



SHIPS FOR THE NATION

Consultation on Government Policy for the Preservation of Historic Ships

1 August 2003

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1: EXECUTIVE SUMMARY

- 1.1 This consultation paper invites your views on key issues identified in the development of a policy on the preservation of historic ships, and on proposals for an arm's length mechanism for the delivery of that policy.
- 1.2 The aim of the policy is to help the maritime heritage to help itself by providing a beacon of excellence to encourage and facilitate a co-ordinated approach to the maritime heritage, assist those directly engaged in preservation, and promote public interest in historic ships.
- 1.3 In 2002 a team from DCMS undertook a project to examine the Government's stance on the preservation of historic ships and draw up a policy framework setting out key principles and proposals for a delivery mechanism. Informal discussions were held with a cross section of people associated with the maritime heritage and focussed on the context of a policy framework with reference to:
- i. the assumption that there is no prospect of direct funding for the capital repair and maintenance of historic vessels;
 - ii. the finding that the world of historic ships is very fragmented, lacking co-ordination and effective leadership;
 - iii. that much useful work could be done in the sector by the use of modest challenge funding to support the work of trusts and stimulate best practice;
 - iv. the need for a broader lead and beacon of excellence for the sector.

Summary of Proposals

- 1.4 The Government's proposal, on which comments are invited, is that a National Historic Ships Unit (NHSU) should be created. This Unit would not itself be directly responsible for any historic ships, but would have the job of advising the Secretary of State on policy and priorities for the sector as a whole, would seek to co-ordinate work within the sector to assist those directly engaged in preservation, and would

seek to promote public interest in historic ships as a key component of the maritime heritage.

Consultation

- 1.5 This consultation aims to complement existing knowledge about the views of those associated with the preservation of historic ships and examine some of the key issues that are critical to the successful implementation of a policy framework. The consultation covers England, Scotland, Wales and Northern Ireland and invites comments from individuals and organisations with an interest in the preservation of historic ships. The list of consultees to whom this document has been sent is at Annex D.
- 1.6 The closing date for responses to the written consultation is **31 October 2003**. Every effort will be made to consider responses received after this date, but this will depend on a number of different factors and cannot be guaranteed.
- 1.7 All responses or questions about the policy content of this document should be sent to Peter Marsden, Senior Sponsor, Department for Culture, Media and Sport, 2-4 Cockspur Street, London SW1Y 5DH, peter.marsden@culture.gov.uk Further details on how to respond are given in Section 10.
- 1.8 This consultation paper meets the Cabinet Office Code of Practice on Written Consultation. Details can be found on the website at www.cabinet-office.gov.uk The consultation criteria are reproduced at Annex F.
- 1.9 If you have any questions about the process of consultation on this paper, please contact Simon Cooper, Strategy, Policy and Delivery Division, Department for Culture, Media and Sport, 2-4 Cockspur Street, London SW1Y 5DH, simon.cooper@culture.gov.uk

2: BACKGROUND AND CONTEXT

- 2.1 The plight of the maritime heritage and ship preservation has been an issue for a number of years. The English Tourist Board withdrew support (Section 4 grants) for historic ships in 1989, and in 1992 English Heritage (EH) withdrew from grant aiding historic ships following a review of its strategy and priorities.
- 2.2 Successive public debates on well known historic vessels thought to be at risk (e.g. *Carrick (City of Adelaide)*, *Cavalier*, *Challenge* and *Cutty Sark* have highlighted the need for a coherent policy steer for preserving the country's most important historic ships. This view was reinforced by the CMS Select Committee Third Report of 25 February 1998 "Preservation of Historic Ships: The case of HMS Cavalier",¹ and The CMS Select Committee Second Report of 4 February 1999 "The Preservation of HMS Cavalier " ² which concluded that the Government had effectively placed the onus for funding of historic ships on the Heritage Lottery Fund (HLF), and that the delivery of a coherent policy framework was the responsibility of Government rather than the HLF.
- 2.3 The principal source of funding for the preservation of historic ships (in addition to private owners, private trusts and charitable trusts) is still the HLF which has to date awarded over £25 million to historic ships preservation grants. These grants include awards to assist SS Great Britain, HMS Trincomalee, Cutty Sark and Mary Rose.
- 2.4 The Government does not provide for historic ships directly other than through grant-in-aid to centrally funded museums which hold vessels of historic significance in their collection. For example, HMS Belfast at the Imperial War Museum, and over 200 small craft in the National Maritime Museum's collections.

¹ Third Report from the Culture, Media and Sport Committee, Preservation of Historic Ships: The Case of HMS Cavalier, Minute of Evidence and Appendices, HC 561

² Second Report from the Culture, Media and Sport Committee, The Preservation of HMS Cavalier, Report and Appendices, HC 196

2.5 However, the Government is committed to delivering a national policy on ship preservation. It recognises that there is a real opportunity to do something worthwhile for the maritime heritage of which the country is rightly proud, as well as fulfilling its obligation to the CMS Committee.

