

Annual Report

April 2008 – March 2009



National Historic Ships
The official voice for historic vessels in the UK



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Introduction

Heydays and Today



Robert Prescott and Martyn Heighton photographed standing underneath the impressive propellers of the Isle of Man ferry, 'Manxman', now lying derelict in the Pallion Yard, Sunderland.

Despite their centrality in so many aspects of the life of the nation, historic ships have suffered by their exclusion from the heritage protection legislation of the past 100 years. Against this background of neglect, we have in our third year of operation worked continually and with considerable effect to improve understanding about our National Historic Fleet and the need to protect it, in order to bring these ships closer to a position of parity with other elements of our heritage.

At the strategic level we responded vigorously to HM Government's draft Heritage Protection Bill for England and Wales. Historic ships are as much a part of our patrimony as historic monuments, buildings, and landscapes and it was disappointing to find that the draft Bill neither mentioned the Advisory Committee and the National Register of Historic Vessels (NRHV), nor proposed ways in which historic ships might be offered greater protection. Without statutory recognition, our capacity to defend historic ships is severely limited. As things stand, to provide protection for historic ships we are dependant upon persuasion, or the application of law designed for other purposes, such as environmental legislation, or the control of the export of works of art (the Waverley Committee criteria). The draft Bill was withdrawn from the parliamentary timetable last autumn with no indication of a date when it might be brought forward again. We are using this waiting period to work with DCMS and English Heritage (whose functions and powers were a prominent feature of the draft Bill) to find ways for the effective protection of the National Historic Fleet. This remains a key priority for us.

At the tactical level we have worked closely with the National Maritime Museum Cornwall, initiators of the National Small Boat Register (NSBR), to

harmonise and consolidate our two respective registers so that there is now comprehensive cover for historic vessels of all sizes, great and small, within our two registers (the NRHV and the NSBR). This has eliminated the former gap between the two registers whereby vessels of a particular size were not covered by either. It has the additional benefit that functional groups such as lifeboats and fishing vessels are not split between the two registers. We have also launched a new web-based Directory of Skills and Services (a much needed resource for vessel owners) and laid the groundwork for a more interactive user-friendly website, to be launched in the summer of 2009. A sound, reliable knowledge base is a pre-requisite for effective heritage management and we regard these changes to the NRHV and our website as improvements in this area.

At a time when the infrastructure for our maritime industries is in serious decline we have sought to promote the establishment of networks providing essential resources such as graving docks, craft workshops and pools of skilled operatives, required for the conservation and maintenance of historic ships. The first links are already being forged in what we hope will become a chain of such centres around the coast.

Our previous Annual Reports were well illustrated with images of historic vessels, to show the often spectacular results of dedicated conservation and restoration work. This year we have chosen to feature ships from the National Historic Fleet in their heyday, when each vessel was part of the fabric of the nation's economic life, and to contrast these images with photographs of the same vessels today. These illustrations remind us of the importance that such vessels once held in the life of this maritime nation; of what we have subsequently lost; and of the need to respect and preserve what remains. Whilst there have been great successes in preserving and finding new lives for some historic vessels, there have also been cases where projects founder with no way forward, and even downright tragedies where ships have been needlessly lost by indifference, neglect or active destruction. And for operational historic vessels the situation is growing ever more challenging with fewer skills and facilities to draw on; rising repair costs; increasingly demanding safety regulations; and in the case of diesel-powered vessels, the loss of access to duty exempt red diesel which played a big part in allowing such vessels to take part in events around the coast and on our canals and rivers.

It has been a busy and demanding year for the Advisory Committee and our small, dedicated staff. We have continued to provide expert assessments of grant applications for a range of funding bodies including the Heritage Lottery Fund and the PRISM Fund. We have also advised local authorities and other statutory bodies on issues concerning some of our most important historic vessels. There have been both positive achievements, and serious disappointments: a number of our most significant larger historic ships are still endangered. To assist with this growing volume of work we have established the new post of Policy and Project Manager to help build the appropriate framework for historic ship management in the years ahead. Progress on these and other matters is set out in the body of our Report which we have great pleasure in commending to you.

Robert Prescott *Chairman,*
Advisory Committee on National Historic Ships
Martyn Heighton *Director & Secretary*
to the Advisory Committee

Heyday

'Manxman' manoeuvring on the Mersey as she leaves for the Liverpool – Douglas run in the 1950s.



Today

'Manxman' under threat of being scrapped in the Pallion Yard Sunderland. Despite being in a condition in which she could be conserved and restored, no organisation has come forward to save this beautiful ship so reminiscent of British liners in their heyday.



Heyday

*'HMS Caroline'
steaming at full
speed during the
First World War.*



Forward Plan review



Today

Based in Belfast where she has been a training ship since the 1920s, 'HMS Caroline' will shortly end her long life in the Royal Navy. Every effort must be made to save this sole survivor from the Battle of Jutland and to ensure her a new role in the public eye.

We published our Forward Plan for 2008 – 11 with last year's Annual Report. Within this 3 year programme we prioritised the issues set out below for action over the period April 2008 – March 2009 covered by this Annual Report.

1. Developing the National Archive of Historic Vessels (NAHV)

This record of vessels formerly on the National Register of Historic Vessels (NRHV) is an important development which will allow access to information on vessels which used to be on the NRHV but which have been lost to us through lack of current information or destruction. A database for these vessels has been developed for publication on the new website when it is launched in the Summer of 2009.

2. Review of registration criteria for the National Register of Historic Vessels

This is a continuing process in order to respond to circumstances and experience. This year we have reviewed two key criteria

i) The criterion that all vessels must be built in the UK in order to be eligible for Registration

There are several vessels which are of significance to this country but which were built abroad, including Royal Naval vessels from the Second World War. The criterion has therefore been amended so that vessels with demonstrable and significant UK associations that were built overseas can now be registered. The first such vessel to be registered under this revised criterion was HMS *Stalker*, a Landing Ship Tank built in 1944 in Canada for the British war effort.

ii) The Length-Over-All Criterion

We have been working closely with our colleagues at the National Maritime Museum Cornwall who run the National Small Boat Register (NSBR) to ensure that the two registers are compatible and meet the needs of the constituencies we serve. As originally set up the NRHV had a minimum Length-Over-All criterion of 40 ft (12.19 metres), whilst the upper limit for the NSBR was 33 feet (10.07 metres). In addition to the clear difficulty that the two criteria did not meet, there has been the added and significant issue that the NRHV's minimum length criterion had the potential to split classes of vessels. By lowering the NRHV minimum to 33 ft we have removed the gap in criteria and substantially reduced the problem of vessel classes falling into both registers.

3. Review of the National Historic Fleet

The National Historic Fleet comprises the Core Collection and Designated Vessels on the Register. A working party to review the Core Collection was established at the March Advisory Committee on National Historic Ships. Recommendations arising from the group's findings will be followed through in 2009 – 10.

4. Protecting the future of historic ships in the UK

National Historic Ships submitted a formal response to the Draft Heritage Protection Bill for England and Wales consultation in July 2008. We supported the principles set out in the Draft Bill, but were very disappointed to see that (unlike historic wrecks) the significance of surviving historic vessels as an integral part of our national heritage had not been acknowledged, and that the growing need for forms of protection for historic vessels had not been recognised. Although the Bill was dropped from the autumn legislative programme, we continue to press the case, working closely with English Heritage, the Advisory Committee on Historic Wrecks and DCMS in order to find ways to address this clear anomaly.

5. Promoting knowledge, essential skills and excellence

There has been a great deal of activity on this aspect of the Forward Plan. The Directory of Skills and Services was officially launched on our website by Tom Cunliffe at the Earls Court Sail, Power and Watersports Show in November 2008. The Directory is gaining users rapidly and is making a real contribution towards giving vessel owners the information and support they need.

Work continues on the Conservation Guide, which is now in its second draft. This has proved to be a challenging project but we are confident that when published in 2010, this book will become the definitive guide to the conservation of historic vessels in the UK, and be a major contribution to the body of international knowledge on this crucial topic.

Finally under this heading, the Forward Plan identified a commitment to promoting Centres Of Maritime Excellence to deliver the wide ranging support which our audit of skills and services undertaken in 2007 – 8 revealed as being needed. Progress on this is reported in the section entitled 'The National Ship Preservation Network'.

6. Giving direct support to historic ship projects

We continue to give advice to projects large and small. Much of the lower level advice forms part of our everyday work. Input into projects at a high and continuing level is set down in the 'Major consultations' section of this report.

7. Publishing case studies on our website as a resource for vessels owners

We are starting to develop this side of our work through the spin-off from an advisory report we commissioned to help the owner of the topsail schooner *Kathleen & May* plan the future for this National Historic Fleet vessel. Case studies, along with introductory papers on setting up a trust, structures for governance, and a trust toolkit will be published online in 2010.

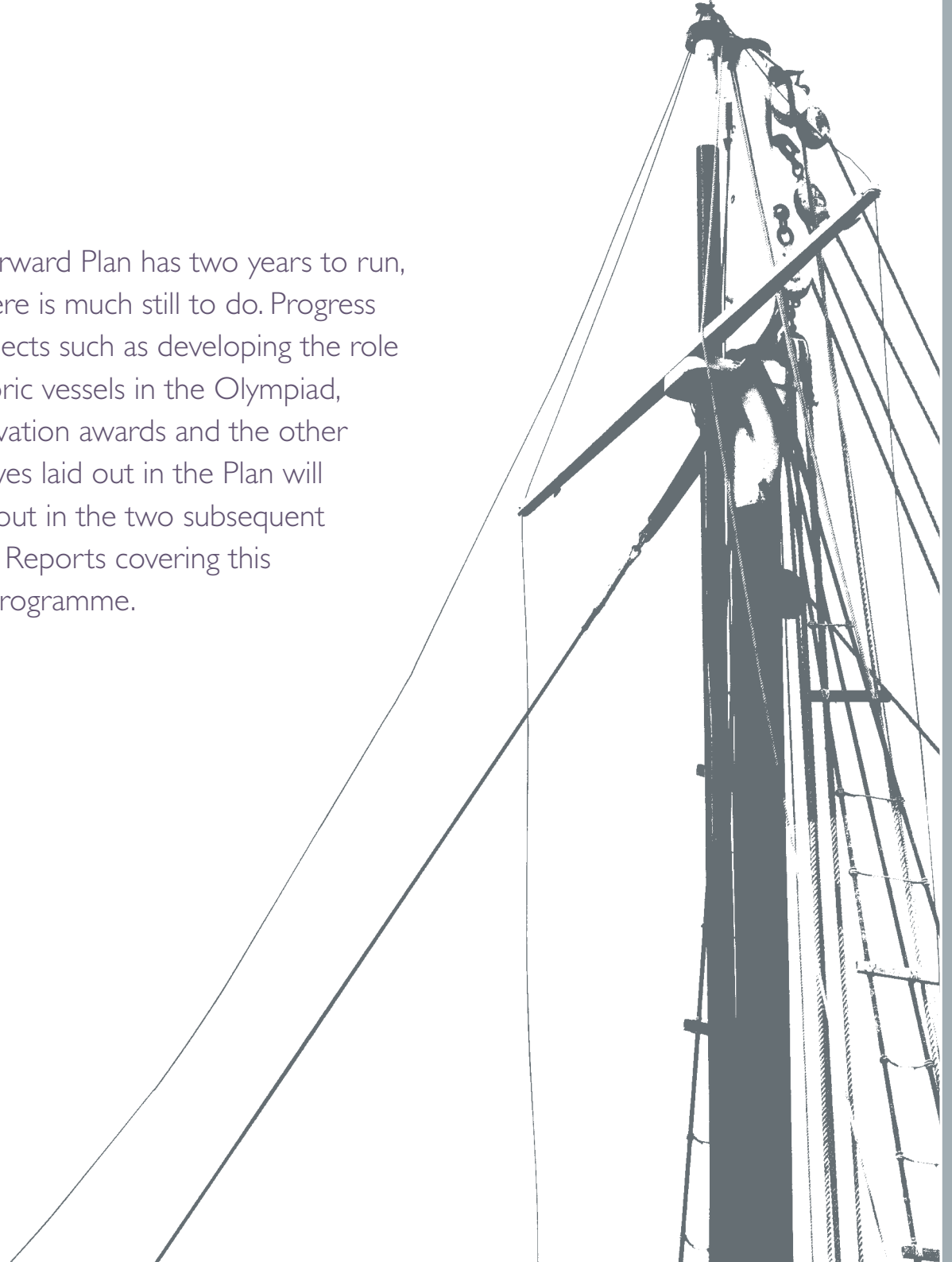
8. Continuing to deliver the Strategic Grants programme

