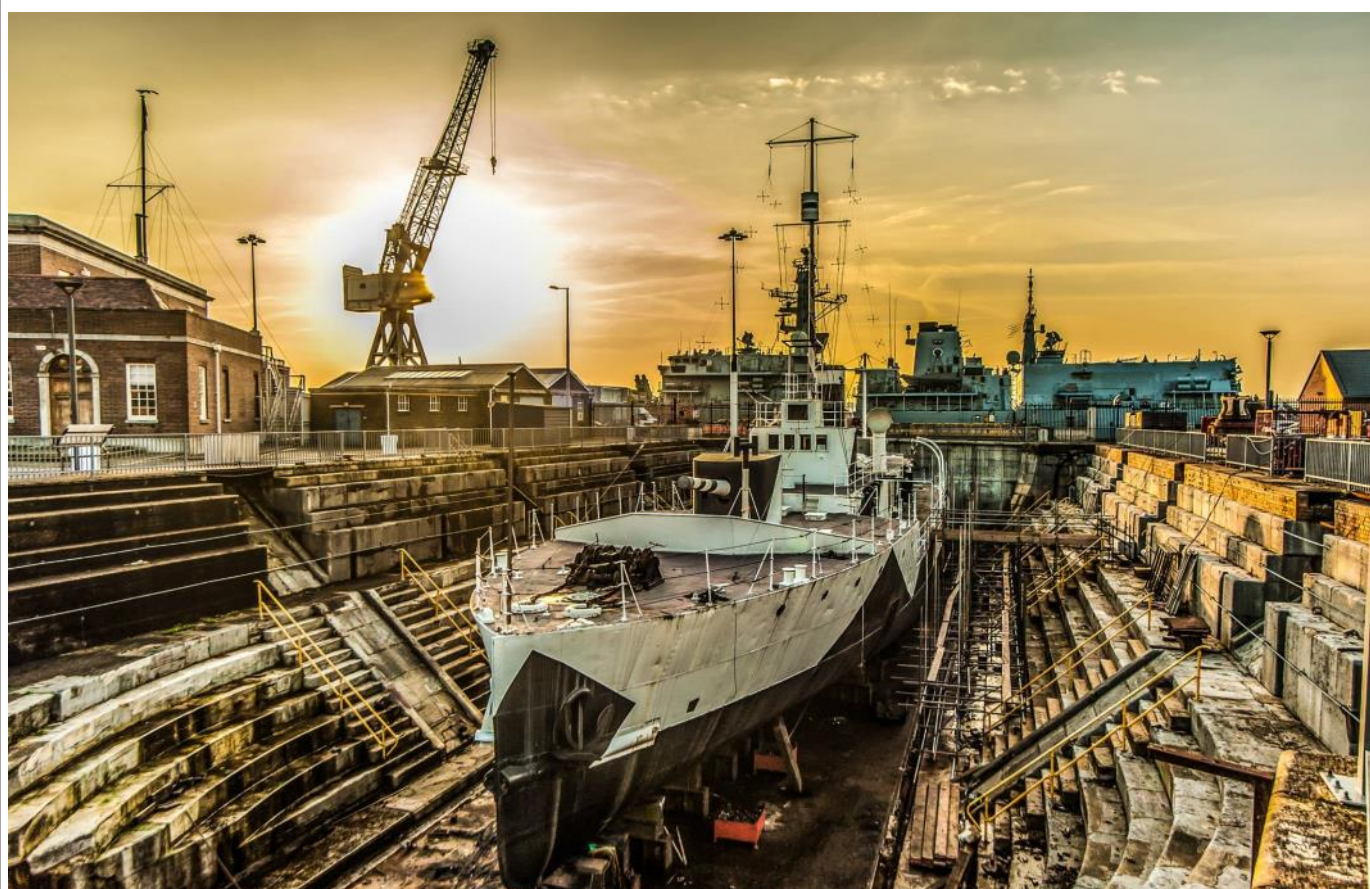


National Historic Ships-UK

WWI: Britain's Surviving Vessels

Project Evaluation



Shaun Roster - Commemorating Gallipoli – HMS M33



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Executive Summary

The *WWI: Britain's Surviving Vessels* project was delivered by National Historic Ships UK (NHS-UK) and funded by the Heritage Lottery Fund (HLF) under its 'Your Heritage' programme. The project ran from October 2013 to December 2016 and aimed to achieve the following:

- To undertake research into 60 registered historic vessels and tell the stories of the role they played during the First World War
- To create dedicated web-pages on which to upload the vessel information
- To develop a pop-up exhibition and tour to five venues
- To draft statements of significance for the 60 featured vessels in the project
- To undertake a programme of outreach and vessel visits

These aims were developed from research carried out by NHS-UK prior to the project start, which identified the range of surviving registered historic vessels with connections to the 1914-1918 period and collated feedback on the public interest in learning more about these craft.

The approved purposes agreed with HLF were:

- The recruitment of one new volunteer, to participate alongside a professional on extended secondment placement and an established volunteer
- Five days training at the Institute of Historical Research, attended by the new volunteer and seconded placement. On-going research training will be provided by NHS-UK for all three participants.
- Research on 60 registered historic vessels, carried out by participants at the National Maritime Museum, Royal Navy Museum, Imperial War Museum and National Archives.
- Ten vessel visits by staff and participants, where owners will receive conservation advice and the vessels will be explored in detail.
- Web-pages added to the NHS-UK website, including information and 'statements of significance' for all 60 vessels and a timeline for the public to upload information to
- Outreach to descendants of those who served on WWI vessels, filming their memories and arranging for them to re-visit the vessel.
- A touring exhibition travelling to 5 venues over 8 months: HMS *President*, Thames barge *Kitty*, Southampton Maritime Festival, Portsmouth Historic Dockyard, and NMM Cornwall.
- Two events with workshops on promoting and maintaining historic craft for 60-100 members of the public and owners, at HMS *President* (coinciding with the exhibition launch) and Southampton Maritime Festival.

At the end of the project, some of these purposes have been amended, but the main objective in each case has been met as planned and there are significant additional outcomes that have been recorded where initial targets were exceeded.

1. Introduction

The *WWI: Britain's Surviving Historic Vessels* project was delivered by NHS-UK between October 2013 and December 2016 and involved research into the history of more than 60 craft on the National Register of Historic Vessels (NRHV).

The project resulted from a workshop organised by the Imperial War Museum to look at ideas of how to commemorate the First World War centenary. From this, initial investigation revealed more than 60 craft with First World War connections whose stories required further research. An online survey showed public interest in learning more and so the project was developed.

The project contained the following key elements:

- research and tell the stories of more than 60 registered historic vessels surviving from the First World War period via dedicated web pages
- design a pop-up touring exhibition
- manage a programme of outreach and vessel visits

This report has been written by NHS-UK, with support from an external consultant, to review the project, record the outcomes for the different stakeholders involved, and identify the lessons learned over the last three years. To evaluate the scheme, data has been gathered using a number of approaches to assess whether the planned outcomes of the project have been met and how.



During the last six months of the project, the external evaluation consultant held a number of telephone and face-to-face interviews:

- with the project team to explore issues, achievements, individual learning and learning for NHS-UK
- with vessel owners and stakeholders at events held as part of the project programme on board *Kitty*, a Thames barge at Maldon, Essex and at *ss Great Britain*, Bristol
- with vessel owners and museums who had received visits from the project team or who had hosted the pop-up display over the course of the project.

2. Project Background

In May 2012, a representative from NHS-UK attended the First World War seminar held by HLF at the Imperial War Museum. Following this, NHS-UK joined the Centenary Partnership and circulated ideas for a potential WWI project in its June 2012 e-Newsletter. This reached over 1,200 mailboxes and there were a number of responses indicating interest in the proposals for a maritime-themed First World War project. Direct mailing to the owners of historic vessels which played a part in WWI also resulted in positive feedback and a desire to know more about their vessels at that time.

In January 2013, NHS-UK ran an online survey via its website to gain feedback from more general users and 191 responses were received, the highest response rate at that time on a NHS-UK run survey of this kind. 92% of those surveyed indicated an interest in commemorating WWI vessels and 65% were interested in uploading material to the website featuring their vessel or their ancestors.

Based on this research and feedback, NHS-UK submitted an application to the HLF 'Your Heritage' programme in 2013 to run this project, telling the stories of registered historic vessels through dedicated web-pages, promotional literature and a pop-up display.

3. Project Delivery

3.1 Project Website

Following confirmation of the grant award, the NHS-UK web design and hosting company, Fat Beehive, was formally appointed to undertake the development of new web-pages for the project, acting on the quotation received from them during the planning stage of the bid. A decision was made to assign the project its own URL to better attract visitors and secure its identity, rather than developing additional pages to the NHS-UK website as originally intended. Accordingly, the new site: <http://www.WWIbritainssurvivingvessels.org.uk/> was soft launched in December 2014.

After a number of initial design meetings, it became clear that the concept of a timeline as set out in the web brief was not working as the core of the website, due to the fact that very few vessels had a specific date or event associated with them. As a result, the pages were built instead around a location map showing all the vessels, with the timeline featured as a separate tool. Due to these amendments to the planned design, the launch of the new website was delayed and additional costs were incurred to complete the work. It was also not possible to make the timeline fully interactive, but links were placed online allowing members of the public to upload stories or images which could then be manually added to the timeline or the vessel entries.