3: INTRODUCTION

- 3.1 Depending on the precise definition adopted, there are probably between 2000 and 4000 historic ships and boats in the United Kingdom. They range from great national icons, like HMS Victory and SS Great Britain, to small fishing smacks, working barges and inland waterways craft. They testify to the huge importance of the sea, and of seagoing activity, in the nation's history, and to the importance of trade on our rivers and canals over many centuries and particularly during the period of industrialisation.
- 3.2 Quite apart from their historical importance, many ships and boats are artefacts of great beauty and superb craftsmanship. The fact that ships and boats occupy a special place in the cultural consciousness of the UK is demonstrated by the extent of the public interest in them, and by the numbers of vessels preserved by private effort and made accessible to the public.
- 3.3 Much valuable work is already done for the preservation of historic craft. Some are cared for by national and local museums, but many more are preserved through the efforts of local trusts and individual owners. One of the most striking features of the sector is the enormous enthusiasm, expense and hard work which many owners and volunteers devote to the preservation and maintenance of historic craft. The Government pays tribute to that work, and seeks in this document to set out a new framework which will enable efforts to preserve historic craft to be put to even better effect.

4: THE PRESENT POSITION

- 4.1 The current ownership of historic craft is very varied. HMS Victory is still in commission in the Royal Navy; a small number of ships are cared for by national and regional museums (e.g. HMS Belfast in London, the pilot vessel Edmund Gardner at Liverpool); many are preserved by trusts set up specifically to preserve an individual vessel or class of boats; most, around 90%, are in private ownership. Many craft are still in use (e.g. the steam launches on Lake Windermere); others are still afloat but not in use (e.g. HMS Warrior); some are out of the water and preserved in dry dock (e.g. Cutty Sark) or in a museum (e.g. Turbinia at the Discovery Museum, Newcastle upon Tyne). Given the different reasons for preservation and the methods adopted, there is inevitable duplication within the sector.
- 4.2 There is at present no system for the statutory listing and protection of historic craft, as there is for historic buildings. One or two ships are listed or scheduled where they are now permanent land-based fixtures, but these are very much the exception - for instance, Cutty Sark at Greenwich is a Grade 1 listed structure.
- 4.3 However, great advances have been made over recent years in the identification and classification of the historic fleet. The National Historic Ships Committee (NHSC), which was set up by interested groups in 1992 to develop and co-ordinate policy for historic ships, has sponsored a major research exercise, the National Historic Ships Project,³ conducted by the Scottish Institute for Maritime Studies at St Andrews University. The exercise resulted in the compilation of a National Register of Historic Vessels, and the identification of a 'Core Collection' of 50 vessels of 'pre-eminent national importance' and a further 159 on the 'Designated List' of vessels 'of substantial heritage merit but of greater local or regional significance'. Further details about the NHSC are at Annex A. A summary of the National Historic Ships Project is at Annex B.
- 4.4 Within the parameters set for the study, historic craft are now better documented than ever before. Work is currently in hand, with financial support from English

³ Towards a Policy on Historic Ships: Research Projects for the National Historic Ships Committee, Report by the Scottish Institute of Maritime Studies, University of St Andrews, 21 November 1996

Heritage, to improve and update the information provided in the lists, particularly for those craft included in the Core Collection. Recent work suggests that a significant proportion of vessels in the Core Collection and on the Designated List continue to be at risk. Similar work has been carried out recently for inland waterways craft by the National Waterways Museum.

- 4.5 At present the Government provides financial support for historic ships only through its grant-in-aid to those national museums which care for ships, and through the PRISM fund administered by the Science Museum. English Heritage withdrew from grant-aiding ships about ten years ago, because of the pressure on their resources. However, very substantial support has been provided by the Heritage Lottery Fund over the last few years: in March 2002 the HLF told the Culture Select Committee that grants totaling £25.7 million had been made to 33 historic vessels. This compared with 32 awards to railway preservation projects to a value of £3.5 million. A detailed analysis of grants made by the HLF to aid historic vessels up to January 2002 is at Annex C.
- 4.6 The Trustees of the HLF have acknowledged the importance of the NHSC Register of Historic Vessels as a document that establishes significance for the historic vessels sector. In arriving at its grant decisions the HLF takes account of the relative importance attributed to individual craft in the lists published by the National Historic Ships Committee - the nationally designated Core Collection and the list of Designated Vessels for grant applications for vessels in Scotland, Northern Ireland, Wales and the English Regions.
- 4.7 The HLF will continue to make decisions based on the merits of individual applications from organisations seeking to preserve and interpret historic vessels but will not pre determine a number of vessels from the Register suitable for grant, either from the Core Collection or from the Designated Vessels list. Some funding has also been made available by local authorities and from regeneration budgets. However, the bulk of the funding for ship preservation has come from private individuals and owners, including some hugely generous support for particular projects from individual donors.
- 4.8 The sector is notable for the very active work of a number of societies devoted to the preservation and enjoyment of historic craft. Organisations such as the

Association of Dunkirk Little Ships, the Sailing Smack Association, the Steam Boat Association of Great Britain and the Old Gaffers Association exemplify the very active tradition of private ownership of hundreds of historic vessels. Of particular importance in recent years has been the work of Heritage Afloat (the Association for Ship and Boat Preservation Organisations), which represents its members' concerns to Government, regulatory and local authorities, and in contexts where important local or national maritime preservation issues are at stake.