£52,557 was disbursed to vessels this year towards the overall 2011 target from 2008 to 2011 of £150,000. Since this grants programme began in 2006, £207,402 has been invested in the future of historic vessels and maritime projects.

9. Getting our message across

This aspect of the Forward Plan carried particular emphasis on the role of our website in communicating with and developing our audiences. With this in mind, the Committee agreed the specification for a new, attractive and much more responsive website, and appointed web designers under a competitive process in December 2008. The new site will go live in June 2009. Meanwhile three editions of our new E-newsletter have been published electronically and additional fields have been added to the database showing where vessels are for hire and/or excursions. These fields, and an interactive location map of the National Historic Fleet will be viewable on the new website.

The Forward Plan has two years to run, and there is much still to do. Progress on projects such as developing the role of historic vessels in the Olympiad, conservation awards and the other objectives laid out in the Plan will be set out in the two subsequent Annual Reports covering this work programme.



Major consultations

HMS Bronington (minesweeper)

We worked closely with Peel Ports (Liverpool) to ensure that every avenue for the preservation of this ship was explored. At one point, when it appeared that no organisation had the resources to take on the vessel, we organised workshops to ensure that she was deconstructed in an organised fashion and parts of the vessel were saved and preserved for display in major museums. However, there is currently the possibility of an organisation with training as its principal objective, taking over the ship. Although this may be an acceptable solution, National Historic Ships will need to take a view on how any training programmes might affect the historic fabric of the vessel.

HMS Caroline (First World War light cruiser)

Advisory Committee member Sean Neeson and the Director attended a management meeting on board the ship to begin discussions on the future of the vessel when the time comes for the Royal Navy to decommission her.

HMS Cavalier (Second World War destroyer)

The Director was asked to make a formal review of proposed adaptations to the ship to improve physical access, including to what extent these comply with both the Disability Discrimination Act legislation and the ship's Conservation Management Plan. The adaptations have been limited to the aft accommodation and have been carried out with demonstrable empathy for the original structure. These changes will widen access significantly and make overnight educational stays part of the staple visitor programme for the ship.

City of Adelaide (composite clipper ship)

National Historic Ships has continued to facilitate a number of meetings to seek a solution for the long-term preservation of this important vessel (at present destined for demolition by her owners, the Scottish Maritime Museum) by finding a new home for her. We have argued strenuously for every effort to be made to save the ship as a whole, but if this proves impossible, we are working to ensure that significant sections of her are preserved. One avenue we are exploring is taking the vessel back to the city

where she was built – Sunderland: both the Chairman and the Director has met with the leader and senior officers of the City Council and continue to have a close dialogue. Another possible solution is to see her go to Adelaide, South Australia, the city to which she carried many thousands of emigrants and whose coat of arms was emblazoned on her stern. We continue to give objective advice to both projects, and will help all parties come to the conclusion which best secures the future of the ship.

Kathleen & May (topsail schooner)

With the agreement of *Kathleen & May's* owner and a number of other interested parties, we financed a consultant's study which mapped out options for the long term governance of the vessel and brought together information from other operating historic vessels on how they make ends meet. This report will give the owner of *Kathleen & May* invaluable data upon which to base his decisions on the future of the ship. The owners of the other vessels in the study have agreed that the information gleaned from this work will be published on our website as case studies, so that others can gain from the experience of these operating vessels.

Mary Gordon (electric pleasure launch)

The Mary Gordon Trust applied to HLF for a grant to restore this electric pleasure launch. On reviewing the application on behalf of HLF, our view was that, as currently conceived, this was a reconstruction project rather than a conservation project. However it was recognised that although not fully developed yet, the essence of a very good project could emerge and National Historic Ships has undertaken to offer advice to the Trust in order to realise the project's potential.

Massey Shaw (fireboat)

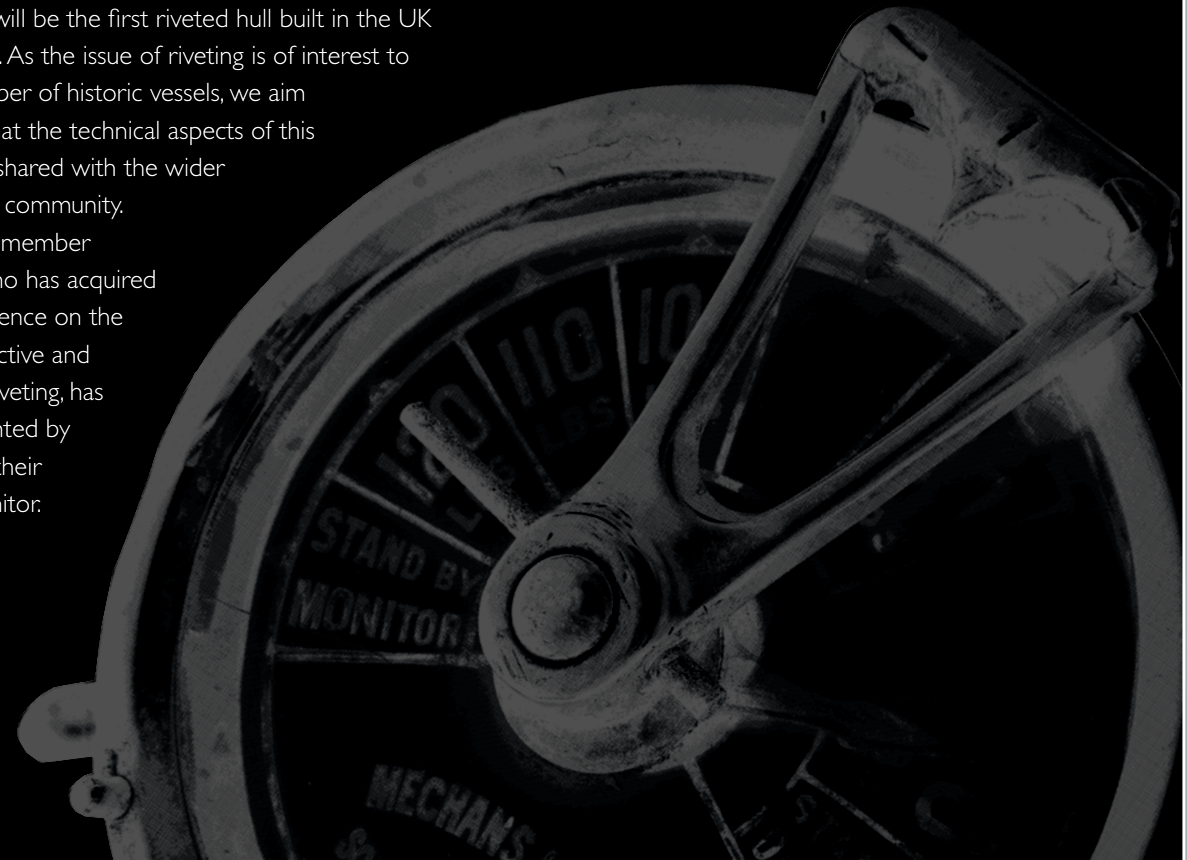
This fireboat made an application to HLF for £411,000 towards a project to undertake conservation and interpretation works. We supported this application making certain suggestions on how it should be progressed, and were pleased to learn subsequently that the grant had been awarded. We continue to advise HLF as the project, along with all the usual challenges so familiar with historic ship restoration, progresses.

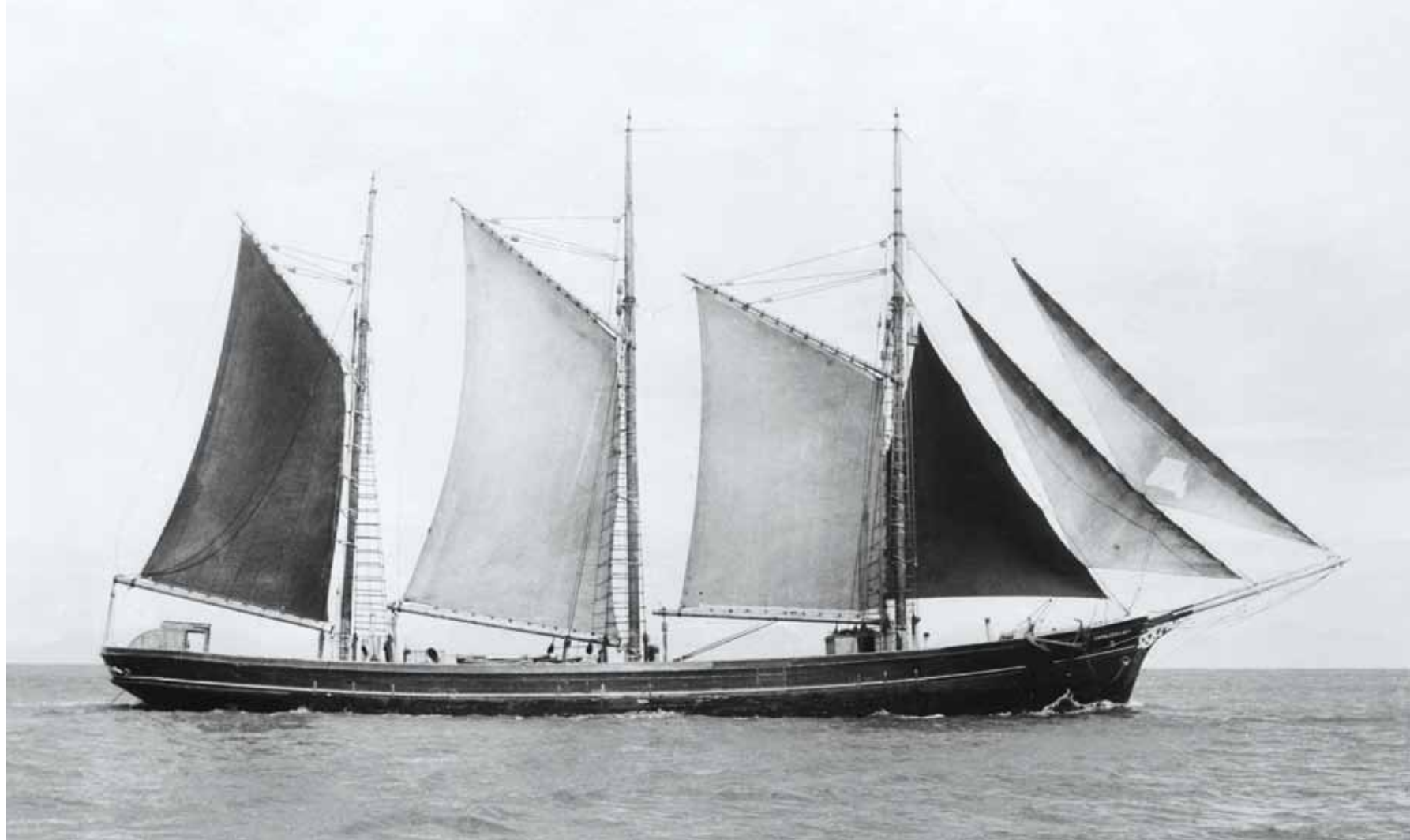
Medway Queen (excursion paddle steamer)

