

# NATIONAL HISTORIC SHIPS UK



Guidelines on Funding



Department for  
Digital, Culture  
Media & Sport

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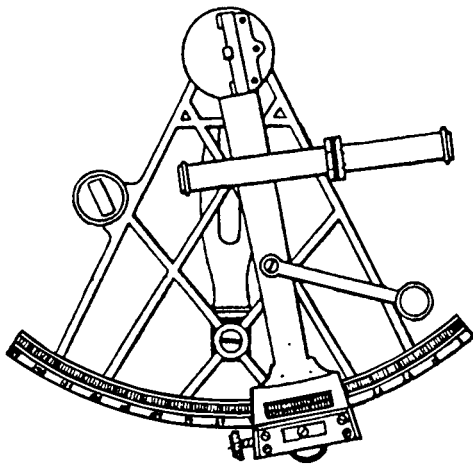
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# National Historic Ships UK Guidelines on Funding



The purpose of this document is to inform both those giving and those seeking funding of the work of National Historic Ships UK, how we can help in either circumstance, the type of support we provide and what form it is likely to take.

These guidelines offer a starting point to those seeking grant aid for the first time and direct the reader to a range of online resources. We have included useful tips for those putting together a grant application and added a number

of case studies giving examples of approaches taken by different organisations within the sector. For more detailed advice and other guidance, please see the 'Next Steps' section at the end of the document.





# About National Historic Ships UK

## Introduction

NHS-UK is a government funded body, set up in 2006 to advise on all matters relating to historic vessels in the UK. It carries a wide remit, not only maintaining a set of databases listing significant historic craft and providing guidance and support to their custodians, but also addressing questions relating to the supporting infrastructure and the potential for historic vessels to contribute in a wider economic, social and community context.



## Our remit

The official remit of NHS-UK is:

- to act as the primary source of independent and objective advice to the Secretary of State for Digital, Culture, Media and Sport, other government departments, the Devolved Administrations and public bodies on matters which directly or indirectly involve or affect historic vessels and the environments in which they are to be found
- to act as a source of advice to the National Lottery Heritage Fund and other grant-giving bodies across the UK on maritime conservation

priorities, and applications they receive relating to funding historic ships, their environments, and associated projects

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

## Council of Experts

The NHS-UK staff is supported by a Council of Experts, appointed by the Director, and drawn from across the historic ships and heritage sector. The Council offers advice on key issues affecting NHS-UK and the constituencies that it serves, as well as representing the organisation at events or meetings around the country. Council members are chosen for their experience in the fields of conservation, technical, business management, governance and strategic planning. A Register of Interests is in place for the Council and is regularly updated to reflect any areas of potential conflict in their work or professional activities.





## The National Registers

As one of its core priorities, NHS-UK maintains the following historic ship databases:

### **The National Register of Historic Vessels (NRHV)**

To be eligible for the NRHV, vessels must be over 50 years old, more than 33 feet in length overall, based in UK waters, substantially intact and with demonstrable UK associations. Under-length craft may fall within the remit of the National Small Boat Register, maintained by the National Maritime Museum Cornwall, but can also be considered for the National Historic Fleet if meeting all other criteria and deemed of pre-eminent national or regional significance.

The Register provides an overview of the UK's maritime heritage and is used to identify and prioritise significant vessels for conservation, provide guidance to decision-makers on the allocation of funding, and give an early warning of ships 'at risk'. The database is also a useful research tool, although confidential information about ownership is always kept secure.

### **The National Historic Fleet (NHF)**

The NRHV contains a sub-group of vessels – the National Historic Fleet – which are distinguished by being of pre-eminent national or regional significance, spanning the spectrum of maritime history, illustrating changes in construction and technology and meriting a higher priority for long-term conservation.

Being listed on the National Historic Fleet indicates that a vessel has a high level of significance, but is by no means a guarantee of funding. Grant giving bodies will assess each project against a number of criteria to consider how closely it meets their overall objectives, its viability and how sustainable it is in the longer term, and will not base their decision on heritage merit alone.

### **The National Archive of Historic Vessels (NAHV)**

The NAHV contains details of over 500 vessels previously on the NRHV which have now been broken up, lost, sunk, or whose owners have been out of contact for a considerable period.

### **The Overseas Watch List (OWL)**

OWL comprises significant vessels built and operated in this country which are currently abroad, as well as vessels previously on the NRHV which have now migrated abroad or left the UK for a period of more than three consecutive months.

### **The UK Replica List**

The UK Replica List provides an overview of all types of replica vessels which have been built in the UK or abroad to a UK design. This List is entirely independent of the NRHV but is intended to identify replica craft for the purposes of research, public interest, filming or charters and to promote the traditional skills involved in building and operating these vessels.