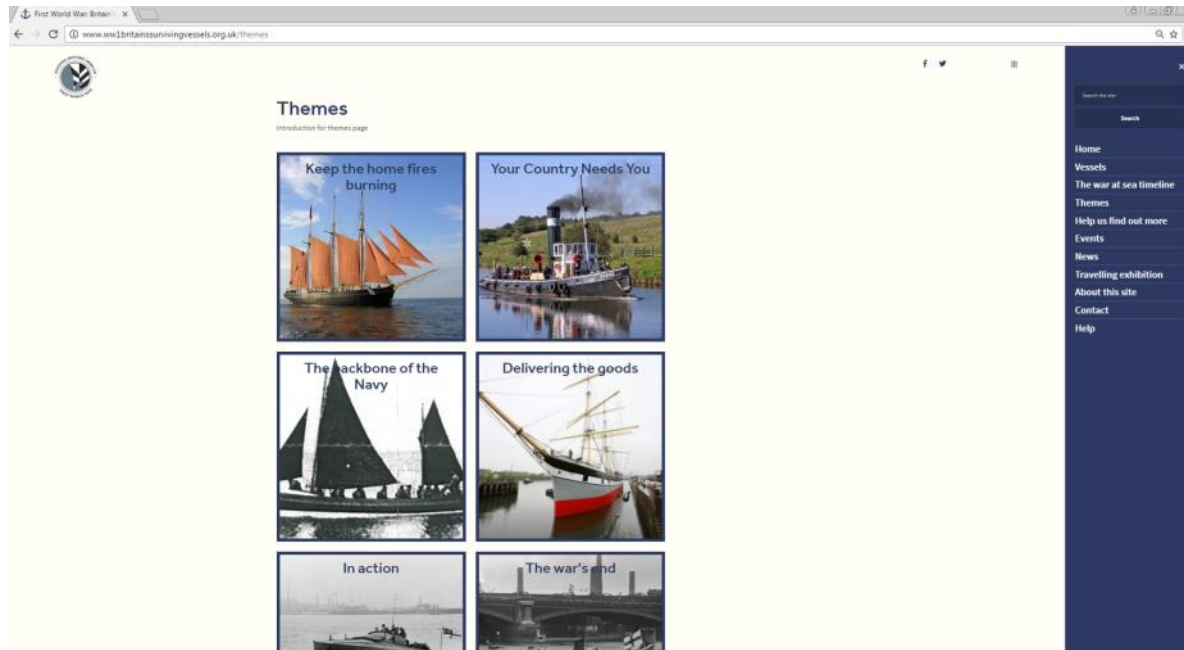
Volunteer Stuart Anderson worked alongside the Project Manager to draft text for the website, working to a template that had been created for writing a vessel story. The completed entry was then uploaded to the website content management system by the Project Manager, along with accompanying images or data. Using this work method, it proved relatively simple to edit entries, add extra data or create new vessel stories as the project progressed.

The website was built around the six key themes originally identified for the project. These were:

- Your Country Needs You

- Keep the Home Fires Burning
- The Backbone of the Navy
- Delivering the Goods
- In Action
- The War's End

In some cases, the title of the theme was amended from the original to better suit the online page design or the thrust of the story. Each vessel falls within one of these themes on the website and can be searched for either by individual name or through the theme itself.



After year one of the project, when the Project Manager returned from maternity leave, the project was reviewed to see if it had met its original objectives and to see how well the website was working in practise. As a result of this, some further changes were made to the web to improve project delivery.

A news page was added by the web company to allow NHS-UK to post press releases about events or stories and to upload news items relating to vessels or other relevant First World War commemorative activities. This proved effective and worked well in conjunction with the NHS-UK social media as a way of promoting the project.

A 'Can You Help?' page was also added at this time to enable the project team to post details of vessels on which research was proving particularly difficult or where a research lead had gone cold. This resulted in renewed activity on social media and also some feedback on several of the vessels listed.

In interviews held with project staff as part of the evaluation it is clear that the website design did not match up to original expectations and there is some concern over how effective it has proved. Eric Kentley (maternity cover for the Project Manager during year one) commented:

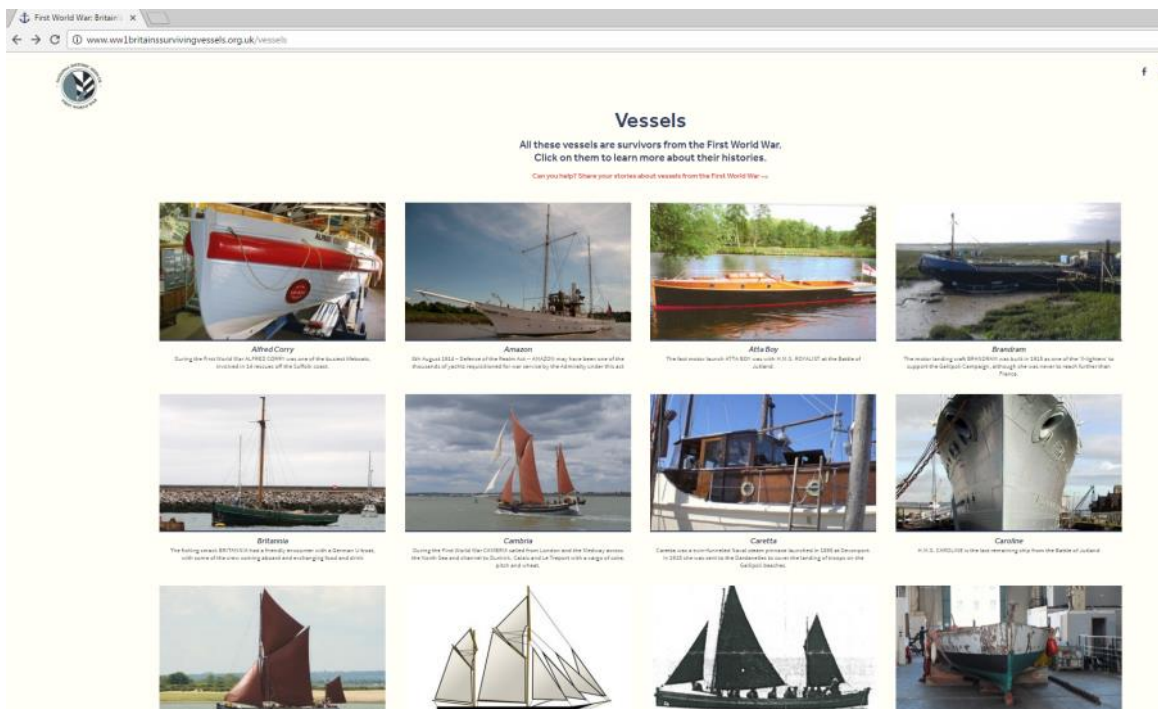
'the website is useful but fell short of the original brief in terms of design. The map showing the vessels is quite simple and was originally designed to be more attractive. The content and navigation is good but I am not sure if it will reach a younger audience of teachers, pupils etc.'

Google analytics were used to monitor response to the website over the duration of the project. These indicate that there was an average of 400-450 users per month during 2016 and the majority of these were returning visitors. At the close of the project, an online survey was run on the website using Survey Monkey. Twelve responses were received which indicated that for 75% it was their first visit to the site, 83% were visiting the site with a vessel/maritime related enquiry, 29% had seen the touring pop-up display, and 75% had visited or intended to visit the NHS-UK website as well. Fifty per cent of those surveyed were aged over 65, suggesting that the difficulties perceived by the project team in making the website appeal to a younger audience were validated.

3.2 Vessel Research

The project objective was to complete research on 60 registered historic vessels and tell the story of their activity during the First World War. However, as the project progressed, more stories emerged about other registered vessels at this time, both through the research carried out by the volunteers and through owner feedback at events. At the close of the project, 52 vessels of the original 60 proved to have relevant stories when fully researched and these have been uploaded to the project website. In addition, a further 20 new vessels were researched, making a total of 72 vessels covered by the project, twelve more than initially planned.

The website contains a mix of vessels drawn from the different databases within the National Registers, with 68 of the vessels being registered on the National Register of Historic Vessels as existing craft, one being from the National Small Boat Register and three being listed on the National Archive of Historic Vessels as disposed of or no longer in existence. Two of these vessels were lost during the course of the project; one as the result of a tragic fire, and consequently the First World War project is one of the few records now remaining which documents their existence.



Research was carried out by the volunteer, the seconded placement and the Project Manager over the duration of the project and over 16 major repositories / archives were visited as well as

individual vessel archives. Research was most intensive during the first six months of the scheme, when the majority of the vessel stories were being investigated prior to the launch of the website. However, research has continued to be carried out by Stuart Anderson right up to the end of the project in December 2016 and this has resulted in new stories being added to the site and the initial target of 60 vessel stories researched being significantly exceeded.

Claire Durrant, the seconded placement, was studying for her Museums Association qualification during this time and found the work particularly helpful for her studies and in broadening her perspective beyond the museum sector where she currently worked. She commented:

'Research involved contributing to statements of significance for each vessel and I wrote the statement of significance for Cutty Sark. I also undertook vessel visits to Portsmouth, Brentford and Glasgow, and visited other archives and museums including the Imperial War Museum, Woolwich for the Cutty Sark archives, and regional record offices. I learnt about the passion for keeping the history alive for historic vessels and how the ships are worked. I learnt more about the maritime heritage sector as opposed to the museum sector and the specialist network that exists, and I enjoyed researching the fabric of the ships'.

Feedback from vessel owners also indicates that they found it valuable to have their vessel researched in more detail and to be able to access sources or repositories outside their immediate neighbourhood. It also often encouraged them to carry out more research on their own initiative, focussing on this period. Joe Lawrence, Head Ranger at the National Trust, who is responsible for the Tamar barge *Shamrock*, researched and visited by Stuart Anderson during the project, said:

'It is very interesting to have a reason to research a particular period and see how boats were used differently during the war than perhaps they had previously been. We are fascinated by this project and think it helps to raise awareness about the importance of restoring and making historic vessels available for people to see and learn about. This project ties in with other WWI displays and events we have been running on the estate. It also helps us see the national picture about historic vessels and what we are part of.'

3.3 Vessels Visits

A series of visits to craft on the National Register of Historic Vessels (NRHV) were carried out throughout the project by volunteers and staff from NHS-UK. Over 40 vessels were visited in total, most of which are now featured on the project website. Wherever possible, once a visit had been arranged, a search was made of other registered vessels in the area which were also in existence during WWI and these were seen at the same time. If they had a suitable story for inclusion in the project, further research was carried out and their details uploaded to the website.