5: WHAT ARE THE PROBLEMS?

- 5.1 Despite the co-ordination so far achieved, the overall impression of the sector involved with historic vessels is one of fragmentation: massive enthusiasm on the part of many owners and volunteers, but no real central focus or coherent ordering of priorities. In these circumstances the risk is that exchange of information will be inadequate and endeavour squandered through duplication and lack of leadership. Failure to address the problems facing historic vessels in a strategic and coordinated way could result in the loss forever of ships that are important to the nation.
- 5.2 There is also evidence of a lack of realism about the costs of preserving and maintaining historic vessels coupled with an unrealistic expectation of state funding. Ships - particularly the larger ones - are extraordinarily expensive objects to repair and conserve, especially those exposed to the weather, as nearly all are. Yet ships are often of outstanding historical importance, have compelling associations with historic events or achievements, and can also represent exceptional craftsmanship. People tend, out of a very understandable enthusiasm, to embark on preservation projects without full regard for the financial implications. The result can be great difficulty in completing a project or, perhaps even more commonly, great difficulty in raising maintenance costs on a long-term basis. There appears to be insufficient use in the sector of properly costed conservation plans which take a long-term view of projects before they are embarked on.
- 5.3 Nor is it clear that the merits of alternatives to full-scale preservation have always been considered - in particular, ship modelling and the detailed recording of vessels. The latest recording techniques can offer a means of preserving not only technical data but also the character and 'feel' of a vessel for much less than the cost of full preservation. There needs to be a wider awareness of what can be achieved by recording.
- 5.4 Ships and boats have such fascination for many people that they offer an ideal means of raising interest in the past, promoting tourism and revitalising particular areas of our towns and cities. While much valuable use of historic vessels has been made for education and for the regeneration of harbours and other waterside areas,

the Government believes that this aspect of ship preservation ought to be looked at afresh. Historic ships can play a significant role in delivering the Government's cultural objectives. Their tourism and regeneration potential could probably be taken further as part of the Government's strategy for tourism as set out in the published report, 'Tomorrow's Tourism: A Growth Industry for the New Millennium'.⁴

- 5.5 Finally, the Government accepts that a fuller statement of its own position on ship preservation is needed - both on the issue of financial support and on the structures which need to be put in place if maximum benefit is to be obtained from the resources devoted to ship preservation.

⁴ Department for Culture, Media and Sport, 'Tomorrows' Tourism: A Growth Industry for the New Millennium 1999

6: THE GOVERNMENT'S POSITION

- 6.1 In its memorandum of April 2002 to the Select Committee on Culture, Media and Sport the Government set out the following basic principles for a national policy for historic ships:
- a. the policy framework should establish the priorities for funding and the criteria against which funding decisions should be taken;
 - b. the policy should be sustainable, affordable and practicable;
 - c. the policy priorities should take full account of the National Register of Historic Vessels;
 - d. no project should be funded unless the ongoing maintenance costs have been assessed properly and arrangements can be made to meet them;
 - e. there would be advantages in a sole body with a general oversight of historic vessels whatever the local management arrangements;
 - f. the policy should have regard to support for the creative industries;
 - g. DCMS will not itself provide ongoing funding for the preservation and maintenance of historic ships other than those that form part of the collection of its sponsored museums.
- 6.3 The Government does not provide funds for major projects; rather they are funded through Arms Length bodies. In particular, the Government sees no prospect of its being able to devote substantial resources to the repair or maintenance of historic vessels, and believes that the scale of preservation undertaken will have to be related realistically to the resources likely to be available from existing sources of funding. This remains the Government's basic position. In a written response⁵ on 11 July 2001 to questions raised in the House of Lords by The Baroness Anelay of St

⁵ Hansard - House of Lords Official Report Volume 615 WA 25, 11 July 2005

Johns, Lord McIntosh of Haringey replied: "there are no plans to provide statutory safeguards for those ships which are listed by the National Historic Ships Project as either core collection or designated status". His answer went on to say, " While the Government recognise the importance of historic ships to our heritage, we are not convinced that the extension of statutory protection to them is either necessary or appropriate".

- 6.4 The Government believes that its main role should lie in the creation of a mechanism which will facilitate the clear identification of priorities; will ensure that sound guidance on preservation and recording strategies is widely available; and will promote public interest in ships, and their use for educational purposes.