### **Shipshape Network**

In 2010, NHS-UK established the Shipshape Network as a means of connecting all those with an interest in ship conservation. This has proved a valuable conduit for partnership work and communication across the sector, providing a national framework into which individual projects can link. The Directory of Skills and Services at the heart of the Network promotes skilled practitioners and maritime facilities around the country and the website also has an active vacancies page. The Network comprises ten zones across the UK with a number of maritime hubs providing a focal point for activities or support within the local area.

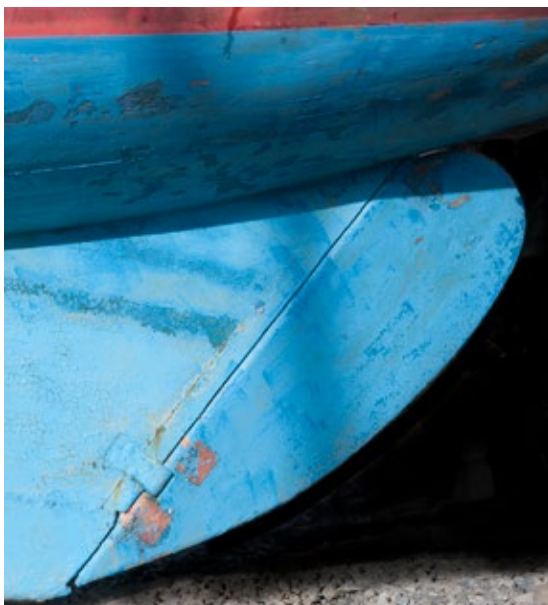


## Funding advice

As an advisory body, NHS-UK regularly receives requests for guidance in relation to vessels seeking funding for conservation, urgent remedial works, or project activities. Since the launch of the Shipshape Network, projects relating to maritime skills, facilities or training schemes also seek our help. At the same time, funders call on NHS-UK to give expert advice on the maritime applications they receive.

### If you are a vessel owner or maritime project seeking our help

We welcome approaches from owners of vessels on the Registers or those with maritime skills projects seeking advice on funding. In the first instance, we will suggest reading our guidance materials which are available online. You should begin by drafting a statement of significance for your vessel and purchasing a copy of our publication *Conserving Historic Vessels*, which provides detailed advice on the thought processes and steps to take when planning the long term future of a historic craft. We will advise you to visit the Shipshape Network area of the website and consider how your project might fit within this framework.