Following an award from HLF to the Medway Queen Preservation Trust, National Historic Ships undertook a project review specifically to deal with conflicting conservation, restoration and operational (including Maritime and Coastguard Agency standards) issues. As a result, the Trust was able to produce a new specification for a riveted hull rather than the welded hull formerly proposed. The contract has been let to Abel's Yard in Bristol and will be the first riveted hull built in the UK for 40 years. As the issue of riveting is of interest to a large number of historic vessels, we aim to ensure that the technical aspects of this project are shared with the wider historic ship community. Committee member Tim Parr, who has acquired wide experience on the issue of effective and affordable riveting, has been appointed by the HLF as their Project Monitor.

SS Nomadic (passenger tender)

Advisory Committee member Sean Neeson and the Director attended a management meeting on board the ship to be brought up to date on progress on conservation management planning and future berthing arrangements. Advice was also given on preparing for a future application to HLF for support.





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Heyday

Built in 1900, 'Kathleen & May' was a familiar sight in the Irish Sea trading general cargo between North Devon and Youghal in southern Ireland.



Today

Rescued and lovingly restored by a private owner in 1999/2000, 'Kathleen & May' is seen here being enjoyed by thousands of visitors attending a festival in Bristol. However her owner is struggling to meet the costs of maintaining her and has reluctantly put her on the market. A new venture involving transporting organic wine by sail may help to bring a sustainable future for this unique ship.

QJ&J (East Coast work boat)

Working in partnership with the National Small Boat Register (NSBR), National Historic Ships was consulted by the PRISM Fund over a grant application for this important east coast workboat. Although she is not on the NRHV, being under the size requirement, it is clear that we are the only authoritative source to which funding bodies can turn for advice.

SS Robin (steam coaster)

Advisory Committee member Simon Waite provided extensive advice to the SS Robin Trust on the removal and towage of *Robin* from West India Quay in London's Docklands to Lowestoft. Both the Director and Captain Waite made subsequent inspection visits. National Historic Ships also funded a laser survey of the vessel to give an accurate 'map' of the plating and general ship structure which can then be used for cutting and drilling/punching replacement riveted plate to be used in repairing the hull. Detailed advice continues to be given to this extremely challenging but important project to achieve a sustainable future to this significant vessel.

Scottish International Sail Craft Association Collection

The Director and the Case Officer from the PRISM Fund inspected this important collection held by the Scottish International Sailing Craft Association at Eyemouth – principally of small craft – to review the implementation of works funded by grant aid from the PRISM Fund.

HMS Stalker (Landing Ship Tank)

The Director has had extensive discussion with DCMS over the future of this World War II landing ship tank. DCMS in turn has raised the issue with the Environment Agency and at the end of the reporting year 2008-09, the situation was that the Environment Agency was minded to give given permission for the vessel to be scrapped but on the condition that National Historic Ships is given access for recording. However, the bow doors and stores had already been removed before any intervention was possible. The fate of *Stalker* graphically illustrates the lack of protection afforded to historic vessels. At present we are reliant on environmental legislation – not heritage legislation – to provide what modicum of protection can be called upon in such cases.

HMS Unicorn (early 19th-century frigate)

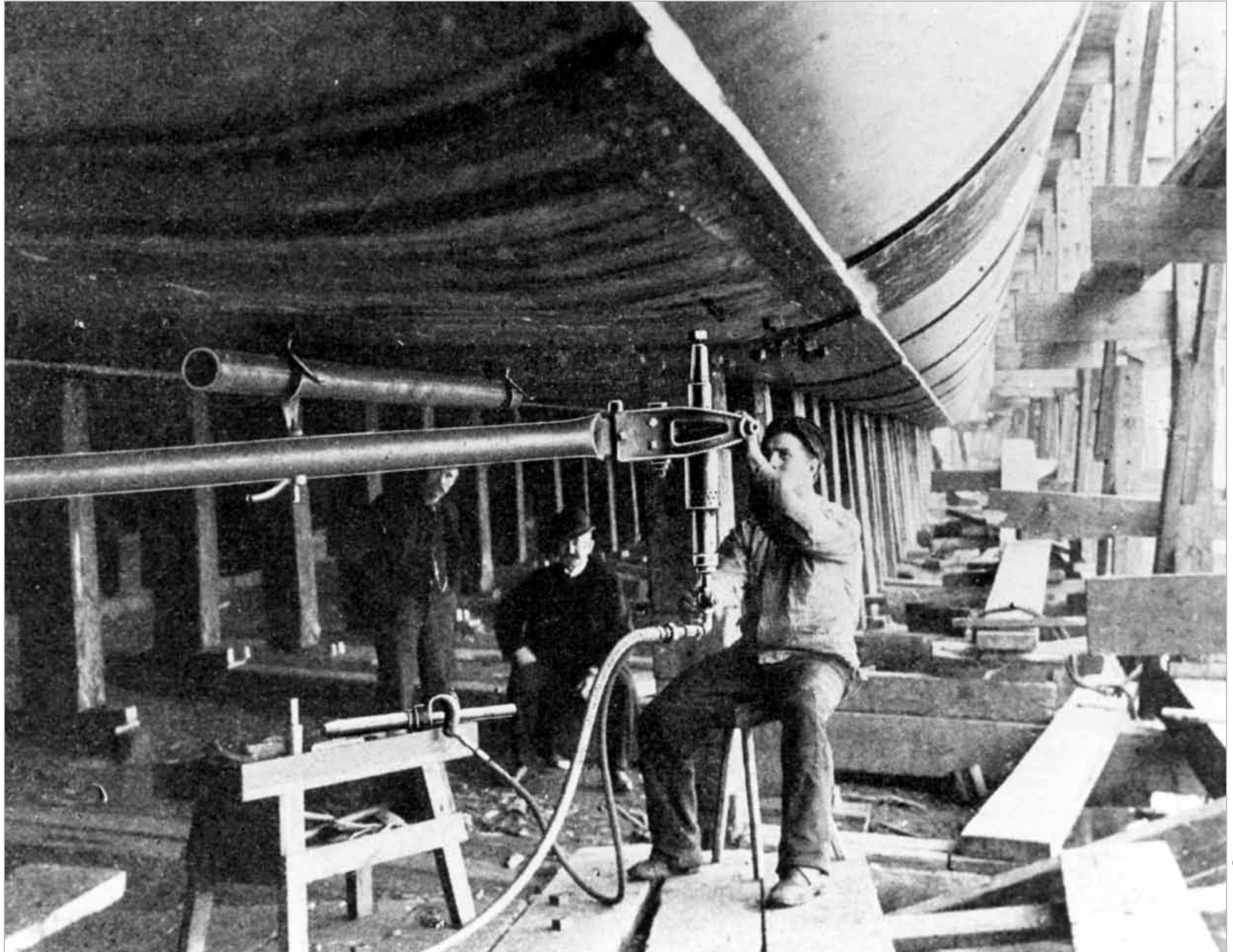
Considerable advice was given to the Unicorn Preservation Society, which contributed to their submission to HLF Scotland. The application was subsequently turned down due to uncertainty over how the project would be positioned within Dundee City Council's development strategy. We continue to support the efforts of the Unicorn Preservation Society to secure the future of this unique vessel in the National Historic Fleet.

HMS Victory (Admiral Lord Nelson's flagship at Trafalgar)

National Historic Ships was a principal consultee for the Ministry of Defence's (MoD) consultation on the future of HMS *Victory*. The MoD is due to report on this in September 2009.

HMCC Vigilant (Customs cutter)

We were asked by the PRISM Fund to review an application made by the Vigilant Trust supported by the Medway Maritime Trust to help meet the costs of rescuing this customs cutter from a breakers yard in Portsmouth. Our conclusion was that it had the potential to be an exemplar project and we recommended that the application be supported. Subsequently this project received the full grant requested.



Yard worker at Thames Ironwork post 1900

Strategic Development Fund

The Strategic Development Fund is a grant scheme designed to assist owners, trusts and societies responsible for craft on the National Register of Historic Vessels. Sustainability awards are made for developing conservation management and business plans, improving interpretation, undertaking essential repairs and purchasing vital equipment, supported where appropriate by conference and training bursaries.