7: POLICY DELIVERY: A NATIONAL HISTORIC SHIPS UNIT

- 7.1 The Government's proposal, on which comments are invited, is that a National Historic Ships Unit (NHSU) should be created within the National Maritime Museum. This Unit would not itself be directly responsible for any historic ships, but would have the job of advising the Secretary of State on policy and priorities for the sector as a whole, would seek to co-ordinate work within the sector to assist those directly engaged in preservation, and would seek to promote public interest in historic ships as a key component of the maritime heritage.
- 7.2 It is envisaged that the NHSU would be a small Unit - probably not more than four or five people in total - staffed by experts in the field and overseen by a committee of leading figures in the maritime and inland waterways worlds. The Unit would be steered by a Chairman appointed by the Secretary of State who would have the personal responsibility of advising the Secretary of State (and the devolved administrations) on policy and priorities. The Unit would require funding for its own running costs from central government via grant-in-aid to the National Maritime Museum.
- 7.3 In more detail, we envisage that the work of the NHSU would encompass the following:
- i. advice to trusts and owners on best practice, with the aim eventually of producing a manual of best practice similar to the 'Green Book' - Standards for Historic Vessel Preservation Projects - published by the US Department of the Interior National Park Service;⁶
 - ii. promotion of research into ship preservation and conservation techniques and the making of that information more widely available to the sector;
 - iii. advice to trusts and owners on fundraising opportunities;

⁶ U.S Department of the Interior National Park Service National Maritime Initiative: The Secretary of the Interior's Standards for Historic Vessel Preservation Projects – with Guidelines for Applying the Standards, May 1990

- iv. updating, expansion and refinement of the lists comprising the National Register of Historic Vessels produced by the NHSC: there would, for instance, be merit in going beyond the present 40 ft/ 40 ton cut-off and including smaller craft in the lists;
- v. advice to the Heritage Lottery Fund on preservation priorities and individual grant applications (grant applicants would need to show that the Unit had been consulted but decisions on applications would still finally be a matter for the HLF);
- vi. the preparation of publicity for historic ships, e.g. a national website and other published material;
- vii. compilation of a register of firms and individuals capable of offering particular conservation skills, and promotion (in line with the HLF's recent report 'Sustaining Our Living Heritage'⁷) of opportunities for people to develop and maintain traditional ship building and ship repairing skills;
- viii. depending on the funding available, administration of a small grants scheme, to promote DCMS objectives in the sector (e.g. the use of historic ships for educational purposes or encouraging interest and participation in community activities), to promote the wider use of conservation plans, and to sponsor research;
- ix. monitoring practice in other countries, so that ship preservation in the UK is properly placed in its international context, and full advantage is taken of opportunities to contribute to and harmonise with European policy on historic ship preservation, and to secure EU financial assistance;
- x. commissioning or provision of expert advice on the recording of ships where for whatever reason they cannot be preserved.

7.4 Two general points are worth making. First, it would be important for the Unit to develop sufficient expertise to give it an authoritative voice within the ship preservation world. As noted above, there is sometimes a degree of unrealism about plans for ship preservation. While people are free to undertake whatever

⁷ Sustaining Our Living Heritage: Skills and Training for the Heritage Sector, Heritage Lottery Fund, London c 2002

projects they feel enthusiastic about, there is a risk, if such projects run into difficulties, that other priorities will be distorted. The new Unit could have a particularly important role to play in injecting greater realism into discussions of what should and should not be preserved, for instance by drawing attention to the need to assess the relative merits of preservation and recording, and by emphasising the importance of the preparation of properly costed conservation plans which take a long-term view before projects are embarked on.

7.5 Secondly, there is sometimes a tendency for discussion of ship preservation to focus on the great national icons - Victory, Great Britain, Cutty Sark and the rest. Clearly no policy would be acceptable which failed to secure the preservation of such ships. But the great majority of historic vessels are smaller vessels of regional or local significance, being cared for by private owners or small local trusts.

7.6 These fishing boats, barges, pilot boats, passenger ferries, pleasure yachts and so on are very often an important element in local distinctiveness, a part of the character of a particular town or coastline. They are often an important focus of community activity, both for those who work on them and for those who visit and use them. The preservation of local craft also provides the opportunity to preserve the skills and traditions associated with them - the fishing techniques, sailing and ship handling expertise and construction skills. They can also provide a focus for the oral and cultural history of a region. It is very important that any new Unit should see the support of such local activity as a key aspect of its role, and should look for ways of underpinning the work of the small trust and private owner.