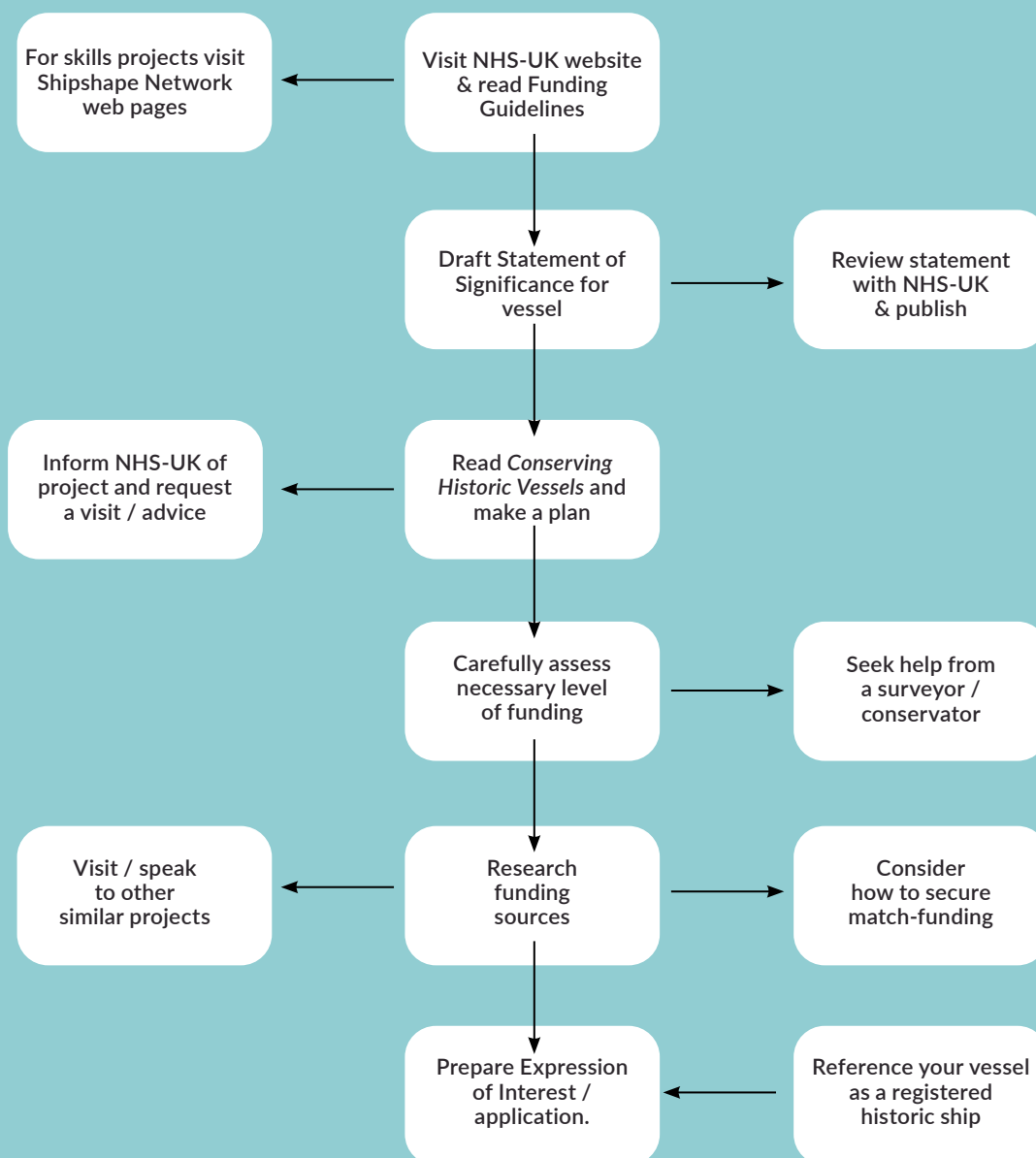


Depending on the level of advice you require and the data we already hold in relation to your vessel, we may suggest a meeting. We run a regular programme of vessel visits which, due to staffing constraints, is typically arranged to coincide with other events so that we can maximise our time in each area or established on a priority risk assessed basis.

If a vessel visit is not immediately possible, we may suggest that you come to our Greenwich office instead. At the meeting we will discuss your objectives in seeking funding, what the grant will cover, any assessment of your vessel's condition, plus long-term sustainability. We may be able to advise you on potential funders to approach, their guidelines and requirements, as well as make introductions to other similar vessel projects to learn from or partner with.

Please note, we will not be able to write your application form for you or give detailed advice on how to complete it. Our guidance will be in general terms and will cover aspects such as viability, conservation approach, costs, contingency allowance and future business model or project legacy. Whilst we can verify the historic status of a vessel or its involvement in the Shipshape Network, we are unlikely to provide a letter of support to be sent to those funders to whom we regularly give advice. Instead, we prefer that you submit your finalised statement of significance with the bid.

## Funding advice process for vessel owners or maritime projects seeking NHS-UK help



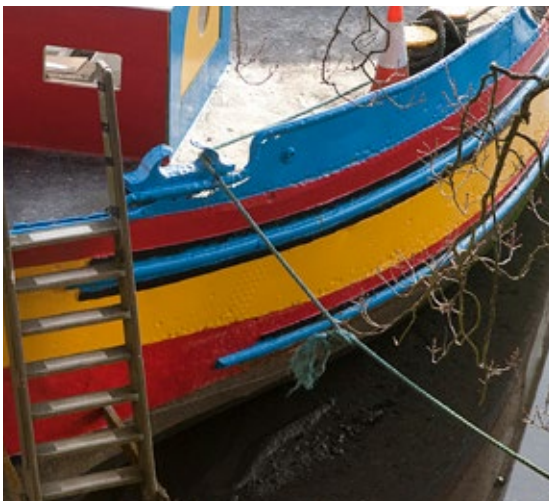




### **If you are a funder or grants officer seeking advice**

We are experienced in giving expert advice to funders including the National Lottery Heritage Fund, National Heritage Memorial Fund, Arts Council England and the Wolfson Foundation. We also work closely with the Headley Trust by alerting its staff to historic vessel projects in need of support which are likely to fit their criteria. Responses to funders are prepared either by the Director or a member of the NHS-UK project team and are circulated to the Council to allow them to comment on any aspects on which they have technical or specialist knowledge.

