i>	CC
<i>Edmund Gardner</i>	CC
<i>ss Great Britain</i>	CC
<i>HMS Caroline</i>	CC
<i>Kathleen &amp; May</i> (three visits)	CC
<i>Landfall</i>	CC
<i>Mary Rose</i> (two visits)	CC
<i>Mayflower</i>	CC
<i>Fair Lady</i>	Registered
<i>Pyronaut</i>	CC
<i>Regulus</i>	Registered
<i>Result</i>	CC
<i>ss Robin</i> (three visits)	CC
<i>Shamrock</i>	DV
<i>HMS Unicorn</i> (four visits)	CC

## Site Visits

Coastal Forces Heritage Trust (Director)

Gillingham and Faversham Creek (Chairman and Director)

<i>Cambria</i>	DV
<i>Mirosa</i>	DV
<i>Stormy Petrel</i>	CC
<i>Vigilant</i>	CC

National Maritime Museum Cornwall (Director)

Ramsgate (Director)

Sheerness Naval Dockyard (Chairman and Director)

Underfall Yard, Bristol (Registration Sub-committee)

Windermere Steamboat Museum (Windermere Steamboat Collection Special Working Group)

Dundee and Anstruther (Chairman and Director)

<i>RRS Discovery</i>	CC
<i>Lively Hope</i>	CC
<i>Reaper</i>	CC
<i>White Wing</i>	Registered



## Notes:



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