8: MACHINERY OF DELIVERY

- 8.1 It is proposed that the new Unit should, for administrative purposes, be part of the National Maritime Museum (NMM), and should be financed through the grant-in-aid paid to the NMM. There are clear advantages in associating the Unit with the nation's premier maritime museum, where much expertise on ship preservation and allied subjects already resides and the where the infrastructure is in place to effect delivery. There are also advantages in associating the Unit with a museum that is not itself directly responsible for ship preservation. (This approach has, for some years, been successfully undertaken by the National Railway Museum which leads on preservation issues for the heritage railway sector). However, the Unit would report direct to an independent chair and committee, who would speak with an independent voice on ship preservation issues. The structure would be similar to that which has worked successfully at the British Museum for treasure and other portable antiquities.
- 8.2 We envisage that the Unit would include inland waterways as well as the maritime heritage within its scope; and that it would be a UK-wide body, with appropriate representation on its committee from all constituent countries of the UK: a UK-wide (and indeed in some respects a Europe-wide) perspective is needed if the risk of duplication of effort is to be avoided. It would have Whitehall-wide responsibility for historic ship policy. It would, of course, need to work very closely with existing agencies and coordinating bodies to avoid duplication of effort. Whether the National Historic Ships Committee would continue to have a role if a Unit on the lines described above were created would be a matter for further discussion.
- 8.3 The direct running costs of the new arrangement would be salary costs and the non-pay running costs of the Unit. These are estimated to be in the region of £350,000 per annum and might be met by grant support or a combination of grant support and charging. The scope of a small grants programme (paragraph 7.3 viii above) would depend on the availability of funds. If the Unit had a UK-wide remit the Government would look to the participation of the devolved administrations and a contribution towards these costs.

9: ISSUES FOR DISCUSSION

- 9.1 Comments are invited on any aspect of this paper. Key issues on which you may wish to comment are the following:
- a) Would the creation of a NHSU be an effective way of helping the historic ships sector co-ordinate its work better and identify priorities more clearly? [7.1]
 - b) Are there alternative approaches which should be considered? [7.1]
 - c) Does the structure proposed for the NHSU sound right? [7.2]
 - d) Does the list of functions proposed for the new Unit sound right? Are there others which should be considered? [7.3]
 - e) Would a small grants fund have a useful role to play? [7.3 viii]
 - f) Where should the new Unit be located? [8.1]
 - g) Should statutory listing of historic ships be introduced? [4.2]
 - h) Are there any important issues relating to the preservation of historic ships that you feel are not addressed by these proposals?

10: HOW TO RESPOND

10.1 Comments are invited from individuals and organisations with an interest in the preservation of historic ships. A response form is at Annex E. Please provide a summary of the people and organisations represented by your response, and bear in mind that responses may be published at www.culture.gov.uk unless they are marked 'Confidential'. We would prefer replies to be e-mailed, if possible in rich text or MS Word format.

10.2 Please send your responses to:

Peter Marsden
Senior Sponsor
Department for Culture, Media and Sport
2-4 Cockspur Street
London
SW1Y 5DH

Telephone: 020 7211 6176
Fax: 020 7211 6195
email: peter.marsden@culture.gov.uk

10.3 Copies of this consultation document can also be obtained from Saima Mirza at the contact address above (Tel. 020 7211 6176, e-mail saima.mirza@culture.gov.uk) This document is also available online at www.culture.gov.uk

Background

The National Historic Ships Committee (NHSC) originated from a seminar held in 1987 at the National Maritime Museum (NMM) to discuss the problems of the preservation of historic ships and craft. The NHSC was formally launched in 1992 with the aim of securing the preservation in the long term of a sample of ships representing important aspects of maritime history. The Committee is neither a grant-giving body nor involved in the operation of historic vessels.

Terms of Reference

- To work towards a national policy on historic ships and to establish the means to give it effect.
- To consider proposals from those seeking to preserve an historic ship and advise them, government departments and other appropriate bodies on its national importance, condition, maintenance, operation and viability.
- To provide advice on the allocation of funding for the acquisition, preservation and maintenance of historic ships.
- To provide general advice on the financial and business aspects of running an historic ship, and propose standards on the technical aspects of its restoration, conservation and maintenance.

A Technical Committee that comprises people with specialist skills and knowledge assists the Committee. They, together with either co-opted members or specialist groups, provide a wide range of professional and technical advice across all fields of ship preservation.

Objectives

- To provide guidance on the selection of ships for preservation.
- To provide guidance on the allocation of funding for the acquisition, preservation and maintenance of historic ships.
- To maintain a database on ships currently preserved and of candidates for preservation.

- To ensure the proper recording of historic vessels.
- To identify source and review the adequacy of funding for the acquisition, conservation, restoration and accommodation of historic ships.
- To keep under review legislation as it affects historic ships.
- To approve guidelines for acceptable standards of conservation and restoration.

The National Historic Ships Project

In order to fulfil its remit the NHSC commissioned the National Historic Ships Project, a research project established in 1995 and undertaken by the Scottish Institute of Maritime Studies at the University of St Andrews. The overriding purpose of the Project was to establish the facts about the UK's Historic Fleet.

Annex B: The National Historic Ships Project - Summary

The National Historic Ships Project (NHSP) was initiated by the National Historic Ships Committee (NHSC) in 1995. The overriding purpose of the project was to help the Committee establish the facts about the United Kingdom's historic fleet and lay the foundations of a national policy on ship preservation. The project was undertaken by the Scottish Institute of Maritime Studies at the University of St Andrews under the direction of Dr R G W Prescott. It was initially funded by the then Department of Heritage and from 1997 by a Heritage Lottery Fund grant via the National Maritime Museum.