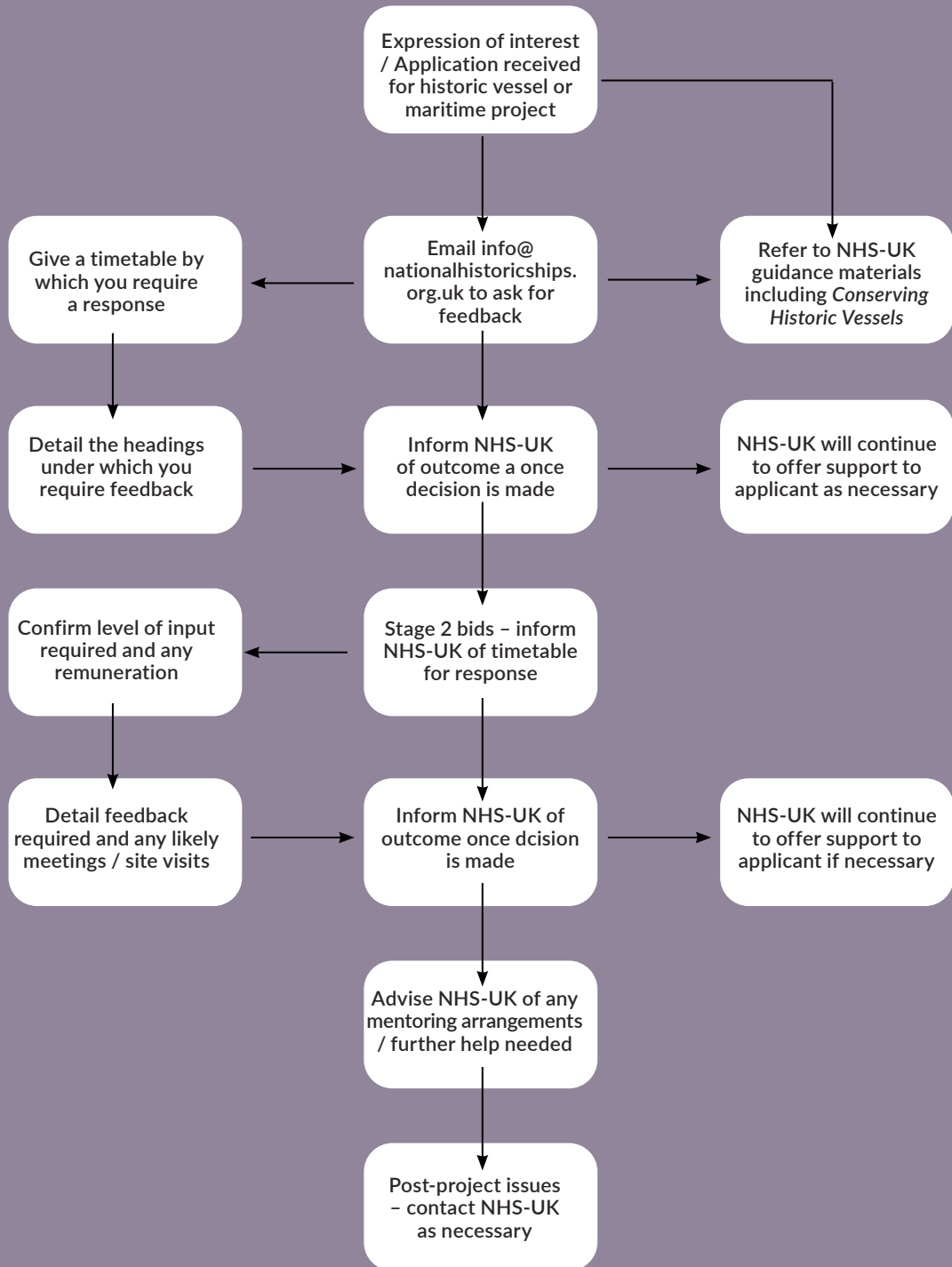
Our advice focuses on the heritage merit of the project, but will also look at viability and provide an assessment of the long-term future of the proposal. Grants officers should confirm which aspects they particularly require feedback on at the time of requesting our comment. Advice is given free of charge with the exception of detailed feedback on second round applications to the National Lottery Heritage Fund which require



an extensive review of documentation or a vessel visit. We also provide post-grant support to funders in situations where grant holders find themselves in difficulty or have failed to meet their end objectives. This may endanger the survival of the vessel and NHS-UK has taken a proactive role in a number of cases, acting as a mediator, helping to secure new moorings or advising on different business models.

We ask that, where possible, funding bodies provide us with advance notification that an application will be sent to us for comment and give a timetable by which they require a response. This is to ensure that, within our small team, we meet any deadlines the funder may have in terms of trustees or decision-making meetings. We also ask the funder to inform us of the outcome of the bid, so that we can continue to offer support to the applicant moving forward, whether the application was successful or not.

# Funding advice process for funders or grant officers seeking NHS-UK advice





## Guidance materials

NHS-UK has produced a range of guidance materials to assist vessel custodians in planning how best to secure the future of the craft in their care. These include the following:

- **Statements of Significance (SOS)**

As a starting point when considering any funding application, we advise custodians to develop a statement of significance for the vessel or, if one is already in place, review this to ensure it falls in line with NHS-UK guidelines and is current. Statements are valuable data sources which help custodians understand their craft better, assist in assessing the vessel in relation to other similar craft, are used by funders to determine priorities for grant aid and provide the basis for planning a sustainable future for the vessel.