In the early stages of the project, a group visit was arranged to Portsmouth Historic Dockyard to view three vessels within the project, so that the volunteer and seconded placement could see how a standard visit was conducted and learn from the Policy & Project Manager. She also helped them to complete their first vessel visit report following the trip and these were then filled out for all subsequent visits, ensuring that there is a documentary record of all findings from the project which will remain on the individual vessel files. Once the volunteer and seconded placement felt confident, they were then able to undertake future visits themselves.



'We have been really flattered to be included in this project and very pleased to have taken part. It was useful to learn from the research volunteer who visited and he told us more about the boat we didn't know.

We have an archive here of log books and information which we love to share. The lifeboat was on station during the war and was called out but never saved lives.

We have connections with the Anglesey Museum and would love to be involved in hosting the exhibition there - it will raise a lot of interest. '

The main purpose of the vessel visits was to update the NHS-UK records for each craft, including taking more recent photographs and finding out any additional history. Where relevant, research into the vessel's history was also undertaken in local repositories as part of the visit. The visits also provided an opportunity for the team to spread the word about the project, give out promotional material and encourage owners to attend future project events. Advice on funding and conservation was given to owners and, if volunteers and the seconded placement were not in a position to help with this, a note would be made on the visit record form for the Project Manager to contact the owner as a follow-up action. This level of outreach proved popular with the owners, being an excellent way to engage them with the work and activities of NHS-UK, particularly when some vessels were located as far afield as North Wales, Northern Ireland and Scotland.

Draft statements of significance were shared with the owners during these visits or as a follow-up action. If a draft had not yet been written at the time of the visit, owners were asked to start their own draft and submit it to the project team, who would then finalise it for publication on the website.

The majority of vessel visits were undertaken by the principal project volunteer, Stuart Anderson. However, other members of the project team also carried out vessel visits as indicated on the full list of visits given in Appendix 1.


3.4 Statements of Significance

A key aim of the project was to develop statements of significance for all 64 historic vessels featured in the original project plan. This was to enable NHS-UK to better understand these craft and to assist the owners in caring for their vessels, prioritising conservation work and seeking funding. The structure set out for statements of significance in the NHS-UK guidance manual 'Conserving Historic Vessels' was adopted by the team.

At an early stage in the project, both Claire Durrant (seconded placement) and Stuart Anderson (volunteer) were given guidance by the Project Manager on how to draft a statement of significance to this criteria. Working under the three headings provided, Stuart and Claire would research the vessel using its file and additional data found during visits to archives, vessel visits or online. They then produced a draft statement for the Project Manager to comment on.

Initially, drafting statements of significance was an interactive process, with the Project Manager timetabling sessions to work through the statements together, explaining her comments and the changes made. Later in the project, once Claire's contract ended, Stuart took on the work of drafting all statements himself. On her return from maternity leave, the Project Manager further expanded the template for writing statements of significance to help Stuart with this work, asking a series of key questions under each heading to help clarify the different elements which needed to be considered.

The process of writing statements was further refined so that Stuart would complete a final draft for the Project Manager to revise and then upload to the website, with an opportunity for the Director to make any changes and sign off at this stage. Vessel owners were also given the chance to



STATEMENTS of SIGNIFICANCE

© Ruediger Zeit

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Understanding the various ways in which a boat or ship matters to people is the touchstone for making all decisions, large and small, about how she should be conserved.

This is the difference between conservation, where the owner makes the significance of the boat or ship a deciding factor in what is done, and a project where the owner rebuilds or adapts an historic vessel simply to please him or herself.

”

CONSERVING HISTORIC VESSELS – National Historic Ships, 2010

National Historic Ships UK is committed to developing statements of significance over time for all craft on the National Register of Historic Vessels. However, to do this, we need the help of owners to provide key information about their vessel and to produce a first draft statement.

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.

**TEMPLATE FOR DRAFTING
A STATEMENT of SIGNIFICANCE**

VESSEL NAME

1. WHAT IS THE VESSEL'S ABILITY TO DEMONSTRATE HISTORY IN HER PHYSICAL FABRIC?

- Evidence for designs, functions, techniques, processes, styles, customs and habits or uses and associations in relation to events and people. How early, intact, representative of a class or style of vessel, or rare these features are may impact on significance.
- Were there any key design innovations in this vessel's build? If so, have these features survived and can they still be seen? Was she a prototype design? If so, was the prototype design taken forward into general production?
- What is the level of originality? How much of the original or early hull fabric, internal / deck fittings and rig survive?
- Is the hull form as at build or have there been any changes to shape? If so, at what point were these made and why?
- Have there been any adaptations to the vessel's fabric to meet operational, display or health & safety requirements?
- What does the fabric of the vessel tell us about her history? Is there evidence of wear and tear caused by operational use? Can you see different phases of a vessel's life? Has there been any use of unusual/

unexpected materials - possibly regional variations/limited availability of what might normally be used?

- Has any conservation work been carried out and if so, to what level? Has it been done sympathetically using like for like materials and appropriate construction techniques?

2. WHAT ARE THE VESSEL'S ASSOCIATIONAL LINKS FOR WHICH THERE IS NO PHYSICAL EVIDENCE?

- Associations with people or places. Off-ship research.
- Are there any interesting associations between the vessel and particular communities, families, famous people, key events etc? Who was/is this vessel important to and why?
- Does the vessel have links to a particular place, area or event? Would you classify these as being of local, regional, national or international significance?
- What is this vessel's role in contributing to British maritime history? Does she tell the story of a particular way of life, represent a change in technology or a known era?
- Did she win any awards or medals (if relevant)? Does she have any significant service history?

- Has the vessel featured in any published works or films?
- Consider the rarity of the vessel - what other known survivors are there of a similar type and how does this craft compare?
- What information has survived to document this vessel? E.g. Log books, crew lists, newspaper articles, registration documents, photographs etc.
- When was the vessel recorded on the National Register of Historic Vessels and what is her status?

N.B. Be careful not to simply write a history of the vessel in this section, but to consider before including them which elements of her history are of particular significance and why.

3. HOW DOES THE VESSEL'S SHAPE OR FORM COMBINE AND CONTRIBUTE TO HER FUNCTION?

Overall aesthetic impact of the vessel, her lines, material she was built from and her setting. Does she remain in her working environment?

- What was the vessel's primary function? Did that change over time and if so were any changes reflected in physical adaptations to the vessel to enable it to continue fulfilling its function?
- Is the vessel aesthetically pleasing? If considered so, explain the basis for this judgement.
- Was she built with particular materials to set lines, dimensions or shape to make her fit for purpose? If so, does she retain these elements today?
- Where is the vessel now? Is she still operational? Does she remain in the geographical area in which she operated? If on display, is it in an appropriate setting?

SOURCES:

List the sources used in compiling this statement.

AUTHOR:

Sign and date the statement.

Further information on Statements of Significance can be found in the **National Historic Ships UK** guidance manual **Conserving Historic Vessels** available for sale via www.nationalhistoricalships.org.uk. Draft statements based on this template should be sent to info@nationalhistoricalships.org.uk. All statements, once completed and approved, will be published online as part of the vessel entries on the **National Register of Historic Vessels**.

National Historic Ships UK Telephone: 0208 312 8558
Park Row, Greenwich, London SE10 9NF info@nationalhistoricalships.org.uk

comment on and contribute to statements about their vessel and the visits programme was of great value here in helping to raise awareness of this, as well as deepen understanding about the current condition of each craft.

Evaluation shows that when planning the project, the amount of time necessary to write statements for all 64 vessels was significantly underestimated by the team. When the project came to its formal end in May 2016, this work had not been completed. However, the extension granted by HLF until December 2016 allowed for further work on the statements of significance so that 52 statements of significance have now been published online, matching the number of vessels from the original list which were researched. A further 14 statements are in draft form waiting to be finalised and approved by owners. These statements have been added to the entry for each vessel on the National Register of Historic Vessels which is also linked to its entry on the WWI website. In this way, the statement is kept with the principal record for the vessel, from where it can be viewed by members of the public, funding bodies and vessel owners.

During the project, enquiries have been received from owners and other organisational bodies in the

process of drafting their own statements. In particular, the project team worked closely with the Canal & River Trust (CRT) based at the National Waterways Museum whose staff was also undertaking a review of its collection at this time which involved writing statements for their own craft, many of which are on the National Register of Historic Vessels, although not necessarily falling within the WWI project. As an outcome of this, the extended template for drafting statements was shared with the CRT team and the Project Manager met with their Head of Collections to discuss the process. The NHS-UK Director took part in a day at the Ironbridge Gorge Museum in 2015 to present the methodology of writing statements to the CRT volunteers and both the Director and the Project Manager were asked to give expert advice on the outcome of the CRT collections review. Stuart Anderson also visited the National Waterways Museum during the project to meet with his counterparts there and share his experiences of writing statements of significance as a volunteer.

Recognising the value of sharing the knowledge gained through this project, NHS-UK decided to produce a leaflet on statements of significance as an additional outcome. This was approved by the grants officer during the project extension, using budget that was underspent from the copyright heading for the web and exhibition development. A leaflet was designed which sets out the reason for writing a statement of significance, as well as providing the template and series of questions to be considered during the drafting process. Two thousand copies of this leaflet have been printed and distributed to owners of all vessels on the National Registers, with the PDF being downloadable from the NHS-UK and project website.

3.5 Vessel Owner Events

The project plan included provision for two events, one to be held as an exhibition launch on board HMS *President* and the other as part of the Southampton Maritime Festival. The purpose of these events was to promote the project, engage with owners and offer advice on conservation and funding. As the Southampton Maritime Festival was no longer being held in the project year, it was necessary to find an alternative venue. It was also possible to extend the number of events offered, so that the final programme was as follows:

- NHS-UK Awards Ceremony, HQS *Wellington*

Due to the fact that the design of the exhibition was delayed (see below), the original dates proposed for the exhibition launch and display on HMS *President* were not practical. Instead, an opportunity arose to combine the launch of the display with the annual NHS-UK Awards Ceremony event, held on board HQS *Wellington* on the Embankment. Since this vessel was moored next to HMS *President*, there was the added advantage that the display could be readily moved to HMS *President* following the event and could therefore be shown on board both ships.