There were to be three parts to the Project, namely:

- the creation of a computerised database of surviving historic vessels, built in the UK before 1946, which are over 40' long/40 tons, based in the UK and substantially intact;
- the development of a method of evaluating historical significance of ships and boats to help the Committee assess the heritage merit of vessels that are seeking assistance;
- the production of a model "preservation schema" to assist practitioners in the field of historic ships to understand the full range of factors, technological, administrative and financial, which can affect the course of a preservation project.

The development phase of these three projects was completed in 1996 and established a database that is now known as the United Kingdom National Register of Historic Vessels (NRHV). This is a computerised inventory of surviving historic vessels which enables the storage of data about the function, builder (and designer), dimension, construction, propulsion, service history, location, ownership and management of each vessel. The Register is currently maintained by the National Maritime Museum. A system for assessing and evaluating the historical significance of ships and boats was also devised. The system quantifies eleven separate attributes of historic ships and three aspects of ship preservation covering the method and conduct of preservation.

In 1997 a second phase commenced with the aim of gathering data from a wide range of sources to populate the database of historic ships and, arising from this enhanced set of data, to identify those vessels which are of such undoubted heritage merit as to form the basis for a United Kingdom Core Collection of Historic Vessels (CC). This completion phase of the project ran from 1997 until the early part of 2001. It incorporated an extensive programme of public consultation and, using the evaluation system developed in the first phase, the composition of the CC and a second list, the Designated Vessel (DV) list comprising vessels of considerable heritage merit but of a more regional or vernacular significance.

The NHSC published the CC and DV lists in February 2001. There are at present 54 vessels in the CC list and over 160 on the DV list. The final report on the National Historic Ships Project was completed in June 2001.

Annex C: Heritage Lottery Fund Grants Awarded To The Preservation Of Historic Ships As At 31 January 2002

Applicant	Project Title	Awarded	Description	Decision Date
Birmingham Canal Navigations Society	BCN Old Main Line adoption scheme - workboat fund	£21,400		May-97
Boat Museum Society	Restoration of 1912 Tunnel Tug "Worcester"	£33,600	Restoration of "Worcester"; production of display and educational material	Dec-00
British Waterways	Working Boats	£274,000	Conservation and interpretation of a fleet of traditional working narrow boats on the canal system of West Midlands which will develop access to the canal heritage of the West Midlands.	Oct-99
Chatham Historic Dockyard Trust	Chatham Historic Dockyard - HMS Gannet Restoration	£1,212,000	Restoration of HMS Gannet which symbolized the technological transition from timber to steel construction.	Mar-00
Chatham Historic Dockyard Trust	HMS Gannet Development Study	£260,500	Restoration of HMS Gannet, the last surviving Victorian sloop of the Royal Navy.	May-00
Clyde Maritime Trust Ltd	Glenlee/Clydebuilt	£1,148,000	Restoration and development of the Glenlee and Clyde built ships.	Feb-98
Clyde Maritime Trust Ltd	Glenlee Restoration Phase III	£180,000	Completion of the restoration works on the SV Glenlee as well as provision of mooring and access arrangements.	Oct-00
Consuta Trust	Consuta Umpire Launch Restoration	£38,200	Restore and preserve the steam launch Consuta and display to the public at water based events.	Dec-00
Dover Bronze Age Boat Trust	Dover Bronze Age Boat	£1,112,300	Conservation and display of the worlds oldest seagoing boat. The project involves completing the conservation and reassembly of the Boat on a	Apr-98

			new permanent supporting cradle, conversion and fitting out of a permanent Boat gallery in Diver museum.	
Dundee Industrial Heritage Ltd	Royal Research Ship Discovery, Scotland - Restoration	£124,900	Restoration of the Royal Research Ship 'Discovery'.	Oct 96 with grant increase Feb 98
Dunkirk Little Ships Restoration Trust	Steam Tug 'Challenge', Southampton - Restoration	£274,500	To secure the future of the only surviving steam tug involved in the Dunkirk evacuation of 1940 and give the public access to the ship and its history.	Mar-01
Edinburgh Canal Society	Kelvin Launch Restoration, Edinburgh	£52,000	Restoration of a Kelvin wooden launch which will be used to transport the public on the restored Union Canal.	Jun-99
Frinton & Walton Heritage Trust	James Stevens No 14 Lifeboat - Restoration	£75,000	Restoration of the James Stevens No 14 lifeboat to seagoing condition for exhibition in association with Walton Maritime museum as well as being used for demonstration trips.	Aug-00
Grimsay Boatshed Trust	Turning the Tide	£49,500	Restoration of Grimsay boats	Dec-01
HMS Cavalier (Chatham) Consortium	HMS Cavalier Preservation Phase II	£665,781	Preservation & Interpretation of World War II destroyer	Jun-00
HMS Trincomalee Trust	HMS Trincomalee Restoration Project, Hartlepool	£4,005,000	Completion of the Trincomalee restoration project which aims to restore the ship HMS Trincomalee as well as establish a visitor centre.	Jun-01
HMS Trincomalee Trust	HMS Trincomalee, Hartlepool	£975,000	To complete the restoration of the 1817 HMS Trincomalee so that the ship can be on permanent display.	Dec-95
HMS Trincomalee Trust	HMS Trincomalee, Hartlepool - development study	£116,250		Oct-97
Hull City Council	Arctic Corsair Phase 3, Hull	£159,700	Construction of an exhibition berth to provide mooring and access to the Port of Hull's last surviving distant water 'sidewinder' trawler	Aug-98