Statements of significance can be researched and written by any individual, from a volunteer to a member of a vessel project team or a conservator. A short leaflet setting out a template for drafting a statement of significance can be downloaded from our website at <https://www.nationalhistoricships.org.uk/page/statements-significance>.



Further information can also be found in Chapter 4 of our guidance publication *Conserving Historic Vessels*. NHS-UK is in the process of developing statements for vessels in the National Historic Fleet and will also review a draft statement submitted in relation to any registered craft. These should be sent to [info@nationalhistoricships.org.uk](mailto:info@nationalhistoricships.org.uk). The NHS-UK project team will then work with the author to finalise the document to publication standard when it will be uploaded to the online vessel entry on the NRHV. Custodians are encouraged to submit the statement as a supporting document alongside any funding applications they make.

- ***Understanding Historic Vessels Volumes 1-3***

The first two volumes in this series *Recording and Deconstructing Historic Vessels* were produced to help owners deal with a number of technical and sustainability issues and are particularly pertinent for vessels at risk. The second edition of these (publication date, 2020) reflects advances in technology over the last decade, as well as featuring a number of vessel case studies. These volumes are available to download from our website at <https://www.nationalhistoricships.org.uk/page/nhs/recording-historic-vessels-deconstructing-historic-vessels>.

The third volume, *Conserving Historic Vessels*, is a richly illustrated 200 page printed publication which, since being launched in 2010, has proved an invaluable resource to many. Designed to explain the key principles behind conservation, it helps specialists and non-specialists alike develop an understanding of their project, its significance and the most appropriate conservation route to adopt in each circumstance. It is considered essential reading for any custodian embarking on long-term conservation planning and is also now adopted by many grant officers when considering the viability of an application.



One of the achievements of *Conserving Historic Vessels* is in grappling with the terminology around ship conservation and in setting definitions for different approaches and levels of intervention. Grant applicants that show an awareness of this and reflect this language in their bid, demonstrate clearly to funders that they understand the implications of the decisions they have taken, the impact this will have on originality of fabric and the reasons for making these choices.

Copies of *Conserving Historic Vessels* can be purchased via our website at: <https://www.nationalhistoricships.org.uk/publications> with payment online through Paypal or by cheque.

### Technical Papers

The NHS-UK website includes a range of technical papers which can be downloaded at: <https://www.nationalhistoricships.org.uk/technicalpapers>. These have been sourced from a variety of places –

they may be unpublished works (e.g a thesis or conference document), commissioned reports or published documents which are now no longer available through mainstream booksellers. However, they also include guidance materials produced by NHS-UK for the benefit of the sector.

For example, *Creating Access for All* was written by Victoria Wallworth, Project, Policy & Course Manager for NHS-UK and published in 2018. The purpose of this guide is to advise those who own, manage, or care for historic vessels of the options available to them to create an environment that is welcoming and accessible to every visitor. It considers people's different needs, and provides practical guidance on how these can be met in a variety of ways according to an organisation's resources and without making changes to the vessel which might affect its significance. This guide, with its accompanying case studies, is particularly relevant for those applying for public funding, who will need to ensure that the vessel is accessible to visitors in order to meet grant giving bodies' objectives.







## Sources of funding

There are no specific funding programmes for the conservation, interpretation and educational outreach of historic vessels but there are an enormous number of trusts and foundations who specifically support conservation and education in general. Many councils have lists of funding sources which help regional projects – check your local authority’s website. You should also see if there are any Government or European programmes into which your project could fall. Many commercial companies have a charitable arm that may be willing to fund you – particularly in places where they have local offices.

Historic vessels have secured funding from a wide range of sources and, for those seeking grant aid, the Heritage Alliance Funding Directory <https://www.heritagefundingdirectoryuk.org> provides an excellent overview of potential support for the sector with more than 500 listings from trusts, foundations and sponsoring bodies. This can be filtered with a keyword search such as ‘maritime’. The NHS-UK website also includes a downloadable list of funders known to have grant aided historic vessel projects [https://www.nationalhistoricships.org.uk/sites/default/files/nathistships\\_potentialfundingsources\\_071004\\_0.pdf](https://www.nationalhistoricships.org.uk/sites/default/files/nathistships_potentialfundingsources_071004_0.pdf).