The Awards Ceremony was attended by 80 people including prize winners, vessel owners, judges, sponsors, heritage representatives and press. The exhibition was placed in the central foyer where the guests gathered for drinks and was well received. It was mentioned by the Director in his speech and guests were invited to learn more about the project or pick up some of the promotional material to take home.

- South Coast event: Boathouse 4

In place of the Southampton Maritime Festival which was no longer being held, a South Coast event was organised at Boathouse 4 in Portsmouth Historic Dockyard, which had also agreed to host the pop-up display over a three month period. The event was aimed at owners of vessels on the National Registers and invitations were extended to all those whose craft are featured in this project, as well as those whose vessels were built during or prior to the First World War and therefore could be eligible for inclusion. The event was an informal networking opportunity, with project staff on hand to provide advice on drafting statements of significance, conservation or funding. Presentations were given by the Director, the Project Manager and Stuart Anderson, research volunteer, after which guests were invited to tour Boathouse 4, view the exhibition and the three vessels from the project which are based in the building. The event was attended by 20 guests and resulted in the addition of one further vessel to the project website – HMS *Warrior*, which was used as part of HMS *Vernon*, a training centre, during the War.



- East Coast event: Sailing Barge *Kitty*

Building on the success of the above event on the South Coast, it was decided to hold a similar session on board the Thames barge *Kitty*, one of the vessels featured in the project. The owner of *Kitty* had been an early supporter of the project and had offered to host the pop-up display. However, the delay in producing the exhibition meant that it no longer fitted so well with his sailing programme and therefore it made more sense for it to be on board for a shorter period as part of a structured event. The event followed the same format as on the South Coast, with presentations by the project team and an opportunity to view the display. A networking lunch was offered to guests and, since it was located relatively close to London, the event was also used as an opportunity for a team-building day for the NHS-UK staff, with the whole team in attendance.

The external evaluation consultant also attended this event and carried out interviews with the guests, asking them to complete a feedback questionnaire to evaluate their experience. The results of this research showed that 32 people attended the event, 17 different vessels were represented and 11 vessel owners took part in the data gathering exercise (see results below). Guests made the following general comments on the event:

'This is a good way to network - I feel privileged and humble to be part of this. WWI had such an impact on so many lives in Britain and it is good to include the vessels that were not 'officially' part of the Navy and had other vital roles.'

'The event made me re-think the historic importance of what I've got - it has reinforced the importance of these things in relation to WWI, WWII and other parts of British history.'

'It publicises historic boats and is a useful way to meet other owners. Networking is usually at races and rallies. I think it would be really useful to have networking events like this once a year.'

- Bristol event – ss *Great Britain*

When HLF approved a further extension to the project, it was decided to hold one final end-of-programme event in the South-West, based at the ss *Great Britain* in Bristol. This was planned as a mid-morning event, with a tour of the ship by the museum curator after the formal presentations by the project team. It was attended by 26 guests, representing ten different vessels and seven vessel owners took part in the data gathering exercise. Guests commented that:

'It has been useful and interesting to meet other people who are caring for historic boats and see that there is a large network. It can be very isolating working on your own boat and it is good to learn from each other.'

'It has been very interesting. We are here looking for more information about how to develop our boat which is under our care as a cruising club. We are keen to have advice about how it might be used in the future.'

The data gathered from both the final project events by the external consultant indicated that:

- 69% people had not heard about the project before their visit
- This was the first visit to *Kitty* at Maldon for 72% people attending
- 72% said they had increased their understanding about the contribution of historic vessels during WWI
- 77% said they had increased their knowledge about the range of roles historic vessels had played during the WWI
- 44% said they were more aware of the opportunity to visit other historic vessels as part of the project
- 40% said they understood more about the importance of conserving the historic vessel in their care
- 41% said that they intend to create a statement of significance for the vessel in their care and 2 vessel owners had already created statements
- 72% said that the event had given them useful access to a network of other vessel owners
- 33% said that the event had given them greater understanding of the historical significance of their vessel in their care

Eric Kentley (Project Manager maternity cover) summed up the role played by events in the project:

'The network events were popular and showed a keenness for vessel owners to network and share support about their own ventures with their boats. It was good to have a focus for vessel owners to come together and work together so that is a tangible benefit'.

3.6 Pop-up Exhibition

As set out in the project application, the intention was to create a simple display using pop-up banners which could be readily assembled at different sites, was easy to transport and inexpensive to ship. An exhibition consultant was required to help develop the display and the brief for this role was specified in the bid. In practice, Eric Kentley (who acted as maternity cover for the Project Manager during the first half of the project) is a specialist exhibition consultant and, with his knowledge of the scheme, it made sense for him to undertake this work and this was agreed with HLF.



Eric proposed a slightly different approach to the pop-up display, based on an upended steamer trunk and featuring a silent film. This took longer to produce than the initial specification and had to be adjusted to ensure it was practical for display at a range of sites from historic vessels to museums and galleries. The end result is a folding display of three double-sided boards mounted on a z-frame, with lockable wheels and a heavy-duty cover. To deal with the height requirements of different sites and overcome any stability problems, a set of optional wooden plinths were also designed on which the display can be mounted. There were difficulties over lighting which were unresolved and power to the display was achieved by means of cable which comes out of the removable panel in the central board. A detailed booking agreement was produced for the display, drawing attention to these elements and advising that the cable needs to be properly secured for health and safety purposes.

The silent film comprises a mix of archive footage, historic paintings and prints, plus more recent footage and images of surviving vessels and is accompanied by sub-titles and snapshots from the

website. This was put together by the project team in conjunction with the consultant and an external film company. It proved time consuming to source the necessary footage and obtain copyright approval, but the film has been well received and adds another dimension to the simple display. It was possible to save money on some of the copyright fees due to the service level agreement in place with Royal Museums Greenwich, who agreed to waive the cost of using material from its collections so long as the appropriate credit was given. This saving in the budget enabled money to be re-allocated elsewhere, resulting in the publication of the statements of significance leaflet. Although it was not the intention to use the film in a stand-alone capacity, it proved helpful to do this when, during the last phase of the project, the exhibition was already on display at The Tall Ship in Glasgow and was requested for a maritime heritage conference at the Public Records Office in Northern Ireland. Since the timing could not be changed, NHS-UK was able to offer the film instead and it was shown on a large screen in the entrance hall, with accompanying project literature.

Eric Kentley recommended a company called Designmap, with whom he had previously worked, to produce the exhibition graphics and accompanying promotional literature. A memory card and feedback form were produced to a format which allowed them to be slotted through a postbox in the display, as a mechanism for visitors to make immediate comments. This proved successful, although in practise the feedback form was more popular than the memory card with 38 returned in total. A folding leaflet featuring vessels and stories from the project was also designed and this has been circulated widely amongst vessel owners and at events across the sector over the course of the project.

It proved extremely difficult to estimate postage / courier costs for the display during the design phase and there was a concern about the weight which impacted on the final specification. However, once the display was completed, an external courier firm was found who proved able to transport the display and associated items to any point in the country at extremely reasonable rates. The budget allowed for this proved sufficient to cover costs of the exhibition between all sites, including those which hosted it during the project extension period and there was a small sum remaining in this heading at the end, which was then allocated elsewhere (see budget). Storage of the display on site was a problem as the NHS-UK offices could not accommodate it, but some temporary storage was found off-site through the agreement in place with Royal Museums Greenwich.

Concerns that the exhibition would not be sufficiently robust also largely proved unfounded. There were two maintenance issues during the project, both resulting in problems with the wheels, which are the only parts potentially exposed during transit. The first incident was early on and occurred in London, so Darius Wilson, the build contractor, was able to fix the display in situ under guarantee. When the wheel broke again towards the end of the project, the display was in Scotland, but it proved relatively quick to order a replacement part and it was a simple task for the host venue to re-attach this. Darius Wilson also provided a stock of paint from which the exhibition panels could be touched up as necessary and, at the close of the project, the display has returned to NHS-UK for an overhaul and minor repairs before further bookings are made for 2017-18.



3.6.1 Touring Programme

Due to the delay in producing the exhibition, some changes had to be made to the touring programme. In particular, the Southampton Maritime Festival was no longer being held in that year, so it was necessary to find an alternative venue. The National Maritime Museum, Royal Museums Greenwich, was hosting an international conference on the War at Sea and this was felt to be an excellent replacement. The National Maritime Museum Cornwall also no longer wanted to host the exhibition, due to the level of other WWI-related bookings it had accepted by this time. Instead, the National Waterways Archive agreed to take the exhibition which had the dual benefit of putting the display into a research repository, whilst also targeting an inland waterways audience, rather than just the broader maritime field.

The final touring exhibition programme was as follows:

Venue	Location	Dates	Visitor numbers
Awards Ceremony, HQS <i>Wellington</i>	Embankment, London	22 October 2015	80
HMS <i>President</i>	Embankment, London	23 October – 1 December 2015	3107
Boathouse 4	Portsmouth Historic Dockyard	02 December 2015 – 16 February 2016	Unknown
National Waterways Museum Archive	Ellesmere Port	17 February – 01 April 2016	328
Thames barge ' <i>Kitty</i> '	Maldon	27 April 2016	32
Royal Museums Greenwich	Greenwich	03 – 04 June 2016	Unknown
Scottish Fisheries Museum	Anstruther	06 June – 28 August 2016	5,186
Tall Ship at Riverside (<i>Glenlee</i>)	Glasgow	29 August – 30 November 2016	253,335
<i>ss Great Britain</i>	Bristol	13 December 2016	26

The film (which was produced as part of the exhibition) was also played in the Public Records Office of Northern Ireland (PRONI), Belfast, as part of a maritime heritage conference, since the pop-up display was already booked for another venue. This conference was attended by 100 people.

Feedback on the exhibition was gathered in a number of ways. Firstly, by means of an accompanying paper feedback form which could be posted into an internal box in the portable display. Thirty-eight forms had been returned from the various venues at the time of publishing this report. 82% of these were from under 18's and over half gave positive comments, ticking that they would like to visit a vessel and learn more about NHS-UK and the WWI project from the website. 43% gave positive

comments but either disagreed that they would visit a vessel or learn more about NHS-UK and the WWI project, or did not express their opinion.