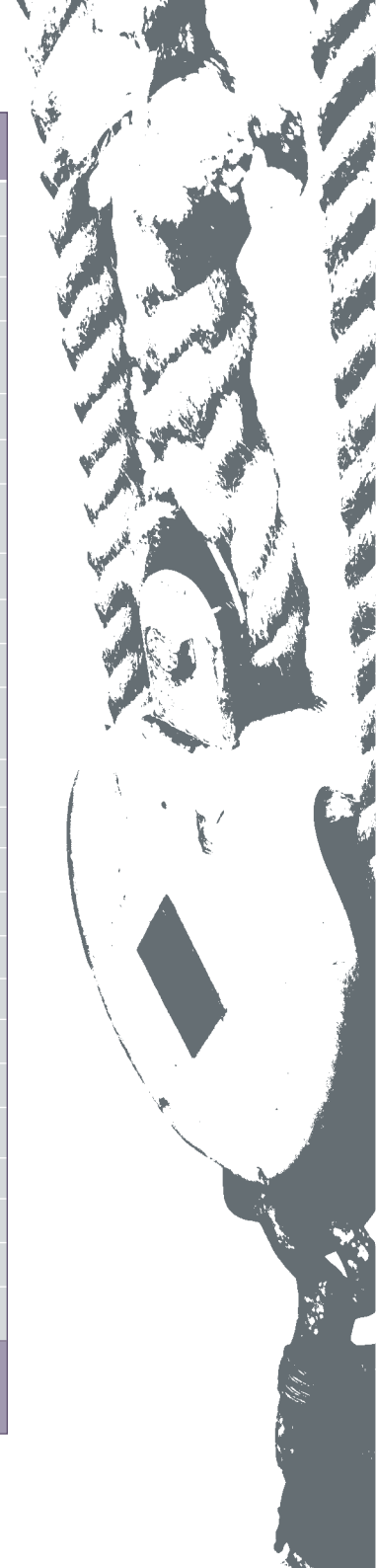
Now in its third year, the scheme has again proved immensely popular and during the financial year 2008/2009, a total of £52,557 was awarded to vessels. Although National Historic Ships considers applications for conference and training bursaries, only two applications for conference attendance were received, and none for training. Therefore, to meet the high demand for sustainability awards, money was transferred from the funds in these two headings. The full list of awards is set out below:

NHF National Historic Fleet, **Reg.** Registered vessel

Vessel	Status	Grant	Purpose	Awarded £
<i>Steam Pinnace 199</i>	NHF	Conference	Attendance at UK Maritime Heritage Conference	100
<i>Steam Pinnace 199</i>	NHF	Sustainability	Towards a survey	1,400
<i>Bruce's</i>	NHF	Sustainability	Towards hull work	1,500
<i>Caronia</i>	Reg.	Sustainability	Towards rigging and sails	1,500
<i>Colne Light</i>	Reg.	Sustainability	Engine room access project	2,000
<i>Cyprus & Cedar</i>	Reg.	Sustainability	Engine repairs	1,000
<i>RRS Discovery</i>	NHF	Sustainability	Interpretation	2,000
<i>MV Egremont</i>	Reg.	Sustainability	Dry docking	2,000
<i>Flashing Stream</i>	Reg.	Sustainability	Towards deck work	1,500
<i>Friends Folly</i>	Reg.	Sustainability	Dry docking and new planking	2,000
<i>Glad Tidings</i>	Reg.	Sustainability	Towards the cost of survey/maintenance	1,000
<i>Governor</i>	NHF	Sustainability	Hull work	1,500
<i>Heather Bell</i>	Reg.	Sustainability	Renewal of bottom boards	525

Vessel	Status	Grant	Purpose	Awarded £
<i>Irene</i>	Reg.	Sustainability	Anchor chains	1,200
<i>Kami No Michi</i>	Reg.	Sustainability	Purchase of temporary shed	1,500
<i>Laughing Water II</i>	Reg.	Sustainability	Towards remedial works	1,500
<i>Leila</i>	Reg.	Sustainability	Set up of charitable organisation	200
<i>Leila</i>	Reg.	Sustainability	Vessel maintenance	2,000
<i>Lucy</i>	Reg.	Sustainability	Towards restoration work	1,150
<i>Lydia Eva</i>	NHF	Conference	Attendance at UK Maritime Heritage Conference	100
<i>Mary Rose</i>	NHF	Sustainability	Book publication	2,000
<i>Massey Shaw</i>	NHF	Sustainability	Survey	500
<i>Mayflower</i>	NHF	Sustainability	Survey of hull	2,000
<i>Mossdale & Manchester</i>	Reg.	Sustainability	Towards cost of feasibility study	2,000
<i>Our Boy</i>	Reg.	Sustainability	Towards hull planking	1,500
<i>Pansy</i>	Reg.	Sustainability	Restoration work	1,500
<i>Phyllis</i>	Reg.	Sustainability	Leeboards	2,000
<i>Princessa</i>	Reg.	Sustainability	Renovations and restoration	1,200
<i>Rob Pete</i>	Reg.	Sustainability	Timber work	1,200
<i>SS Robin</i>	NHF	Sustainability	Survey	1,732
<i>Shamrock</i>	NHF	Sustainability	Slipway	1,500
<i>SS Shieldhall</i>	NHF	Sustainability	Renovations of crew quarters	2,000
<i>Southciffe</i>	Reg.	Sustainability	Towards cost of sails	2,000
<i>Spider T</i>	NHF	Sustainability	Towards cost of stern posts	1,500
<i>Stanton</i>	NHF	Sustainability	Towards structural restoration	2,000
<i>Trimilia</i>	NHF	Sustainability	Wheelhouse repair	750
<i>Willdora</i>	NHF	Sustainability	Towards a survey	1,500

In addition to the above, £5000 (matched by £5000 from Bristol City Council) was made available from the Strategic Development Fund to meet the costs of a wide-ranging study of the Spike Island quarter of Bristol as a crucial element of the proposed Bristol Channel Ship Preservation Network.





© Roger Sherlock

Heyday

Launched in 1937 as a Solent railway ferry, 'Ryde' was requisitioned during World War II and converted to a minesweeper. She was stationed off Omaha Beach during D-Day, protecting the Mulberry Harbour.

Today

'PS Ryde' lies forlornly in a silted-up berth on the Isle of Wight, her funnel and superstructure collapsed, and a myriad of holes in her hull. Preservation groups are making valiant efforts to acquire, save and restore her but time is running out. (opposite)



The National Ship Preservation Network

One of our key roles is to promote the availability of ship and boat conservation skills and training, to support the highest standards in this field, and to facilitate the sharing of both experience and expertise across the sector. We believe that this can be most effectively achieved through an expanded on-line Directory of Skills and Services supported by the establishment of a national network of centres where skills and facilities already exist or can be developed. These currently have the

working title of 'National Ship Preservation Network' and their creation remains a high priority in our work programme. Initial efforts have been concentrated on three areas:

Bristol Channel Network

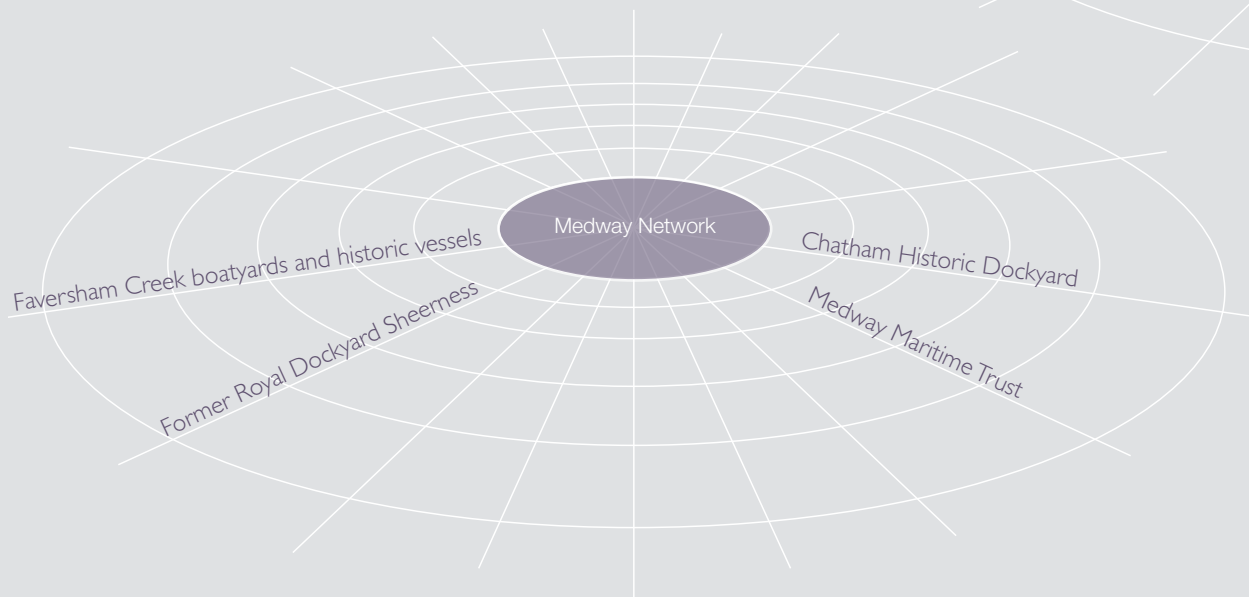
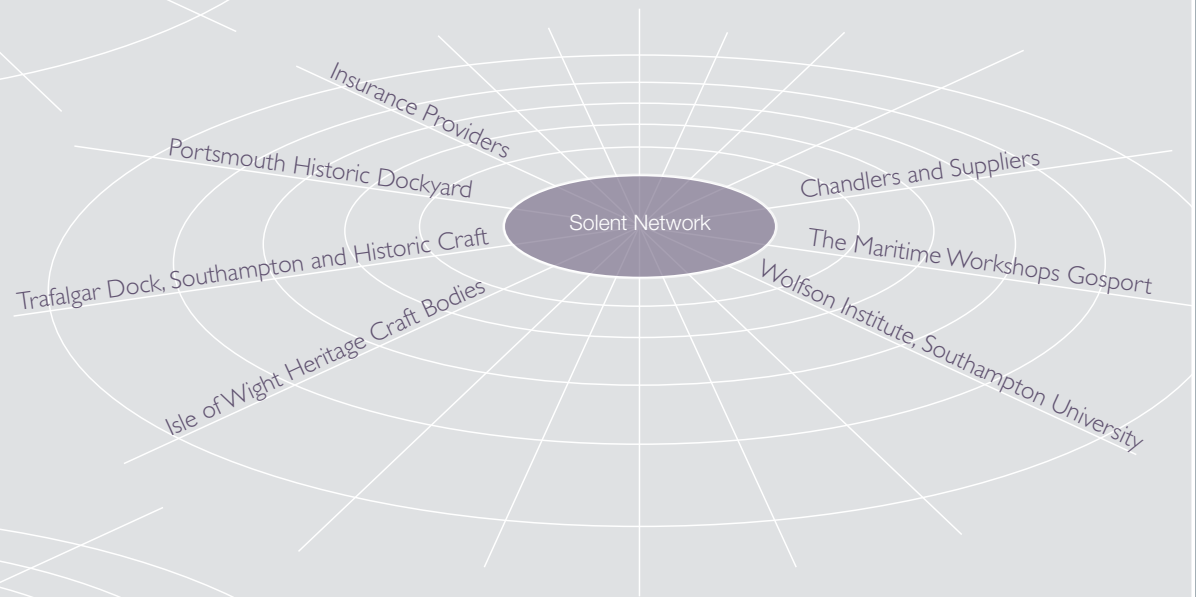
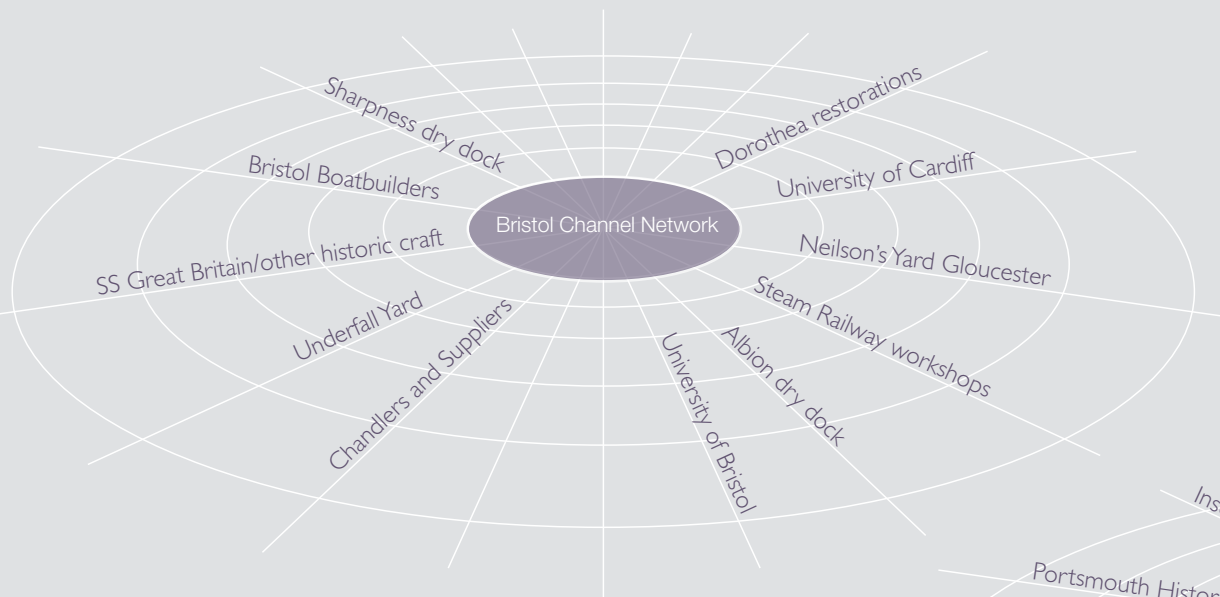
Bristol City Council and National Historic Ships have jointly commissioned a report on Spike Island which has the potential for becoming a major element within the Bristol Channel Network. This area includes ss *Great Britain*, the Albion Dock, the Underfall Yard, Abel's Yard and the steam railway workshops, and thus has the capability to form a natural focal point for this network. It is anticipated that the final report will be submitted to Bristol City Council during the Autumn of 2009.