The following funding sources have given considerable support to our sector:

- **The National Lottery Heritage Fund**  
<https://www.heritagefund.org.uk>

The Heritage Fund has invested more than £520 million in thousands of industrial, maritime and transport heritage projects across the UK since its inception in 1994. Grants range in size from £3,000 to Heritage Horizon Awards at £5 million and over and can cover a range of activities including: repairs and conservation, digital outputs, paid training placements, professional fees and new staff posts. Private owners of heritage can apply for grants of up to £100,000 in particular circumstances when there is clear public benefit. Applicants seeking more than £250,000 will have to complete a short Expression of Interest form and, if invited to apply, will need to do so at one of the set deadlines throughout the year. Detailed guidance on the Fund’s outcomes and how to complete the online application form can be found on its website.

- **Arts Council England (ACE)**  
<https://www.artscouncil.org.uk/>

In 2018, ACE closed the Fund for the Preservation of Scientific & Industrial Material (PRISM Fund) which had run for 45 years and supported a range of maritime projects during its lifetime. The conservation work which PRISM covered was merged into the newly developed Arts Council National Lottery Projects Grants programme which is open to all accredited museums. There is a six week turnaround for grants of £15,000 or less. Larger applications of up to £100,000 take some 12 weeks to process and must meet the programme’s four criteria of: quality, public engagement, finance and management. Projects can last up to a maximum of three years and at least 10% of funding must come from other sources.



- **NHS-UK Small Grants Scheme**  
[www.nationalhistoricships.org.uk](http://www.nationalhistoricships.org.uk)

The Strategic Development Fund managed by NHS-UK since 2007 has dispersed some £450,000 to registered historic vessels and maritime skills projects. Initially, the Fund was open to applicants at regular intervals throughout the year but, more recently, only one funding round per year has been advertised due to diminishing resources. The Fund typically now offers grants of up to £1,000 for sustainability works and is available to any vessel which has been listed on the NRHV for more than 6 months.

Government funding initiatives have been welcomed by the heritage sector with the Future Jobs Fund and the Coastal Communities Fund being amongst the most popular for maritime:

- **Coastal Communities Fund**

This programme opened for its fifth round in 2018 when 47 projects worth £50.7 million were announced. Funding goes to projects over £50,000 that will lead to regeneration or economic growth whilst indirectly or directly safeguarding and creating sustainable jobs. Since 2012, the Coastal Communities Fund has invested £229 million into 369 projects UK-wide with the programme delivered by the Big Lottery Fund on behalf of

the Government. Maritime heritage projects previously funded under this programme include:

- Shipshape East Anglia (International Boatbuilding Training College Lowestoft): £624,950 grant to establish a maritime heritage hub, heritage water taxi service and sawmill.
- National Maritime Museum Cornwall Trust, Falmouth, Cornwall: £110,000 grant towards a £223,200 project to introduce heritage boat tours of Falmouth's historic docks.
- Scottish Fisheries Museum: £166,857 grant towards a £194,000 project for boat-building and conservation work.

- **Crowd-funding**

Crowdfunding is the practice of funding a project or venture by raising small amounts of money from a large number of people, typically via the internet. This has become increasingly popular and a number of historic vessel projects have successfully secured funding through this medium. Typically, this has raised lower sums which work well as match-funding or for minor conservation works. However, those with a strong campaign or high level of outreach have been able to secure large sums in relatively short spaces of time. A good example of this is the Jubilee Sailing Trust which managed to raise £1 million in a week to save itself from going into liquidation.



## Top tips on writing a Funding Application

- Ask for the amount of money you really need and resist the temptation to mould your project to fit within the confines of a grant programme.
- Think about the funder's priorities, not just your own.
- Do the groundwork – make sure your project is thoroughly researched and your need can be evidenced.
- If your project would benefit from a mentor, include the costs of this within your grant application.
- Make sure you allow sufficient contingency, particularly if works to vessel fabric are being carried out.
- Consider your wording carefully – the terminology you use in relation to your vessel should reflect the conservation approach you are taking.
- Know who your project is for – understand your audience and who you want to reach.
- Don't forget the skills – traditional maritime techniques are in decline, so try to find ways to regenerate and capture these in your bid.
- Think long-term – how can you demonstrate your project has a legacy and is sustainable?



Launch of S.B *Raybel*, Milton Creek, Kent, 1920.



## Case Study One – River Barge *Lynher*



*Lynher* once again under full sail.

Name of Organisation **Lynher River Barge Community Interest Company**

Vessel ***Lynher***

Project Overview The *Lynher* Barge lay under cover in Mashfords yard for 12 years and was deemed an impossible project. We assessed the level of work needed and calculated that it would take up to £350,000 to return her to operational use.

Due to unforeseen circumstances, conservation had to begin before all the funding was in place, as the barge was at risk of being destroyed following a change of ownership at Mashfords where it was based.