Imperial War Museum	HMS Belfast Sleep-over Accommodation	£50,000	To extend physical and educational access to school children & youth groups and to enhance their experience of the historic warship by providing overnight accommodation in 2 of HMS Belfast's original messdecks.	Dec-00
Landmark Trust	Lundy Island Transport Improvement	£104,800	Oldenburg	Mar-99
Landmark Trust	Lundy Island Transport Improvement	£150,000	Oldenburg	Mar-98
Maritime Trust	Cutty Sark Mizzen Mast-Restoration	£198,000	Removal, restoration and reinstatement of the fully rigged mizzen mast as part of the ongoing restoration of the Cutty Sark	Sep-98
Maritime Trust	Cutty Sark, Greenwich - urgent repairs	£160,000		Dec-96
Maritime Trust	Cutty Sark- Conservation Plan	£48,216	Conservation plan for the Grade 1 listed clipper ship 'cutty Sark' leading to the reinterpretation of the ship involving interactive displays, facilitating an educational programme, access for the disabled and increased public enjoyment	Aug-97
Mary Rose Trust	Mary Rose, Portsmouth - Preservation	£330,000	To preserve the hull of the world's only surviving 16th century warship, the Mary Rose, by investing in the vital chemical conservation process to ensure the long term preservation of the Hull, a process likely to take 20 years.	Jul-96
Mary Rose Trust	Mary Rose - Hull Conservation (Phase 1)	£488,000	To complete Phase 1 of a three phase hull conservation programme. Phase 1 is to impregnate the inner sound core of every timber to prevent cell wall shrinkage.	Mar-01
Mary Rose Trust	Mary Rose Development Plan 2	£98,600	Development plan for the Mary Rose	Oct-98

Morwellham and Tamar Valley Trust	Morwellham and Tamar Valley Trust, Tavistock	£186,700	To restore and conserve a merchant ketch and the Tamar Valley Wagons and Carriages collections. To open the Tamar Valley Wildlife Reserve to visitors.	Jun-96
MV Wincham Preservation Society Ltd	MV Wincham Renovation	£47,400	Renovation of 1948 ship	Jan-01
Norfolk Heritage Fleet Trust	Norfolk Heritage Fleet, Ludham	£200,000	To purchase a boatyard (typical of the Broadlands style of 1930s) and the fleet of traditional gaff-rigged, varnished mahogany sloops.	Apr-96
Paddle Steamer Kingswear Castle Trust Ltd	Paddle Steamer Kingswear Castle - Reboiling	£79,200	Replacement of the boiler of the paddle steamer Kingswear Castle to ensure its continued use.	Jun-99
Portsmouth City Council	Hilsea Lines Restoration	£306,000	Restoration of Hilsea Lines, first used for defending Portsmouth's naval base. As well as restoration, the project seeks to enhance access and interpret the structure.	Dec-98
Project Ryder	'Ryder' Lifeboat Restoration, Polperro	£26,400	Restoration of the 'Ryder' lifeboat to her original specifications and her display and marketing on completion.	Jun-96
Rickmansworth Waterways Trust Ltd	Rebuilding "Roger", Rickmansworth	£60,000	Restoration of the wooden narrowboat "Roger", one of the last to trade on the canal.	Nov-97
Royal Navy Submarine Museum	Holland 1 conversion and interpretation	£671,000	Conversion of existing building as a viewing gallery for submarine Holland 1 ALSO INCLUDE REPAIRS TO SUB.	Aug 00 with grant increase Mar 01
Shropshire Union Fly-Boat Restoration Society Ltd	Saturn: Relaunching the Shropshire Union Fly-Boat	£50,000	The restoration of the last floating example of a wooden horse-drawn Shropshire Union Fly-Boat using traditional skills. The boat will be used in waterway events and education.	Dec-00
Ss Great Britain Project	ss Great Britain - Securing the Heritage Core	£350,000	Conservation of the fabric of the iron steamship ss Great Britain.	Jul-00
Ss Great Britain Project	SS Great Britain - development studv	£67,500		Jul-97