Medway Network

We have worked closely with the Medway Maritime Trust, the Spitalfields Trust and Peel Ports to develop the former Royal Dockyard at Sheerness. Peel Ports have drafted leases for initial discussions with the Medway Maritime Trust, which in turn is recruiting a number of new members with extensive business and maritime experience. In due course, this network will be extended to include resources located at Chatham and Faversham.

Solent Network

Following a forum meeting in Southampton, the Director, together with Committee members Campbell McMurray and David Newberry, chaired a meeting on board *Calshot* with a range of interested parties. It was agreed that the two Committee members would act as the first point of contact for all organisations wishing to take this forward. We expect the Solent Network will be launched in Spring 2010.



The Registers

National Register of Historic Vessels (NRHV)

The reduction in the length criterion from 40 ft (12.19 metres) to 33 ft (10.07 metres) has resulted in the transfer of 59 vessels from the National Small Boat Register (NSBR) and the National Archive of Historic Vessels (NAHV) to the National Register of Historic Vessels (NRHV). These are:

Aelfwyn (yacht), *Aguila Wren* (lifeboat), *Alpha* (fishing vessel), *Anne Allen* (lifeboat), *Aurelia* (yacht), *Black Adder* (yacht), *Cair Vie* (fishing vessel), *Caretta* (naval vessel), *Chapman* (lifeboat), *Charles Henry Ashley* (lifeboat), *Clan Gordon* (fishing vessel), *Cleone* (yacht), *Collie* (naval vessel/tug), *Fire Fay* (yacht), *Fly* (fishing vessel), *Foresters Centenary* (lifeboat), *Freckles* (yacht), *Friendly Forrester* (lifeboat), *Gerfalcon* (yacht), *Glad Tidings* (fishing vessel), *Good Intent* (fishing vessel), *Grace Darling* (lifeboat), *Happy Return* (Mounts Bay pilchard driver), *Helen Smitton* (lifeboat), *Howard D* (lifeboat), *Iverna* (fishing vessel), *Jane Anne*

(lifeboat), *JG Graves of Sheffield* (lifeboat), *John & Naomie Beattie* (lifeboat), *Kariat* (steam launch), *Kittiwake* (saloon launch), *Lady Jane* (Admiralty launch), *Lively Lady* (yacht), *Lizzie Porter* (lifeboat), *Louisa II* (lifeboat), *Lucy Lavers* (lifeboat), *Mada* (motor launch), *Mary Amelia* (fishing vessel), *Mary Anne* (ferry), *Mischief* (yacht), *Nil Desperandum* (fishing vessel), *Owaissa* (yacht), *Oxford* (dock tug), *Penelope II* (yacht), *Queen Victoria* (lifeboat), *Richard* (lifeboat), *R N Cutter 44917* (motor cutter), *Robert & Ellen Robson* (lifeboat), *Ryder* (lifeboat), *Saxonia* (fishing vessel), *Seafish* (fishery research vessel), *Shepherd Lad* (ferry), *St Paul* (lifeboat), *The Doctors* (lifeboat), *Thomas Corbett* (lifeboat), *Victoria* (yacht), *William & Laura* (lifeboat), *William Cantrell Ashley* (lifeboat) and *William Riley of Birmingham* (lifeboat).

The lifeboat *Zetland* and the 18th century schooner *Peggy*, which have been on the NRHV but are under the length qualification have been registered on the NSBR but also remain on the NRHV as both are vessels in the National Historic Fleet.

Applications are now expected from vessels between 33 ft and 40 ft which until the change of criteria could not apply for registration

on either the NRHV or the NSBR.

The following vessels were added to the Register during the year:

Albaquila (motor yacht); *Barnet* (narrow boat); *BCN District No. 4 Vessel* (hopper barge); *Betsie Jane* (motor yacht); *Bognor* (narrow boat); *Bream* (icebreaker/tug); *Brighton* (narrow boat); *Cirrus* (yacht); *Condorline* (Admiralty pinnacle); *Conservancy* (inspection launch); *Diligence* (customs vessel); *Edith May* (Thames barge); *Effingham* (narrow boat); *Ethel Maud* (Thames barge); *Fandango* (yacht); *Flashing Stream* (motor cruiser); *France* (narrow boat); *Gralian* (motor yacht); *Guy and Clare Hunter* (lifeboat); *Hospital Boat No. 67* (hospital boat); *Ian* (narrow boat); *Impulse* (Broads cruiser); *Lady Florence* (passenger vessel); *Lady Hatherton* (narrow boat); *Laughing Water II* (pleasure launch); *LBK6* (landing barge kitchen); *Leicester Trader* (dumb barge); *Northern Kiwi* (motor yacht); *Nosila* (yacht); *Nuneaton* (narrow boat); *Oleco* (yacht); *Owl* (narrow boat); *Peter & Sarah Blake* (lifeboat); *Platypus* (motor torpedo boat); *Princess of Lake* (passenger vessel); *Raymond* (narrow boat); *Renee* (cargo vessel); *Rival* (fishing vessel); *River Thames Visitor Centre* (lighter); *Seaford* (narrow boat); *Seaport Alpha (TID)*; *Soleil d'Or* (motor yacht); *Southern Africa*

(lifeboat); *Southern Cross* (narrow boat); *Sunflower II* (passenger vessel); *Sweden* (narrow boat); *The Ice Boat* (ice boat); *The King* (narrow boat); *Vienna* (narrow boat); *Volunteer* (tug); *White Heather* (fishing vessel); *White Lady* (picket boat); *William & Emily* (fishing vessel); *Yarmouth Belle* (passenger vessel) and *Zaire* (motor launch).

Vessels at Risk List (VARL)

We had considered publishing a list of vessels about which we had particular concerns – the Vessels At Risk List. However we concluded that inclusion in a list might in some circumstances be regarded as pejorative and therefore decided that we would no longer hold a risk list in its present form. We are working closely with English Heritage to learn from their experiences of managing At Risk registers.

National Archive of Historic Vessels (NAHV)

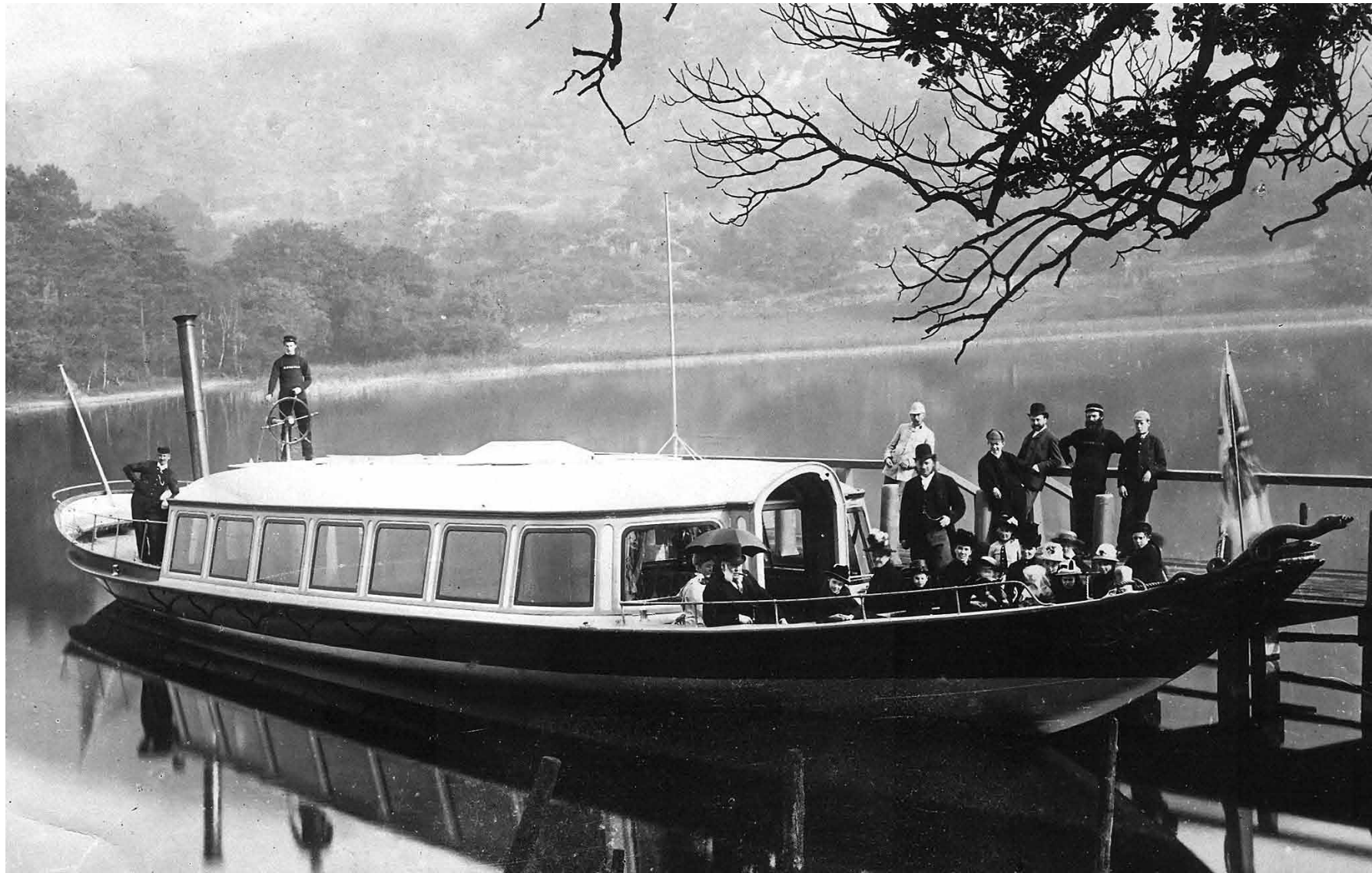
In parallel with the NRHV, the National Archive of Historic Vessels (NAHV) has continued to grow. This database contains details of vessels previously on the NRHV which have been broken up, lost or when it has not been possible to contact owners for a considerable period. The NAHV also contains details of some vessels which do not fit the NRHV criteria (in particular the age criterion) but which nevertheless

have the potential of joining the NRHV at a later date because of exceptional historical significance. At present the NAHV contains records of 435 vessels and it is intended that a summary record will be available on the new website.