We used our own reserves to start and employed a skilled boatbuilder to help with the first stage of work. Volunteers played an important part in the conservation journey which was also supported by NHS-UK, the National Lottery Heritage Fund (then HLF) and the Social Enterprise Network.

It took three years to return *Lynher* to use as a commercially operated heritage asset in good condition with a secure future ahead.

|                                  |   |
|----------------------------------|---|
| Total Project Cost               | <b>£148,000</b>   |
| Source(s) of Funding             | SE Unlimited Start Up: £5,000<br>Personal reserves: £49,000<br>National Lottery Heritage Fund: £48,000<br>Power to Change: £10,000<br>LEADER SELAG: £21,000   |
| Fundraising Method(s)            | Funding applications  |
| Fundraising Timescale            | 3 years   |
| Role of NHS-UK                   | NHS-UK was made aware of the project from its initial concept. The NHS-UK Director came for a site visit, which was followed up with further advice via telephone and email.  |
| Use of NHS-UK Guidance Materials | We referred to the principles in <i>Conserving Historic Vessels</i> throughout the conservation work. As part of the process of underpinning the relevance of <i>Lynher's</i> maritime heritage, a statement of significance was developed with the support of NHS-UK. <i>Lynher's</i> exceptional historic interest is also highlighted by her inclusion in the National Historic Fleet.   |
| Additional Comments              | Fundraising for historic vessels has become more complicated in recent years making the prospect of securing one single grant to cover an extensive conservation programme less likely. Therefore, it is important to look for a number of different funding streams to achieve one's objectives. It is also vital to become commercial as soon as possible. In <i>Lynher's</i> case, we had to start trading even though the existing engine was old and the interior was unfinished. This was frustrating, but the first season's trade contributed directly to match-funding for the LEADER award. |
| Project Website                  | <a href="http://tamarbarge.org.uk/boat-history">http://tamarbarge.org.uk/boat-history</a>   |

## Case Study Two – *Arctic Corsair* & lightship *Spurn*



*Spurn Light Vessel* alongside in Hull.

Name of Organisation

**Hull Culture & Leisure Ltd and Hull City Council**

Vessel

***Arctic Corsair* and *Light Vessel 12 Spurn* (*Spurn Lightship*)**

Project Overview

Hull: Yorkshire's Maritime City (HYMC) is the redevelopment of five maritime assets across Hull: the transformation of the Maritime Museum with a new architectural and exhibition scheme; the creation of a collections store at the Dock Office Chambers; the conservation of two historic vessels – the *Arctic Corsair* and the *Spurn Lightship*, and the creation of a visitor orientation centre and dry-berth at the derelict North End Shipyard.

HYMC uses heritage as a means of delivering outcomes to build capacity in the city, through skills development, employment, apprenticeships, internships and volunteering.

Total Project Cost

**£27.6 million**



|                                  |  |
|----------------------------------|--|
| Source(s) of Funding             | National Lottery Heritage Fund: £15 million<br>Hull City Council: £10 million capital funding<br>DCMS Wolfson Fund: £150,000<br>Coastal Revival Fund: £50,000<br>Remainder to be sourced through match-funding   |
| Fundraising Method(s)            | Use of a dedicated Fundraising Manager provided by Hull City Council.  |
| Fundraising Timescale            | 3.5 years  |
| Role of NHS-UK                   | NHS-UK gave critical advice and support through both phases of application for funds from the National Lottery Heritage Fund. Recognition of the significance of our vessels, the thoroughness of our approach, providing helpful contacts and advice on increasing access were all instrumental in the approach we took.  |
| Use of NHS-UK Guidance Materials | <i>Conserving Historic Vessels</i> was adopted to help us determine the approach we were taking with our vessels and in detailing this to consultants and contractors. NHS-UK guidance also helped us develop Statements of Significance for both vessels. Presence on the National Register of Historic Vessels and the National Historic Fleet enabled us to better communicate the importance of the vessels to decision makers (both internal and external) who did not have a direct maritime connection.   |
| Additional Comments              | <p>Integrating the conservation and relocation of our vessels within a larger project had advantages and disadvantages. As part of an ambitious city-wide project we could demonstrate the broader benefit to the city of preserving these vessels. However, the stakes were high given the scale of the project and the amount of funding requested for the project as a whole.</p> <p>Having secured the funding from the National Lottery Heritage Fund, we can say in hindsight that the multiple site strategy worked for us. However, this was undeniably supported by the significant amount of match funding and commitment Hull City Council put into the project. Political, community and stakeholder support was critical to this project.</p> <p>Another lesson we learnt from this was the importance of going the extra mile in surveying the vessels and assessing the amount of work and cost involved well beyond the minimum requested to reassure funders who may have previously seen historic ships as ‘high risk’, having seen previous projects involving historic ships have their costs rise considerably. This did take significant capital investment prior to receiving additional external funding.</p> <p>The final lesson we would pass on is the importance of listening and utilising local knowledge from people who have worked on the vessels or similar, and involving them directly in the approach towards the refurbishment specification and reinterpretation.</p> |