Ss Great Britain Project	SS Great Britain project	£7,744,000		Jan-02
Steam Tug Portwey Association	Steam Tug 'Portwey', Isle of Dogs	£82,000	Replacement of corroded steelwork and rotted timber on steam tug Portwey. This is necessary in order to ensure its survival as a unique example of a coal fired vessel with twin reciprocating steam engines and auxiliaries.	Aug-96
Swan Trust	Swan Restoration, Lerwick	£25,900	Phase III restoration of the Swan, one of a famous class of fishing vessels known as 'Fifies'. She was built at Lerwick boatyard by Hay & Co by the boat builder Jack Shewan in 1900. Phase III involves the final fitting out of this vessel.	May-96
Warrior Preservation Trust Ltd.	HMS Warrior 1860, Portsmouth - Repairs	£725,000	Replacement of upper deck of the HMS Warrior 1860.	Dec-00
Waverly Steam Navigation Company Ltd	Waverley Paddle Steamer Refurbishment	£2,689,000	Restoration of the fifty year old paddle steamer the Waverly in order to allow its continued operation around the UK coast.	Jun-97
		£25,715,347		

Annex D: List Of Consultees

The Assistant Secretary to His Royal Highness The Duke of Edinburgh
Association of Dunkirk Little Ships
British Museum
British Resorts Association
British Waterways Board
Chamber of Shipping
Chatham Historic Dockyard Trust
Cutty Sark Trust
Dawn Sailing Barge Trust
Docklands Authority
Docklands Business Club
Dunkirk Little Ships Preservation Trust
English Heritage
Excelsior Trust
Fleet Air Arm Museum
Government Office for London
Health and Safety Executive
Heritage Afloat
Heritage Lottery Fund
Historic Scotland
HMS Victory
HMS Warrior (1860)
Imperial War Museum
Local Government Association
London Tourism Board
Maritime & Coastguard Agency
Maritime Curator's Group
Mary Rose Trust
Museum of London
Museums Association
National Historic Ships Committee
National Maritime Museum
National Museums Directors Conference
National Museums Liverpool
National Railway Museum
National Trust
National Waterways Museum
Northern Ireland Office
Office of Fair Trading
Old Gaffers Association
Paddle Steamer KINGSWEAR CASTLE Trust
Portsmouth Historic Dockyard Ltd
Portsmouth Royal Dockyard Historical Trust
Royal Marines Museum
Royal Naval Museum
Royal Naval Submarine Museum
Royal Ocean Racing Club
Royal Yachting Association
Resource
Rivers and Docks Authorities

Scottish Executive
Second Sea Lord
Single Regional Agencies
Small Business Service
Submarine Museumem
SS Great Britain
The Marine Society
The Sailing Smack Association
The Society for Nautical Research
The Steam Boat Association of Great Britain
Tower Hamlets
Transport for London
Victoria & Albert Museum
VisitBritain
Waverley Steam Navigation Company
Welsh Assembly

Annex E: Response Form

Name:	
Organisation:	
Address:	
Postcode:	
Telephone:	
Fax:	
Email:	

If you are replying on behalf of a representative group please summarise the people or organisations your group represents:

Tick this box if you are requesting non-disclosure of your response:	
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Issues For Discussion:

You are invited to give reasons for the comments given wherever possible.

1. Would the creation of a National Historic Ships Unit be an effective way of helping the historic ships sector co-ordinate its work better and identify priorities more clearly?

2. Are there alternative approaches which should be considered?

3. Does the structure proposed for the National Historic Ships Unit sound right?

4. Does the list of functions proposed for the new Unit sound right? Are there others which should be considered?

5. Would a small grants fund have a useful role to play?

6. Where should the new Unit be located?

7. Should statutory listing of historic ships be introduced?

8. Are there any other important issues relating to the preservation of historic ships that you feel are not addressed by these proposals?

If responses exceed the space provided or are written in a format that does not allow them to be included in the boxes then supplementary pages will be accepted.

Annex F: Consultation Criteria

The criteria in the Code of Practice on Written Consultation issued by the Cabinet Office is as follows:

1. Timing of the consultation should be built into the planning process for a policy or service from the start, so that it has the best prospect of improving the proposals concerned, and so that sufficient time is left for it at each stage.
2. It should be clear who is being consulted, about what questions, in what timescale and what process.
3. A consultation document should be as simple and concise as possible. It should include a summary, in two pages at most, of the main questions it seeks views on. It should make it as easy as possible for readers to respond, make contact or complain.
4. Documents should be widely available, with the fullest use of electronic means (though not to the exclusion of others), and effectively drawn to the attention of all interested groups and individuals.
5. Sufficient time should be allowed for considered responses from all groups with an interest. Twelve weeks should be the standard minimum period for a consultation.
6. Responses should be carefully and open-mindedly analysed, and the results made widely available, with an account of the views expressed, and reasons for decisions finally taken.
7. Department should monitor and evaluate consultations, designating a consultation Coordinator who will ensure the lessons are disseminated.