Specific comments received included:

“The film was very informative” - Gabrielle, age 10

“Brilliant exhibit with lots to look at” – Angus, age 9

“Came here by chance and I was delighted to see this fascinating display. I’m interested in all things naval...but the First World War naval story deserves to be remembered with more prominence. Thanks and good luck with the tour.” – Ethna, age unknown

“I liked all of it because there is something for everyone” – Ross, age 15

The exhibition venues also completed an exhibition evaluation form at the end of their hosting period. This indicated that they were largely satisfied with the display. Boathouse 4 commented that *‘the exhibition was of good quality, a good size to be able to fit within a small space and eye-catching’*. The National Waterways Museum found it *‘well designed and compact’* and particularly liked *‘the integral audio-visuals which worked consistently.’* The team at HMS President summarised it as *‘ingenious – robust – intriguing, well presented and excellent graphic and text. Video seemed perfect’*.

Other comments received from exhibition hosts suggested that it was confusing to have both a memory card and a feedback form, with visitors struggling to understand the difference between the two. A host also proposed having the WWI website accessible alongside the display wherever the internet was available, thus allowing visitors to browse the other vessels’ stories. In addition to the feedback form and evaluation questionnaire, the external evaluation consultant attended two of the project events where the exhibition was also displayed and interviewed attendees from those events, as well as exhibition hosts by telephone. Using a specially designed survey form, she interviewed attendees and noted their comments and reactions.

**Case Study: John Benson, Archivist, National Waterways Museum
(Exhibition Host)**

‘The main benefit of the exhibition for us was that it drew people attending the museum tour into the archive and often increased the amount of time people stayed here. We did notice there were discussions by visitors particularly about the role of ‘ordinary’ boats in WWI as opposed to the warships involved in battle.

We looked in our collection and we have a shortage of material relating to WWI apart from a small amount on the Inland Waterway Transport Corps. During the time the exhibition was here, one of our volunteers brought in their own personal collection of material relating to the Corps which we displayed alongside it.

We were very impressed by the content of the exhibition and its design -in practical terms it was very easy to set up. The film also brought the subject alive and this was interesting as a contrast to the material we have in the archive.’

4. Management & Staffing

4.1 Project Management

The project was managed by the NHS-UK Policy & Project Manager, Hannah Cunliffe, who had developed the application and project proposal. However, shortly after the funding award was announced, Hannah went on a 12-month maternity leave. NHS-UK acted promptly to ensure that her role was covered and that there was no lack of continuity in management. However, due to the specialist nature of her role and NHS-UK resources, it proved difficult to find a full-time replacement. Therefore, cover was put in place in the form of consultant Eric Kentley, who had previously worked for NHS-UK and had the specialist knowledge necessary to understand the maritime terminology and sector background. Eric was employed specifically to cover Hannah's project work including the WWI programme.

A hand-over was put in place and Eric attended an early design meeting with the web company and Hannah to better understand the project requirements. He also worked alongside Hannah for two weeks prior to her maternity leave to understand how she was managing the research elements of the project and to plan the work programme for the volunteers and seconded placement. A full set of handover notes were also written. Hannah returned in the second year of the project and took over its management again, receiving a reciprocal hand-over from Eric. Partly due to the need for these handover periods and to difficulties experienced in developing the website and exhibition, the project timetable over-ran and an extension was requested from HLF.

Whilst Eric was appointed for his knowledge of the maritime sector and proved extremely valuable for his experience of working with exhibitions, he did not have the specialist research experience of Hannah who had previously been an independent researcher for over ten years. The project plan was based on the expectation that she would be leading the project and would be able to personally train the volunteer and seconded placement based on her own knowledge of research and archives. In order to ensure that the project was not adversely affected by this, Hannah worked closely with Stuart and Claire in the first two months of the scheme, accompanying them on visits to vessels and archives, passing on research techniques and creating a system for drafting statements of significance.

Eric and Hannah were supported by Paula Palmer, Office Manager, who handles the NHS-UK finances and also by Martyn Heighton, NHS-UK Director who had the final sign-off on all matters relating to the project. Whilst the project was able to meet its objectives and every effort was made to minimise the effect of the staffing issues caused by Hannah's maternity leave, it is evident that this did still cause a certain level of disruption and have an impact on the delivery, particularly with regards to timescale.

In the last two months of the project, a further staffing issue was caused by the sudden, unexpected death of Martyn Heighton. Whilst the majority of the project activity was concluded by this point, it did impact on the final event which had to be entirely managed by the Project Manager and volunteer, as well as the completion of the evaluation which Martyn was unable to contribute to or sign off.

4.2 Use of volunteers

NHS-UK only has a small team with four full-time staff and therefore it was decided to recruit a new volunteer to assist with the WWI project, as well as re-allocating an existing volunteer to the project for the research phase. In addition, NHS-UK was successful in securing the help of Claire Durrant, on secondment from the Cutty Sark Trust, who assisted during the application stage and for the first six months of the project.

It was considered important to recruit a volunteer with experience of research, good computer skills and the ability to work independently. A role description was produced and the Project Manager worked with the Volunteer Department at the National Maritime Museum to secure the right candidate. Approaches were received from several individuals, but after interviewing Dr Stuart Anderson, he was appointed to the role on the strength of his academic career as Associate Dean of Studies and Reader in the Social History of Pharmacy at the London School of Hygiene & Tropical Medicine. Stuart, having recently retired, had the time to offer one day per week to the project, and had an interest in maritime history which fitted well.

Both Stuart and Claire were given the opportunity to undertake a five-day course in Methods and Sources for Historical Research at the Institute of Historical Research within the first three months of working on the project. This course was a mixture of theory and practise, with the first day comprising a series of lectures, whilst the remaining days saw them visit a number of archives, receiving instruction in the systems operated by the different repositories and the type of research techniques to employ. The sites they visited included: Institute of Historical Research Library; London Metropolitan Archives; The Bishopsgate Institute; The Museum of London Ephemera Store; The National Archives; British Film Institute; The Parliamentary Archives; City of Westminster Archives; The Wellcome Library; and the British Library.

Following their attendance at the course, both Claire and Stuart were asked to complete feedback forms about their experience. From their comments, it can be seen that the course was valuable in bringing them up to speed with search terms and the type of terminology they would come across in the rest of the project. Claire found it helpful to learn new search techniques at the different sites, rather than just the online search methods which she had previously experienced. Stuart commented on some of the new research databases available, such as ARCHON and the NRA (National Register of Archives) which the course had introduced him to. It was also a networking opportunity for them to meet other researchers engaged in similar schemes, or make contacts at archives they would be visiting in future months.

Both Stuart and Claire saw the IHR course as a positive experience and beneficial training. Stuart summarised it as: *'an extremely useful course. We got to go to repositories which would not normally be visited'*. Claire also valued the opportunity to attend events on behalf of the project and to learn about how a scheme of this kind is put together. She said: *'I have learnt more about how applications to HLF can be successful, as well as press releases and seeing about setting up events. I enjoyed being part of a wider project - visiting seminars and conferences at the beginning of the project and sharing ideas of how to commemorate. It is useful to see this historic period through different views. I also learnt about budgets and costing for work time. I saw the role of volunteer skills and the importance of it in the museum sector.'*

In addition to the work of Stuart and Claire, one of the existing NHS-UK volunteers, Roy Marsden, was invited to become involved in the project as a change from his usual activity and to give him more experience in vessel research. Roy therefore undertook research tasks in the Caird Library at the National Maritime Museum, one day per fortnight, for the first six months of the project.

The contribution of the two volunteers and the seconded placement was vital to the successful delivery of this project. Without their input, it would not have been possible to complete the vessel research and exceed the original target on the number of vessels looked at. A large number of the vessel visits were undertaken by the project volunteer, who also drafted all the statements of significance. The level of support given by the volunteers far exceeded the in-kind contribution originally quantified in the project application. Stuart Anderson elected to continue working on the project after his agreed time had finished and remains with the NHS-UK team now, continuing to follow up stories and support owner queries in relation to vessels within the project.

5. Promotion and Outreach

In addition to the pop-up display, some promotional literature was created for the project to help generate awareness and direct the public to the website to learn more. A folding leaflet was designed by the same company who produced the exhibition graphics and the text was drafted by Eric Kentley in his role as exhibition consultant.

The leaflet was designed to signpost the public to the WWI web-pages for further details of the touring exhibition dates, the Veterans Appeal and vessel-related events. It includes historical information in the form of an overview of key project stories and some sample vessel case studies to provide an indication of the project focus and to attract key audiences. 18,000 copies of the leaflet were ordered in total, sufficient to accompany the exhibition for the duration of the centenary period and to be sent out to owners of registered vessels, schools, museums and heritage groups etc.

At an early stage in the project, a meeting was held with the NHS-UK PR company ADPR and External Broadcasting (specialist in interviews and audio recordings) to discuss proposals for a PR plan and marketing strategy. Initially a dual approach was intended, but it became apparent that the budget allowed for marketing would not stretch this far and so ADPR only was commissioned to provide PR support for the project. This took the form of drafting and issuing press releases on behalf of NHS-UK at key intervals over the three-year period.

As a result of ADPR's activity, news releases were distributed and covered as follows:

- Portsmouth News - Coverage of vessel owner event
- Derby Telegraph - Coverage of Veterans Appeal
- Bluesheets Online - Coverage of Veterans Appeal and Q&A with Martyn Heighton
- Marina Magazine - Coverage of Veterans Appeal
- Family Tree Magazine - Coverage of Veterans Appeal
- This England & Evergreen Magazine - Coverage of Veterans Appeal

Social media was another method of generating interest in the project and the NHS-UK Co-ordinator was responsible for managing this, using the WWI hashtag wherever possible and linking to news items or vessel stories on the dedicated site.