Overseas Watch List (OWL)

We also hold a list of vessels overseas which are of considerable UK significance. In most cases they were built and operated in this country, and then sold abroad (the World War 2 sloop HMS *Whimbrel*, now owned by the Egyptian government, is a good example of this) or were built in the UK for a foreign owner (the steam ship *Yavari* on Lake Titicaca is an extreme example, being built in sections in Britain, and put together once transported to the lake). Being outside the UK they do not qualify for registration, but holding information on these and similar vessels is important as we are often consulted on them. The Overseas Watch List also holds information on vessels registered on the NRHV when they were in the UK, but which since have been taken abroad. Once the new website is up and running, this List will be published online as a source of basic information on such vessels.





© National Trust

Heyday

Commissioned as an excursion steam yacht to attract visitors to Coniston Water, this photograph shows 'Gondola' on the day of her launch in 1859.

Meetings, forums and visits



Today

In the 1970s 'Gondola' was rescued by the National Trust, from the ignominy of being a derelict houseboat. Now fully restored, she is a regular and welcome sight carrying day trippers on Coniston Water once more.

Making connections

The Director gave the keynote address at the Australian National Maritime Museum Historic Vessel Symposium in Sydney in March/April 2008. While in Australia, he took the opportunity to meet with the Governor of South Australia, the Lord Mayor of Adelaide and the Chair and Committee of Clipper Ship *City of Adelaide* Ltd. to discuss the city's proposals for bringing this rare survivor of a composite clipper to the city. The Director also visited several important vessels – *Polly Woodside* and the Second World War sloop *Castlemaine* in Melbourne; the tugs *Yelta* and *Fearless*, the schooner *Falie*, and the *Murray-Darling* paddle steamer *Oskar W* (all in Adelaide) and the Cairns' historic pearling lugger *Falla*. In Sydney he visited the replica *Endeavour* and the fully restored *James Craig*.

Committee Meetings

- Greenwich, 4th December 2008
- Southampton, 26th June 2008
- Swansea, 26th March 2009

Sub-committee meetings

Registration:

- Bristol, 6th November 2008
- Bristol, 5th March 2009

Finance & General Purposes:

- Greenwich, 30th October 2008
- London, 5th February 2009

Forum

Southampton, 26th June 2008 held on board *SS Shieldhall*

Vessel visits

Solent NHF *Calshot* (tender), *Corrie* (Clyde 30 racing yacht), *HSL 102* (high speed launch); *MGB 81* (motor gunboat), *Rona* (Bermudan ketch), *SS Shieldhall* (sewage dumping vessel)
Reg Hyperian (fast seagoing motor boat), *HMS Stalker* (landing ship tank)

London NHF *Massey Shaw* (fireboat), *HQS Wellington* (Royal Navy sloop)

Swansea NHF *Olga* (pilot cutter)

Humber NHF *Amy Howson* (Humber sloop), *Reg Hunt's Kim* (Sheffield keel), *Phyllis* (Humber sloop), *Southcliffe* (Humber keel)

East Coast NHF *Alfred Corry* (Norfolk and Suffolk Class lifeboat), *Trimilia* (Ramsgate Class lifeboat) **Reg Meridies** (Silverleaf launch),

West Coast National Inland Waterways Collection, Ellesmere Port

Scotland NHF *City of Adelaide* (clipper), *North Carr* (light vessel), *RRS Discovery* (polar research ship), *HMS Unicorn* (frigate), *Reaper* (fife herring drifter)

West Country NHF *Kathleen & May* (topsail schooner)
Reg Billy Bray (Looe lugger),

Note: NHF National Historic Fleet, Reg Registered vessel

Heyday

Built in Blackwall, London 1890, 'Robin' was one of hundreds of steam-driven coasters (immortalised in John Masefield's poem 'Cargoes') which were the backbone of Britain's coastal trade up to the Second World War.



Today

'Robin' undergoing essential repairs on a slipway in East Anglia, carried out with financial assistance from Crossrail Ltd. An exciting project to conserve and present 'Robin' permanently 'dry docked' on a floating pontoon is being developed by the SS Robin Trust.

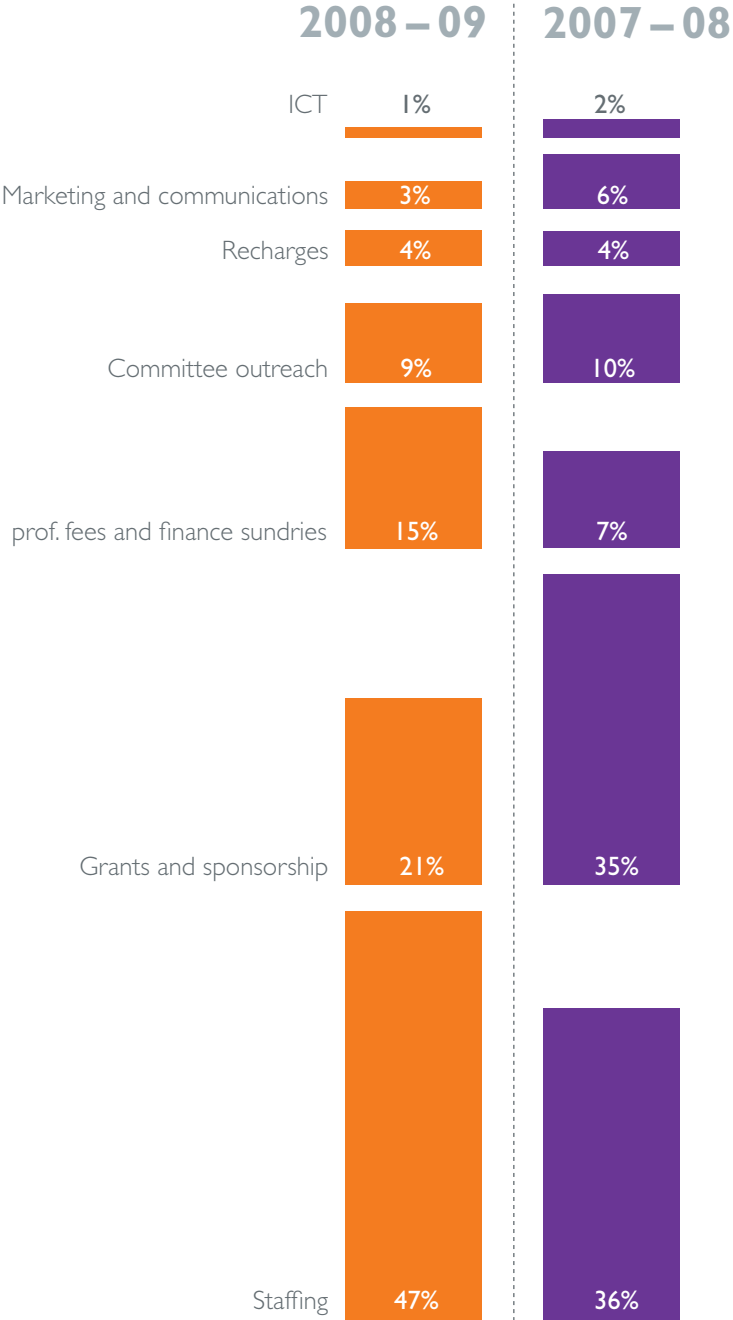


Income and expenditure accounts

Income	2008/09 £	2007/08 £
DCMS revenue	257,000	257,000
Funds carried forward under accounting procedures	10,855	45,711
Miscellaneous income	6,300	0
Grant fund carried forward	0	50,593
Miscellaneous grant income		700
Total income	274,155	354,004
Expenditure		
STAFFING		
Staff Costs	(116,779)	(108,939)
Pensions	(2,157)	(2,112)
NIC	(9,882)	(9,985)
Protective Clothing	(192)	(775)
Uniforms	(133)	0
Total staff costs	(129,143)	(121,811)
INFORMATION, COMMUNICATIONS & TECHNOLOGY		
Computer hardware	(246)	0
Office machinery	(111)	(3,502)
Stationary	0	(3,431)
Post & packaging	(15)	(514)
Telephones	0	(42)
Web resources	(160)	0
Total information, communication & technology	(532)	(7,489)

Expenditure	2008/09 £	2007/08 £
COMMUNICATIONS & MARKETING		
Trade Shows	(14)	(53)
Room Hire	(250)	(52)
Printing	(5,140)	(21,323)
Subscriptions	(72)	(56)
Marketing	(2,800)	0
Events catering	(1,059)	0
Total communication & marketing	(9,335)	(21,484)
PROFESSIONAL FEES & FINANCE SUNDRIES		
Utilities Recharge	(12,103)	(12,621)
Consultancy	(39,512)	(24,018)
Insurance	(927)	(866)
Total professional fees & finance sundries	(52,542)	(37,505)
COMMITTEE OUTREACH		
Hospitality	(3,852)	(4,821)
Travel	(15,357)	(20,742)
Accommodation	(4,130)	(8,084)
Subsistence	(1,596)	(686)
Total committee outreach	(24,935)	(34,333)
SPONSORSHIP AND GRANTS		
Conferences	(200)	0
Training	0	(4,000)
Sustainability	(52,357)	(72,013)
Projects	(5,000)	(44,425)
Total sponsorship and grants	(57,557)	(120,438)
TOTAL EXPENDITURE	(274,044)	(343,060)
Balance carried forward	111	10,944

Figure I: *Percentage of total expenditure by category*





Heyday

A veteran of the Dunkirk evacuation, 'Massey Shaw' played a pivotal role in fighting fires along the Thames during the London Blitz in 1940.



© Massey Shaw MVPS 2009

Today

'Massey Shaw' has recently received a Heritage Lottery Fund award and is now undergoing a restoration programme which will allow her potential as a widely visited historic vessel and educational resource to be achieved.



Heyday

'Blue Leader' was one of many high-speed RAF rescue launches built by the British Power Boat Company during the Second World War. She served in the North Sea, Norwegian waters, and received a citation at D-Day. She also featured in the 1954 film 'The Sea Shall Not Have Them'.

Our remit, targets and priorities



Today

'Blue Leader' now carries out a very different function as a houseboat, although the fine lines of the hull (which the present owners have been keen to keep in its original form) are testimony to her high performance past.