## Case Study 3 – Thames sailing barge *Raybel*



Thames sailing barge *Raybel* at Milton Creek in 2019.

|                      |  |
|----------------------|--|
| Name of Organisation | <b>Raybel Charters Community Interest Company</b>  |
| Vessel               | <b><i>Raybel</i> – Thames Sailing Barge</b>  |
| Project Overview     | Renowned as ‘the ultimate evolution’ of the sailing barge, <i>Raybel</i> is still predominantly original and this project seeks to return her to operational use. The conservation work will take place at Milton Creek, Sittingbourne and is a key component of the new heritage tourism / leisure site at Lloyd Wharf. The project offers training for shipwrights, work experience for local young people and archive training for volunteers and staff of local heritage organisations. We have linked with community organisations to provide a three-year programme of heritage activities, featuring research and archiving, oral history and reminiscence, tours and talks, community festivals, a schools programme, arts / theatre activities and community sailing experience. Post-conservation, <i>Raybel</i> will become an asset for heritage based environmental, education, skills and health initiatives, delivered with community organisations along the Thames estuary. |
| Total Project Cost   | <b>£722,000</b>  |





|                                  |  |
|----------------------------------|--|
| Source(s) of Funding             | NLHF: £686,000<br>Crowdfunding: £18,000<br>Kent Community Fund: £2,000<br>Swale Borough Council: £1,000<br>Groundwork: £1,000<br>Worshipful Company of Shipwrights: £500<br>To be raised during project: £14,000   |
| Fundraising Method(s)            | NLHF was targeted as the main funding source, with small-scale local authority support to demonstrate local commitment, and a crowdfunding campaign to demonstrate wider appeal. The funding campaign was led by CIC directors.  |
| Fundraising Timescale            | Spring 2017: Initial concept for the project. Autumn 2017: Expression of interest submitted to NLHF. February 2018: First round application submitted to NLHF. June: NLHF first round pass. Autumn 2018: NLHF development phase including production of Activity Plan, Business Plan, Condition Survey, Management & Maintenance Plan. Winter /Spring 2018/19: Match funding applications submitted to Big Lottery Fund (unsuccessful), Groundwork, Swale BC, and Kent Community Fund. March 2019: Second round application submitted to NLHF. May 2019: 4 week crowdfunding campaign launched. June 2019: NLHF second round pass. July 2020: Project start. Total: 3 years  |
| Role of NHS-UK                   | Initial meeting at Greenwich offices<br>Assistance with production of Statement of Significance<br>Advice on historic ship networks<br>Publicity (including promotion of crowd-funding campaign) via NHS-UK website, newsletters and social media  |
| Use of NHS-UK Guidance Materials | We used Conserving Historic Vessels in producing the Statement of Significance, devising the work plan for the conservation and the Management & Maintenance Plan.   |
| Additional Comments              | NLHF support depends on being able to demonstrate a clear commitment to community benefit. This must be genuine – through a commitment to training, work experience, volunteering or community engagement. It is also increasingly important to show thought and planning has gone into long-term business sustainability.<br>Crowdfunding is a fantastic way to publicise projects and demonstrate public support at the same time as raising match funding' but it is nail-bitingly tense and requires dedicated time to plan the campaign in advance (including video production) and then to keep promoting the campaign whilst it is running. The evidence is that people need to be prompted three or four times before giving – so it's important to be bold. |
| Project Website                  | <a href="https://raybelcharters.com/">https://raybelcharters.com/</a>  |



## Next steps

For more information on applying for funding and writing an application, please visit the following:

- National Lottery Heritage Fund  
<https://www.heritagefund.org.uk/hub/good-practice-guidance>
- Arts Council England  
<https://www.artscouncil.org.uk/advice-and-guidance/advice-and-guidance-library>
- Museums Association  
<https://www.museumsassociation.org/policy/resources-a-z>
- Heritage Alliance: Giving to Heritage Project  
<https://www.institute-of-fundraising.org.uk/events-and-training/heritage/webinars/>
- National Council for Voluntary Organisations  
<https://knowhow.ncvo.org.uk/funding/grants/lottery-funding>

## Contact

### National Historic Ships UK

Park Row, Greenwich, London SE10 9NF

Telephone: 0208 312 8558

General enquiries:  
[info@nationalhistoricships.org.uk](mailto:info@nationalhistoricships.org.uk)

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