The following are examples of some of the results from the social media campaign:

NatHistShipsUK @NatHistShips
 Book now to hire our #WW1 Britain's Surviving Vessels exhibition from February 2017. Free to hire - more at <http://bit.ly/2ccp7P7>

 **Reach a bigger audience**
 Get more engagements by promoting this Tweet!

[Get started](#)

Impressions	1,052
Total engagements	11
Retweets	5
Likes	2
Profile clicks	2
Replies	1
Link clicks	1

 **NatHistShipsUK** @NatHistShips
 Join us @BoatHouse_4 Portsmouth on Tues 11 Feb for a #WW1 vessel owner event. <http://bit.ly/23h2XwP>
pic.twitter.com/VSS30g1Wcm

 **Reach a bigger audience**
 Get more engagements by promoting this Tweet!

[Get started](#)

Impressions	2,211
Total engagements	74
Detail expands	25
Link clicks	16
Media engagements	15
Retweets	9
Likes	5
Profile clicks	3
Follows	1

 **NatHistShipsUK** @NatHistShips
 Did your ancestor serve, work on, or own a vessel during #WW1? We'd love to hear from you <http://bit.ly/21JXxsy>
pic.twitter.com/OImABFIdqa

 **Reach a bigger audience**
 Get more engagements by promoting this Tweet!

[Get started](#)

Impressions	4,151
Total engagements	98
Retweets	22
Media engagements	19
Link clicks	18
Detail expands	18
Likes	12
Profile clicks	6
Replies	1
Follows	1
Hashtag clicks	1

In April 2016, having received an extension from HLF, the Veterans Appeal element of the project was launched, later than originally planned. This Appeal was intended to help identify and record surviving descendants of those who served on WWI vessels, record their memories and if possible, arrange for them to re-visit the vessel or a similar survivor. A Facebook advert was created to support the Appeal and help reach new audiences, particularly younger generations. This ran for a month and the analytics indicate that it reached 30,829 people with 419 website clicks.

6. Project Budget and Analysis

The project budget was managed by the Project Manager in conjunction with the Office Manager who deals with the NHS-UK broader finances. As a result of the relatively small budget, there were only two claims made to HLF during the project which made the reporting process relatively simple. A system was put in place to record all payments using an excel spreadsheet and this also facilitated making a claim, with all invoices numbered and able to be filtered by size, date or company name.

The allocated budget proved sufficient for the project overall with some estimated costs being less than expected (e.g. copyright fees), which allowed additional elements to be undertaken in agreement with HLF. However, the web development and graphic design costs were higher than originally expected, due to changes in the design and specification, including the inclusion of the short film. The exhibition consultant (Eric Kentley) was able to complete his work for a lesser fee than anticipated and so, at the first claim, a request was made to transfer monies between these headings to cover the overspend. There was also a saving in recruitment as Eric Kentley was appointed the exhibition consultant which negated the need to advertise. The full contingency sum of £3,000 was used to meet the overspend in web development and this was approved by the grants officer.

When the project applied for the final six months extension, it was clear that there was still likely to be some monies remaining in the headings of copyright fees, touring exhibition costs, vessel visits and open evenings. Therefore, to make best use of the budget and maximise project outcomes, the grants officer agreed to the additional time and to expenditure on one further project event, continued vessel visits, and the production of a leaflet on statements of significance using the remaining sum in the copyright fees heading.

As a result, the final project expenditure is as follows:

Category	Budget (as re-allocated at Claim 01)	Actual Spend	Final Balance	Notes
Consultancy (exhibition/leaflet)	5000	5000	0	Original budget £6500, re-allocated following claim 01
Graphic Design	6500	6800	-300	
Seconded placement	1800	1800	0	
Advertising - consultant	0	0	0	Original budget £500, re-allocated following claim 01
Web development	24170	24485	-315	Original budget £20,000, monies transferred following claim 01
Exhibition banners	6880	7030	-150	Original budget £7,500, re-allocated following claim 01
Copyright fees	3000	1703	1298	
Print costs (leaflets)	2000	2861	-861	
Institute of Historical Research	450	450	0	Original budget £500, re-allocated after claim 01
Vessel visits (travel for staff)	4000	3762	238	
Travel and subsistence (expenses for volunteers)	1200	1203	-25	
Touring exhibition costs	3000	2656	343	
PR Agency Fees	3200	3144	56	
Open evenings / events	2000	2066	-13	
Facebook advert	100	100	0	
Expenses (evaluation)	1400	1535	-135	
Contingency	0	0	0	Original budget £3,000, re-allocated following claim 01
TOTAL	64700		136	

In the final claim, the remaining monies in the headings of Copyright fees, vessel visits and touring exhibition costs were transferred to meet the overspend in the other headings, giving a final balance of £136 credit.

7. Project Impact

7.1 Evidence of Project Impact

Throughout the project, the team at NHS-UK sought to record data in the form of feedback questionnaires with volunteers and vessel owners, vessel visit forms, evaluation reports on the exhibition, memory cards and feedback forms, web statistics and an online survey. In addition, during the last six months of the project, onsite and telephone interviews were held by the evaluation consultant as follows:

- with the project team to explore issues, achievements, individual learning and learning for the lead organisation, NHS -UK.
- with vessel owners and visitors at two project events
- with a sample of owners of vessels visited and exhibition hosts

Case Study: Dr Stuart Anderson, research volunteer

Stuart Anderson began working on the project in October 2013 and was involved in the initial research into the 60 registered historic vessels identified in an early database search through to the final stages of the scheme. As a professional academic, Stuart was extremely experienced in historic research but was interested in learning more about the maritime heritage sector from a personal interest following retirement. He commented:

"The project gave me the opportunity to explore a range of repositories including: the National Archives, the Imperial War Museum, the National Maritime Museum, the Museum of the Royal Navy, the RNLi Heritage Trust in Poole and regional record offices around the UK, such as Ipswich and Suffolk for the Thames Barges.

It was interesting following leads for each vessel which often could only be explored further by visiting the locations of the boats around the country. For example, researching steam yacht Gondola, used on Lake Coniston, the story showed that she had been owned at one point by the regional railway. The archives for that railway organisation were kept at the Public Record Office and through researching there I found the business archives for the boat, which explained how it ran during and after the war.

I feel fortunate to have worked with vessels with fascinating stories associated with them, such as the Tall Ship in Glasgow or Discovery and its links to the expedition of Shackleton. Research was impeded by the changing of vessel names over time and a qualitative judgment had to be made as to the anecdotal evidence of some boats - whether the association was valid or not and there was a need to authenticate these.

I am pleased that we have completed research on 72 vessels and promoted to vessel owners the importance of researching and creating a statement of significance. I can see the importance of doing this to record the fabric of a vessel and any changes made as well as the association of the vessel's history.

This is a great project which has promoted National Historic Ships UK through events and conferences, as well as through a new website. There is scope for articles and books from this! "

7.2 Impact for National Historic Ships UK

Evidence taken from staff members shows that this was an important project for NHS-UK who invested time and resources in making it a success. It is seen as a rewarding experience which has led to the addition of a new up-skilled volunteer to the team, over 70 fully researched vessel histories and 52 statements of significance. As a result, vessels are better understood by NHS-UK and their owners, allowing NHS-UK to give more informed advice on future conservation to the custodians and funding bodies as required. The dedicated website and social media activity has generated increased interest in the work of NHS-UK and attracted new audiences. It is the first time that the project team has created a display or exhibition and this has been an important learning element, particularly in understanding design limitations and how to plan a touring programme. The project has raised the profile of NHS-UK and allowed it to have a stake in the centenary commemorations which have otherwise largely been focussed on the broader stories of the war.

Although a relatively small project, this has been another opportunity for NHS-UK to take responsibility for an HLF-funded scheme and gain experience in the reporting process. The Project Manager has worked closely with the Office Manager to plan and manage the budget and also with the Office Co-ordinator in terms of social media. The project has also provided a good means of boosting the NHS-UK outreach programme, allowing extra events and vessel visits to be organised, which would not otherwise have been possible, and all members of the team to participate in these.



8. Conclusions

8.1 Achievements & Legacies

The evaluation and records for the project conclude that it was seen as a success by members of the NHS-UK project team including the researchers, vessel owners, members of the public and exhibition hosts. *WWI: Britain's Surviving Historic Vessels* has met and, in many cases, exceeded its planned objectives with more vessels researched, visited and written about than originally anticipated.

- Two researchers have been trained and had experience of using a range of primary sources available in repositories nationwide. One of these volunteers has committed to continuing to work with NHS-UK after the close of the project
- The volunteer and seconded placement have been up-skilled through attendance at a course run by the Institute of Historical Research and by further in-house training
- The project aimed to research 60 craft from the National Register of Historic Vessels which were thought to have been involved in the First World War in some way. Research was actually carried out on 72 registered historic vessels and the results made available worldwide through a dedicated project website
- Visits have been made to 40 vessels featured on the WW1 website by members of the project team and NHS-UK staff
- Statements of significance have been written and published for 52 vessels in the project, with 14 more produced in draft form
- A Veterans Appeal has been launched which has helped to promote the project and the featured vessels
- A pop-up exhibition has been created which has travelled to 8 venues over the course of the project and is booked for the London Boat Show in 2017
- Three events were held during the project for vessel owners and supporters

As a result of the project:

- Vessel owners are more aware of their vessel histories and are inspired to carry out their own research
- Statements of significance are more broadly recognised as a conservation tool and the NHS-UK template for writing them is being adopted by other sector organisations
- The value and role of volunteers in assisting in projects of this kind is recognised more clearly by NHS-UK and will be replicated in future
- Through research carried out by the project staff, there have been greater links made between NHS-UK and other national and regional historic collections
- A new website showing the role of historic vessels during WWI is an on-going educational resource and point of reference for worldwide use

- The project has been a successful opportunity to promote the work of NHS-UK across the UK and also within the wider heritage sector.

8.2 Lessons Learned

This project was managed by a small team and relied heavily on the work of volunteers to complete its objectives. The fact that more vessels were researched and visited than initially anticipated is a testament to the success of the scheme. However, the project was twice extended and it is clear that the initial bid significantly underestimated the amount of time involved in this type of work.