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

The Committee's terms of reference are:

- to act as the primary source of advice to the UK governments on national historic ship preservation and funding priorities
- to act as a source of advice to the Heritage Lottery Fund and other public funding bodies on preservation priorities and individual applications, they receive to fund historic ships.
- to provide leadership and strategic vision across the national historic ships community and wider maritime sector by acting as a focus for advice on aspects of the preservation of historic vessels

The Committee does not advise on issues relating to historic wrecks, which fall within the remit of the Advisory Committee on Historic Wreck Sites. In order to fulfil this remit, the Committee aims to:

- encourage an awareness and understanding of the through-life costs of restoring and maintaining historic vessels
- raise awareness among trusts and owners about good practice and fundraising opportunities

- provide guidance to trusts and owners about business planning, interpretation and educational programmes, to make ships become more self-sustaining and attractive to new audiences
- develop and promote professional standards of good practice for the conservation and restoration of historic vessels
- promote the availability and standard of ship and boat conservation skills and training, and sharing experience and expertise across the sector
- encourage better awareness of the importance of skills to enable preservation, and promote opportunities for people to develop and maintain traditional ship building and repairing skills
- liaise with universities and others in the UK and abroad on the development of innovative techniques for the conservation of historic vessels, and facilitate access to independent peer review of conservation techniques
- advise on documentation and recording techniques in cases where vessels are beyond physical and economic preservation
- promote greater awareness of historic ship conservation and its benefits within government and to other organisations
- monitor the state of the UK's historic vessels and evaluate the impact of current funding and policies.

The Committee also has responsibility for the National Register of Historic Vessels and makes recommendations to DCMS on the use of a revenue challenge fund by third parties to support activities relating to the preservation of historic vessels.

Membership of the Advisory Committee, staff and working parties

THE ADVISORY COMMITTEE	
Dr Robert Prescott (chairman)	Formerly director of the Scottish Institute of Maritime Studies, University of St Andrews. He is Vice- President of the Scottish Fisheries Museum and an active crew member of the fife <i>Reaper</i>
Roger Hanbury	Roger is the first chief executive of The Waterways Trust which works to Enrich Peoples Lives through Waterways. The Trust has enabled over £40m of investment in waterway regeneration and raises £2m pa for waterway projects. The Trust operates three waterways museums at Ellesmere Port, Gloucester Docks and Stoke Bruerne which hold the Designated national inland waterways collection including a substantial collection of historic inland vessels, and the waterways archive. Previously with British Waterways, Roger held a variety of posts most recently as their chief environmental scientist
David Jenkins (co-opted)	Senior curator of the industrial and maritime collections of Amgueddfa Cymru (National Museum of Wales)
John Kearon	Master shipwright, ship and boat conservator. Formerly head of Maritime, Industrial & Transport Technology Conservation at National Museums Liverpool. Merchant Navy service with both Royal Mail and Shaw Savill Lines
Dr Campbell McMurray OBE	Formerly director of the Scottish Maritime Museum, Irvine, and the Royal Naval Museum, Portsmouth. Since 2008, a member of the Board of the ss Great Britain Trust
Sean Neeson (co-opted)	Formerly member of the Board of Trustees of the National Museums of Northern Ireland. An elected member of the Northern Ireland Assembly and member of the Nomadic Charitable Trust
Captain David Newberry RN	Served as an engineer in the Royal Navy followed by being the Captain of HMS <i>Warrior</i> 1860 and Chief Executive of the Warrior Preservation Trust
Tim Parr	Naval architect, shipwright and marine engineer, Tim has served on the boards of the several trusts. He has advised on ship projects worldwide and is a consultant to the Heritage Lottery Fund. He also maintains and sails his own vessel
John Robinson	Formerly senior curator of Water Transport at London's Science Museum, current member of the Executive of European Maritime Heritage and advisor to the World Ship Trust. Active yachtsman
Jane Ryder	Originally a specialist maritime solicitor and then Director of the Scottish Museums Council. Jane is currently chief executive of the Office of the Scottish Charity Regulator (OSCR)
Matthew Tanner MBE	Director of the ss Great Britain Trust
Captain Simon Waite	Formerly master of <i>Cutty Sark</i> and Superintendent of Ships for the Maritime Trust
CO-OPTED FOR REGISTRATION SUB-COMMITTEE	
George Hogg	One of the founding trustees of the National Maritime Museum Cornwall and initiator of the National Small Boat Register
Mike Turpin	Member of NWM Museums Boats Committee, former Chair of Boat Museum Society and Trustee of Boat Museum Trust. Currently leading boating operations and skills training together with national liaison with historic inland craft groups, museums and individuals. 35 years involvement and support to the Museum at Ellesmere Port.

STAFF, EXTERNAL ADVISORS AND VOLUNTEERS

Martyn Heighton
Director and Secretary
to the Advisory Committee

Formerly director of Merseyside Maritime Museum, director of Bristol Leisure Services, chief executive of the Mary Rose Trust, and National Trust Territory Director for Western England & Wales. A member of the HLF Expert Panel and member of the Inland Waterways Advisory Council

Paula Palmer
Office Manager

Member of the staff of the National Maritime Museum on secondment; formerly co-ordinator for the National Historic Ships Committee

Simon Stephens
Case Officer

Curator of ship models at the National Maritime Museum, on secondment; formerly case officer for the National Historic Ships Committee

Ron Ellis
Volunteer

Formerly member of HM Customs & Excise

Roy Marsden
Volunteer

Russian linguist and formerly airports inspector

Hannah Cunliffe
Consultant

Freelance maritime researcher

Dr Eric Kentley
Consultant

Formerly curator at the National Maritime Museum, now a freelance museum and exhibition consultant

Dorothy Mellor
IT Consultant

Database specialist formerly with IBM

Jim O'Donnell
Web Consultant

Senior web developer at the National Maritime Museum

Harvey Edser
Web Consultant

Web editor at the National Maritime Museum

SUB-COMMITTEES AND WORKING GROUPS

**Finance & General
Purposes Sub-Committee**

Dr Robert Prescott (chairman)
Roger Hanbury
Campbell McMurray
David Newberry
Matthew Tanner
Martyn Heighton (ex-officio)
Paula Palmer (ex-officio)

Registration Sub-Committee

John Robinson (chairman)
George Hogg
John Kearon
Tim Parr
Mike Turpin
Simon Waite
Robert Prescott (ex-officio)
Martyn Heighton (ex-officio)



© Dunkirk Little Ships Restoration Trust

Heyday

'Challenge', a veteran of the Dunkirk evacuation, towing a Maunsell fort into position in 1942.



© Dunkirk Little Ships Restoration Trust

Today

The only steam tug in Europe with the capability of operating at sea over long distances, 'Challenge' has been viewed by an estimated one million people. She now faces major work to replace her inefficient, dirty and expensive-to-run boiler with one burning bio-fuels, in order to make her annual visiting programme affordable and sustainable.



Heyday

Seen here in 1910 working the West Midlands' canal system, 'President' was built in Birmingham by Fellows Morton and Clayton Ltd in 1909 as a cargo boat for their own fleet.



© Friends of President

Today

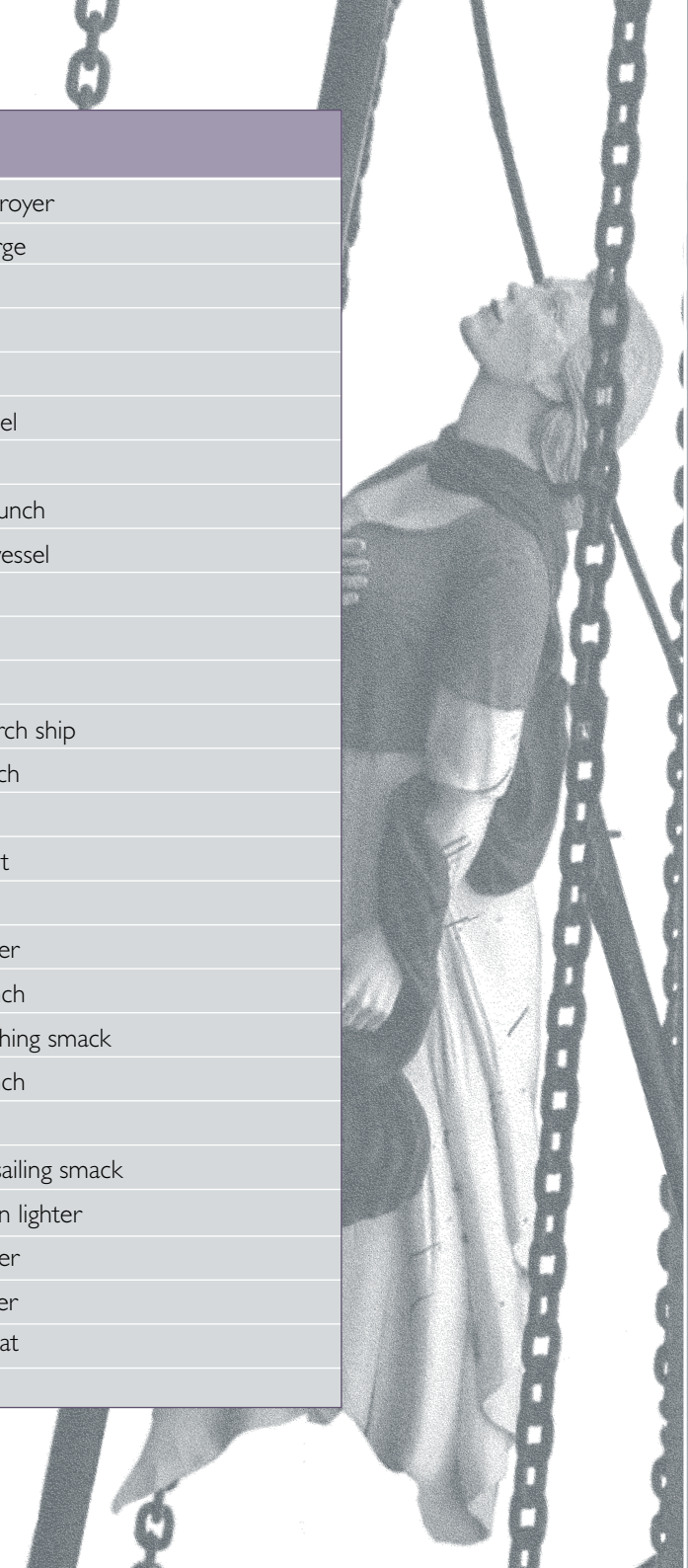
This uncanny mirror image of the 1910 photograph shows 'President' back in superb condition after restoration by a private owner, later acquisition by the Black Country Museum and subsequent further restoration in 2009. She now tours the canals, attending events and promoting the museum.