The difficulties encountered in developing the project website and pop-up display have also given NHS-UK valuable experience in this field. The need for a clearer design specification to be worked through thoroughly at the start of the project is apparent. The changes in management resulting from Hannah Cunliffe's maternity leave also had an impact on the production of these elements. However, the handover was well managed to limit the impact overall.

The key learning from the project has been summarised as follows:

- The level of expectation of how much research can be achieved in two years can be measured in a more informed way. There is always more time needed when researching and the team now has a clearer view of how many hours are involved in researching aspects of a vessel's history.
- There are examples of regional visits and discussions with local people resulting in information gathered about specific vessels which have associations with that area. This indicates that greater links with local community groups, media and local history societies might have helped stimulate more involvement and participation from the wider public. There is a time and cost element in doing this but it is useful learning should NHS-UK seek to do any further outreach work in areas of the UK.
- There were opportunities or potential venues to tour the exhibition outside of the sector which it was not possible to achieve within the project (although this may still happen during the remainder of the centenary period). The programming could have been tied in with the vessel visits and the exhibition taken to a community venue at each place if time and cost had allowed.
- The quality of design and creation of the website which was delivered was felt to be less than originally planned for by the website design company. The researchers and project team felt disappointed that the design was not as attractive to a wider audience as it might have been, particularly to young people. A greater contingency sum to cover web development could have tied the design more closely to the research phase.

8.3 Conclusions from the Project

The project has been a successful example of a centenary commemoration, highlighting the roles played during the First World War by 72 surviving historic vessels and telling their stories through a dedicated project website and pop-up touring display. The project volunteers and seconded

placement have gained in their understanding of the sector and the specialised nature of the research work, with one volunteer continuing to work for NHS-UK after the end of the project.

The project has inspired vessel owners and museums to carry out further research themselves, as well as to draft statements of significance according to the NHS-UK template. The exhibition has reached 262,000 visitors to date at eight different venues and will continue to tour for the remainder of the centenary period.

There have been lessons learnt by NHS-UK in terms of the timescale and level of planning needed for a research project of this kind, as well as the difficulties involved in creating a new website and building a display. These will be of value in better informing future projects of this kind.

The project has succeeded in its overarching goal of raising awareness in the sector and beyond of the role played by historic vessels in the First World War. Alone amongst the more mainstream commemorations, it has identified and promoted individual vessel stories which otherwise would not have been told.



9. What Next?

Although the project has formally ended, its legacy will continue. The project website will remain live for at least the remainder of the centenary period and the exhibition will continue to tour. NHS-UK has committed to continuing to publish vessels on the website and to working with owners to get these entries to publishable standard, if new stories are put forward. The statements of significance leaflet has been circulated widely and NHS-UK will also continue to support owners in drafting statements for their vessel in the coming years. Stuart Anderson, research volunteer, has agreed to continue working with NHS-UK and a new application has been submitted to the Heritage Lottery Fund for a project involving a review of vessels on the National Historic Fleet, to which his skills in researching and writing statements of significance would be particularly suited. There are also opportunities to use the knowledge gained by recruiting a team of volunteers for historic vessel research, potentially to support vessel owners as well as creating more networking events and vessel visits which worked well in this project.

Appendices

Appendix 1: List of Vessels Visited as part of the WWI Project

List of Vessels Visited as part of the WW1 project

Vessel name	Type	Location	Visit team	Visit date
Charmian		Portsmouth	Stuart / Claire / Hannah	04.02.14
Cyclops	Pinnace	Portsmouth	Stuart / Claire / Hannah	04.02.14
M33	Monitor	Portsmouth	Stuart / Claire / Hannah	04.02.14
Glenlee	Barque	Glasgow	Stuart	14.02.14
HMS President	Flower class sloop	London	Claire / Eric	11.03.14
Cob	Tug	Brenford	Claire / Eric	11.03.14
White Queen	Tug	London	Claire / Eric	11.03.14
William Riley	Lifeboat	Whitby	Stuart	02.05.14
Kathleen & May	Topsail Schooner	Liverpool	Stuart	15.06.14
199	Steam pinnace	Portsmouth	Stuart	09.11.14
Alfred Corry	Lifeboat	Southwold	Stuart	06.03.15
Trincomalee	Frigate	Hartlepool	Stuart	28.03.15
Dorian	Pinnace	Southampton	Hannah	11.06.15
Francis Forbes Barton	Lifeboat	Boston	Paula / Eric	23.06.15
Venture	Shrimper	Barton-upon-Humber	Paula / Eric	24.06.15
Marjorie	Motor yacht	Berkeley	Paula / Eric	13.07.15
M33	Monitor	Portsmouth	Stuart	24.07.15
Gondola	Steam yacht	Coniston Water	Stuart	30.09.15
HMS Warrior	Iron clad	Portsmouth	Stuart	11.02.16
Charles Henry Ashley	Lifeboat	Anglesey	Stuart	03.03.16
Basuto	Clyde puffer	Ellesmere Port	Stuart	03.03.16
Ilkeston	Narrow Boat	Ellesmere Port	Stuart	03.03.16
Marbury	Icebreaker	Ellesmere Port	Stuart	03.03.16
Mossdale	Mersey flat	Ellesmere Port	Stuart	03.03.16
Scorpio	Barge	Ellesmere Port	Stuart	03.03.16
Worcester	Tug	Ellesmere Port	Stuart	03.03.16
Britannia	Smack	Gweek	Paula / Eric	13.04.16
Discovery	Polar research ship	Dundee	Stuart	16.04.16
Reaper	Fifie	Anstruther	Stuart	15.04.16
Research	Zulu	Anstruther	Stuart	15.04.16
RN Steam Cutter	Steam Cutter	Falmouth	Paula / Eric	14.04.16
Feasible	Steam drifter	Hayle	Paula / Eric	13.04.16
Kitty	Thames barge	Maldon	Paula/Martyn/Hannah /Stuart	27.04.16
Shamrock	Tamar barge		Stuart	
Cleone	Yacht	Brixham	Stuart	05.10.16
Spithead	Landing craft	Sandwich	Stuart	09.09.16
Sundowner	Naval pinnace	Ramsgate	Stuart	09.09.16
HMS Caroline	Light cruiser	Belfast	Stuart	12.05.16
ss Nomadic	Passenger tender	Belfast	Stuart	12.05.16
Result	Topsail schooner	Hollywood	Stuart	13.05.16

Key to personnel:

Claire Durrant – seconded placement

Stuart Anderson – volunteer

Eric Kentley – maternity cover

Hannah Cunliffe = Project Manager

Paula Palmer – Office Manager



Visit Record

Vessel(s)	
NRHV No.	

Visit date		Team	
Location			
Weather			
Contact(s)			
Approximate total cost of visit			

Purpose of visit:

Methodology / narrative of visit:

Vessel status (operational / static):

Key findings:

General appearance of vessel:

Major changes to vessel since build:

Recent work or work planned on vessel:

Originality of hull materials/fittings/rig/accommodation:

Appendix 2: Sample Vessel Visit Report

Any grants applied for / received:
Owner's long-term aims:
Vessel history update:
Historical sources (e.g. photos, log books, plans etc)

Recommendations / Observations	
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	

Letter of thanks sent? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
--

Report compiled by:	
Date of report	

War and Sea: A Maritime Centenary

NHS-UK Exhibition Evaluation 2016 (Vessel Owners)

Venue: Kitty, Sailing Barge, Maldon 27.4.16

1. Have you heard about 'War and Sea: A Maritime Centenary' project before today?

Yes No

If yes please give details:

2. Is this your first visit to Kitty, Sailing Barge in Maldon?

Yes No

Vessels during the First World War

3. Please tick which of these statements applies to you after your visit today?

- I have increased understanding about the contribution of historic vessels during the First World War.
- I have increased knowledge about the range of roles historic vessels played during the First World War.
- I am more aware of other historic vessels and the opportunity to visit them as part of the 1WW centenary.
- I understand more about the importance of conserving the historic vessel in my care
- This project has helped uncover more information about the historic vessel in my care

Appendix 3: Sample of Feedback Form

4. Is there one particular piece of new information you have learnt today?

5. Have you, or do you intend to create, a vessel statement of significance as part of this project?

6. As a vessel owner, has this programme:

- provided useful information to help me conserve the vessel
- provided useful information to help me manage the vessel better in the future
- given me access to the national network of historic vessel owners
- helped me appreciate more the historic significance of my vessel

7. What overall value do you think this event and exhibition has?

MARINA

PART of HISTORY

NATIONAL HISTORIC SHIPS UK LAUNCHES ITS VETERANS APPEAL FOR MARITIME WW1 DESCENDANTS

Did your grandparents or great grandparents live, work, serve on or own a vessel during the First World War? If so, National Historic Ships UK would like to hear from you.

As part of its WW1 Britain's Surviving Vessels centenary project, National Historic Ships UK (NHS-UK) has just launched its Veterans Appeal, with the aim of finding descendants of First World War sailors and maritime workers. Once found, NHS-UK plans to introduce descendants to vessel owners and arrange for them to visit the ship on which their ancestors served.

"People tend to forget that the First World War was a sea war as well as one of horrific land campaigns," explains Martyn Heighton, Director of National Historic Ships UK. "With this project we are keen to highlight the role of the smaller vessels and we hope that the Veterans Appeal will encourage members of the public to get in touch and let their forgotten stories, so we can link descendants to the surviving craft on which they served."

The WW1 Britain's Surviving Vessels project and tells the forgotten stories of more than 60 ships and boats of all types, shapes and sizes, ranging from humble barges to fishing boats and impressive fighting ships, all of which played a vital role during the First World War.

These vessels include SS *Nomadic*, a passenger tender for the *Titanic* that was pressed into service as an American troopship; HMS *Caroline*, the last surviving British warship that took part in the Battle of Jutland; the *Stour* barge John Constable that was scuttled for fear she would be used to transport German troops in the event of an invasion and the top-sail schooner *Rasut*, which was converted into a so-called 'Q' ship with concealed armament to lure U-boats into battle.

The WW1 Britain's Surviving Vessels project has its own dedicated website www.britainsurvivingvessels.org.uk which tells the detailed stories of these vessels, along with images, documents and links to more information. It also describes where to find the accompanying pop-up exhibition, which is visiting sites around the UK during the centenary, and can be booked for events or to accompany programmed displays. E

familytree magazine

Appeal to find First World War seafarers' descendants

An independent Government body set up to foster interest in Britain's historic ships has launched a new veterans' appeal to find descendants of those who lived, worked, served or owned smaller vessels during the First World War, so they can visit surviving ships on which their ancestors served.

The appeal has been launched as part of National Historic Ships UK's (NHS-UK) WW1: Britain's Surviving Vessels centenary project, which was grant-aided by the Heritage Lottery Fund in 2013. The project tells the forgotten stories of more than 60 ships and boats, ranging from humble barges and fishing boats to fighting ships, which played a

vital role during the First World War.

NHS-UK director Martyn Heighton said: "People tend to forget that the First World War was a sea war as well as one of horrific land campaigns. With this project we are keen to highlight the role of the smaller vessels and we hope that the Veterans' Appeal will encourage members of the public to get in touch and tell their forgotten stories, so we can link descendants to the surviving craft on which they served."

The vessels include SS *Nomadic*, a passenger tender for the *Titanic* that was pressed into service as an American troopship; HMS *Caroline*, the last surviving British warship that took part

in the Battle of Jutland; the *Stour* barge John Constable that was scuttled for fear she would be used to transport German troops in the event of an invasion; and the top-sail schooner *Rasut*, which was converted into a so-called 'Q' ship with concealed armament to lure U-boats into battle.

The website at www.britainsurvivingvessels.org.uk features stories, images, documents and links to more information. The site also describes where to find the accompanying pop-up exhibition, which is visiting sites around the UK during the WW1 centenary period and can be booked for events.

The News

Enthusiasts pay tribute to surviving WW1 ships

FROM dramatic sea battles and rescue missions to transporting essential supplies, ships played a vital role during the First World War.

Owners of historic ships, including First World War vessels, met with National Historic Ships UK (NHS-UK) at Portsmouth Historic Dockyard for a special event to celebrate the contributions they made to the war effort.

Martyn Heighton, director of NHS-UK, said: "It was both a pleasure and great honour to host so many owners and those connected with these vessels. It is because of their dedication and passion that we are able to commemorate the essential maritime stories of more than a century ago through vessels that were there during the war and are still with us today.

"Events like this are a vital way to develop a wider understanding and appreciation of the importance of the conflict at sea. We would love to hear from anyone with a vessel on our register or one that has not yet been registered, which was the focus of a First World War story or event."

0 comments

HAVE YOUR SAY

Derby Telegraph

Bygones: Role of Great War vessels features in new project

By Derby Telegraph | Posted: April 14, 2016

Comments (0)

AS part of its First World War Britain's Surviving Vessels centenary project, National Historic Ships UK (NHS-UK) has launched its Veterans Appeal, with the aim of finding descendants of those who lived, worked, served or owned a range of vessels during the conflict. NHS-UK plans to introduce descendants to vessel owners and arrange for them to visit the ship on which their ancestors served.

Director Martyn Heighton said: "People tend to forget that the First World War was a sea war as well as one of horrific land campaigns. We are keen to highlight the role of the smaller vessels and we hope that the appeal will encourage the public to get in touch and tell their stories, so we can link descendants to the surviving craft on which they served."

The project was grant aided by the Heritage Lottery Fund in 2013 and tells the forgotten stories of more than 60 ships and boats of all types, shapes and sizes, ranging from humble barges to fishing boats and impressive fighting ships, all of which played a vital role during the war.

These vessels include the SS *Nomadic*, a passenger tender for the *Titanic* that was pressed into service as an American troopship; HMS *Caroline*, the last surviving British warship that took part in the Battle of Jutland; and the *Stour* barge John Constable that was scuttled for fear she would be used to transport German troops in the event of an invasion.

To find out more, visit the website at www.britainsurvivingvessels.org.uk

blue sheets marine directory



EXCLUSIVE: Q&A WITH MARTYN HEIGHTON - DIRECTOR OF NATIONAL HISTORIC SHIPS UK

Submitted by Government on Sat, 14/04/2016 - 12:04

After recently launching a Veterans Appeal to find descendants of those who lived, worked, served or served vessels from the First World War, Martyn Heighton, Director of National Historic Ships UK talks exclusively to *Blue Sheets* about the campaign and what he hopes to achieve.

How long have you worked with National Historic Ships UK?

NH: From January 2016. I was appointed for 3 years as there was no guarantee that National Historic Ships would be funded after 2020. But we are both still here, which I hope says something about how what we do is viable.

What's the best thing about your job? Why?

NH: There is not just one 'best thing'. Working with ships and the remarkable people in pain of the industry. But the other things that we do - saving ships from being sold abroad, supporting the development of the industry to sustain historic vessels and increasing public interest in our collective maritime past through initiatives such as our National Photography Competition with its emphasis on young people bring huge personal pleasure.

What does a typical day look like for you as Director of National Historic Ships UK?



THE SEARCH IS ON FOR THE DESCENDANTS OF THE UK'S FIRST WORLD WAR VESSELS

Submitted by bluesheets on Sun, 27/05/2016 - 02:16

As part of its WW1 centenary project, National Historic Ships UK launched a Veterans Appeal, with the aim of finding descendants of those who lived, worked, served or owned any of the craft on the National Register of Historic Vessels during the First World War.

National Historic Ships UK is a government funded, independent organisation giving objective advice to UK governments and local authorities, funding bodies and the historic ships sector on all matters relating to historic vessels in the UK. It maintains the National Register of Historic Vessels, the National Archive of Historic Vessels for those craft no longer surviving, and the UK Replica List and the Overseas Watch List.

With over 1,200 vessels on the National Register of Historic Vessels worldwide, National Historic Ships UK recently launched its WW1 Britain's Surviving Vessels centenary project to tell the stories of more than 60 boats on the register that were involved in the First World War.

Celebrating our war heroes and their vessels, Britain's Surviving Vessels project wants to tell the story of all the different ships, how they were involved in WW1 and where they are today. A number of big and famous ships spring to mind when you think about the First World War at sea. However, the real history of the war at sea is a much richer story, with vessels that were used in a variety of activities, including requisitions by the Navy, the development of new technologies and transporting supplies to troops on the Western Front.

WW1 was a sea war, as well as one of horrific land campaigns. With this project, the main aims are to

The screenshot shows a web browser window with the URL www.bluesheets.co.uk/national-historic-ships-uk-commemorates-britain-s-first-world-war-surviving-ships. The page content includes a search bar, a navigation menu with links like 'Home', 'Directory', 'News', 'History', 'About', and 'Contact'. The main article is titled 'National Historic Ships UK commemorates Britain's First World War surviving ships' and features a photograph of a large ship. The text discusses the launch of a Veterans Appeal to find descendants of those who lived, worked, served, or served vessels from the First World War. It mentions that the appeal is part of a centenary project and aims to tell the stories of more than 60 boats on the National Register of Historic Vessels that were involved in the war. The article also notes that the appeal is open to anyone, regardless of their connection to the vessels, and that the information gathered will be used to create a searchable database of the vessels and their crews. The browser's taskbar at the bottom shows several open applications, including 'Inbox - Microsoft Out...', 'Reminder', 'WW1 Project_2015', 'Microsoft PowerPoint...', and 'National Historic Ship...'. The system clock shows the time as 14:49.



Vessel name – Statement of Significance

1. What is the vessel's ability to demonstrate history in her physical fabric?

Evidence for designs, functions, techniques, processes, styles, customs and habits or uses and associations in relation to events and people. How early, intact or rare these features are may impact on significance.

Were there any key design innovations in this vessel's build? If so, have these features survived and can they still be seen? Was she a prototype design?

What is the level of originality? How much of the hull fabric, internal / deck fittings and rig survive?

Is the hull form as at build or have there been any changes to shape? If so, at what point were these made and why?

Have there been any adaptations to the vessel's fabric to meet operational, display or health & safety requirements?

What does the fabric of the vessel tell us about her history? Is there evidence of wear and tear caused by operational use? Can you see different phases of a vessel's life? Has there been any use of unusual/unexpected materials – possibly regional variations/limited availability of what might normally be used?

Has any conservation work been carried out and if so, to what level? Has it been done sympathetically using like for like materials?

2. What are the vessel's associational links for which there is no physical evidence?

Associations with people or places. Off-ship research.

Are there any interesting associations between the vessel and particular communities, families, famous people, key events etc? Who was/is this vessel important to and why?

Does the vessel have links to a particular place, area or event? Would you classify these as being of local, regional, national or international significance?

What is this vessel's role in contributing to British maritime history? Does she tell the story of a particular way of life, represent a change in technology or a known era?

Appendix 5: Statement of Significance Template

Did she win any awards or medals (if relevant)? Does she have any significant service history?

Has the vessel featured in any published works or films?

Consider the rarity of the vessel – what other known survivors are there of a similar type and how does this craft compare?

What information has survived to document this vessel? E.g. Log books, crew lists, newspaper articles, registration documents, photographs etc.

N.B. Be careful not to simply write a history of the vessel in this section, but to consider before including them which elements of her history are of particular significance and why.

3. How does the vessel's shape or form combine and contribute to her function?

Overall aesthetic impact of the vessel, her lines, material she was built from and her setting. Does she remain in her working environment?

What was the vessel's primary function? Did that change over time and if so were any changes reflected in physical adaptations to the vessel to enable it to continue fulfilling its function?

Is the vessel aesthetically pleasing?

Was she built with particular materials to set lines, dimensions or shape to make her fit for purpose? If so, does she retain these elements today?

Where is the vessel now? Is she still operational? Does she remain in the geographical area in which she operated? If on display, is it in an appropriate setting?

Sources:

List the sources used in compiling this statement.

Author:

Sign and date the statement.

Contacts

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