The National Historic Fleet

Name of Vessel	Location	Type
<i>I 99 - Naval Pinnace</i>	Portsmouth	Service launch
<i>ADC</i>	St Osyth	Sailing oyster dredger
<i>Advance (VIC 24)</i>	Plymouth	Victualling inshore craft
<i>Alaska</i>	Reading	River launch
<i>Albion</i>	Ludham	Norfolk wherry
<i>Alfred Corry</i>	Southwold	Norfolk and Suffolk Class lifeboat
<i>HMS Alliance</i>	Gosport	A Class submarine
<i>Amy Howson</i>	South Ferriby	Humber sloop
<i>B.A.S.P.</i>	Chatham	Lifeboat
<i>Balmoral</i>	Glasgow	Excursion vessel
<i>Barcadale</i>	Burntisland	Drifter
<i>Basuto</i>	Ellesmere Port	Steam lighter
<i>HMS Belfast</i>	Thames	Southampton Class cruiser
<i>Bertha</i>	Eyemouth	Dragboat
<i>Branksome</i>	Windermere	Saloon launch
<i>RY Britannia</i>	Leith	Royal yacht/hospital ship
<i>HMS Bronington</i>	Birkenhead	Ton Class minesweeper
<i>Bruce's</i>	Limekilns	Drifter
<i>Cabby</i>	Maylandsea	Spritsail barge
<i>Calshot</i>	Southampton	Tender
<i>Cambria</i>	Faversham	Spritsail barge
<i>Carola</i>	Irvine	Steam yacht
<i>HMS Caroline</i>	Belfast	Light cruiser

Name of Vessel	Location	Type
<i>HMS Cavalier</i>	Chatham Dockyard	Escort destroyer
<i>Centaur</i>	Maldon	Spritsail barge
<i>Cervia</i>	Ramsgate	Tug
<i>Challenge</i>	Bristol	Tug
<i>City of Adelaide</i>	Irvine	Clipper
<i>Comrade</i>	South Ferriby	Humber keel
<i>Concord</i>	Fowey	Yacht
<i>Consuta</i>	Henley	Umpires' launch
<i>Coronia</i>	Scarborough	Excursion vessel
<i>Corrie</i>	Gosport	Fife yacht
<i>Cutty Sark</i>	Greenwich	Clipper
<i>Daniel Adamson</i>	Liverpool	Tug-tender
<i>RRS Discovery</i>	Dundee	Polar research ship
<i>Dolly</i>	Windermere	Steam launch
<i>Doris</i>	Gillingham	Bawley
<i>Duessa</i>	Clacton	Motor yacht
<i>Edmund Gardner</i>	Liverpool	Pilot cutter
<i>Elswick II</i>	South Shields	Dumb lighter
<i>Esperance</i>	Windermere	Saloon launch
<i>Esther</i>	Grimsby	Grimsby fishing smack
<i>Eva</i>	Henley	Saloon launch
<i>Excellent</i>	Penzance	Drifter
<i>Excelsior</i>	Lowestoft	Lowestoft sailing smack
<i>FCB 18</i>	Ellesmere Port	Ammunition lighter
<i>FCB 52</i>	Gloucester	Dumb lighter
<i>Feasible</i>	Penzance	Steam drifter
<i>Friendship</i>	Ellesmere Port	Narrow boat
<i>HMS Gannet</i>	Chatham	Sloop





© SS Nomadic Charitable Trust

Heyday

Built in Belfast in 1911 as the White Star tender serving transatlantic services from Cherbourg, 'Nomadic' conveyed thousands of passengers from the quayside to the great liners, including 'Titanic' on her ill-fated maiden voyage in 1912. Here Nomadic is approaching Titanic's sister ship 'Oceanic'.



© SS Nomadic Charitable Trust



Today

Rescued by the Northern Ireland government in 2007 from being broken up in France (where in her latter years she had been a floating nightclub), 'Nomadic' is now the subject of plans for a major heritage project to bring the ship back to her former glory.



© National Maritime Museum

Heyday

Built in Canada, 'HMS Stalker' arrived in the UK too late to see action in the Second World War. She was assigned to submarine support duties in Northern Ireland but this Mark 3 LST was designed to carry 500 tons of military hardware up to a beach at 13.5 knots.

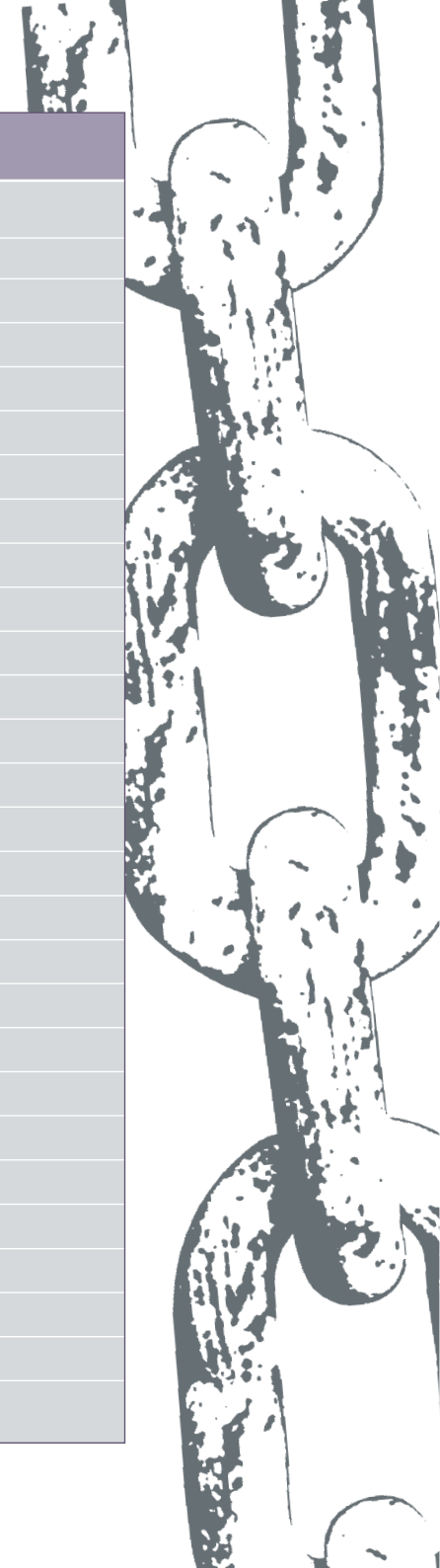


Today

Without the force of law to protect her, 'HMS Stalker' today lies in a breaker's yard awaiting her fate. Since this photograph was taken the bow doors have been cut off, fittings taken, and machinery spares dating back to her construction in 1944 have been removed.

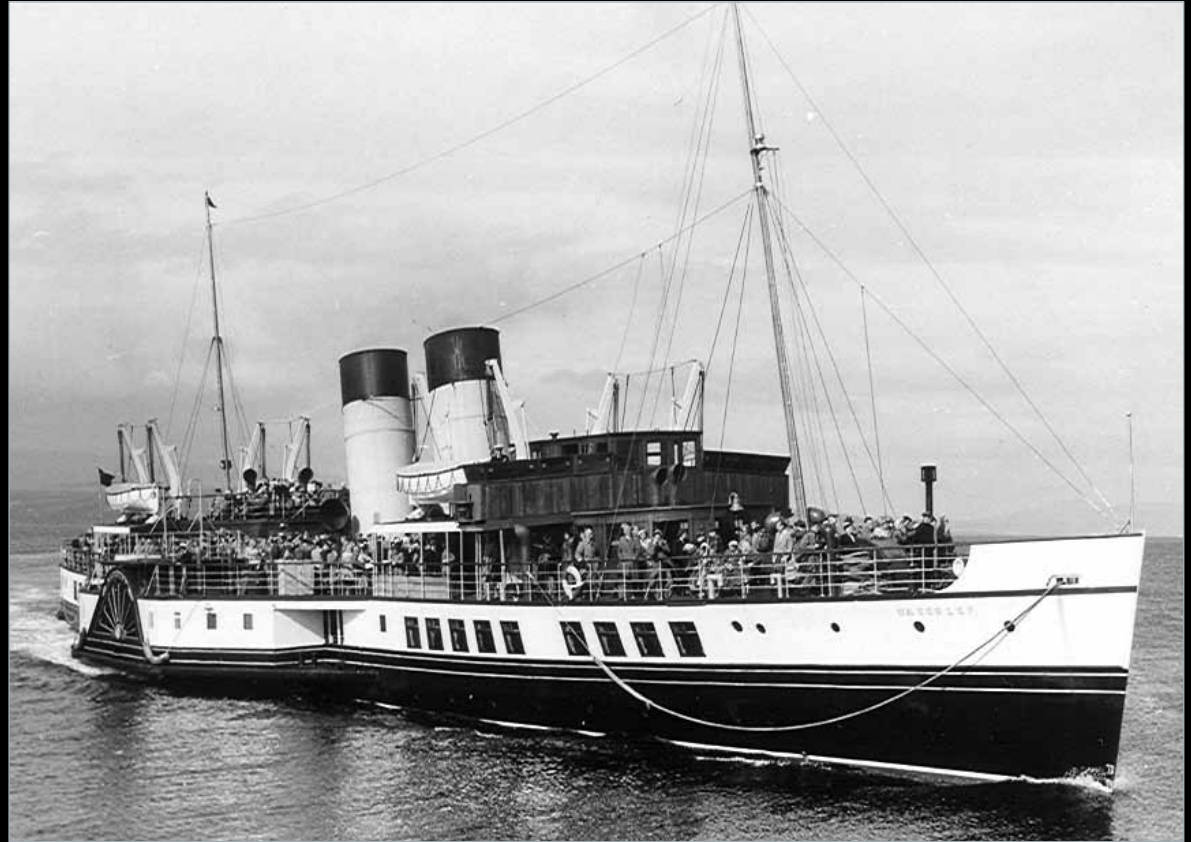
Name of Vessel	Location	Type
<i>Garlandstone</i>	Morwellham Quay	Ketch
<i>George</i>	Ellesmere Port	Leeds & Liverpool short boat
<i>Gifford</i>	Ellesmere Port	Narrow boat
<i>Gladys</i>	Maldon	Spritsail barge
<i>Glala</i>	Ipswich	Motor yacht
<i>Gleaners</i>	Lochoilhead	Trawler
<i>Glenlee</i>	Glasgow	Barque
<i>Golden Vanity</i>	Brixham	Brixham trawler
<i>Governor</i>	Birmingham	Narrow boat
<i>Grab No. 1</i>	Blyth	Grab dredger
<i>ss Great Britain</i>	Bristol	Passenger sail/steamship
<i>Greta</i>	Faversham	Spritsail barge
<i>Gularis</i>	Hull	Motor yacht
<i>Gypsy Race</i>	Bridlington	Grab dredger
<i>H.Y. Tyne</i>	Blyth	Light vessel
<i>Harriet</i>	Fleetwood	Fishing smack
<i>Hathor</i>	Wroxham	Norfolk wherry yacht
<i>Hen</i>	Liverpool	Dumb lighter
<i>Herbert Leigh</i>	Barrow-in-Furness	Watson Class lifeboat
<i>HF Bailey</i>	Cromer	Watson Class lifeboat
<i>Holland 1</i>	Portsmouth	Holland Class submarine
<i>HSL 102</i>	Lymington	High speed launch
<i>HSL 376</i>	Chatham	Naval Harbour launch
<i>Humber</i>	Norwich	Admiralty launch
<i>Hurlingham</i>	London	Thames excursion steamer
<i>Ironsides</i>	Faversham	Spritsail barge
<i>Isabella Fortuna</i>	Wick	Fifie
<i>James Stevens no. 14</i>	Walton-on-the-Naze	Norfolk and Suffolk Class lifeboat

Name of Vessel	Location	Type
<i>Janet</i>	Windermere	Admiral's barge
<i>Jesse Lumb</i>	Duxford	Watson Class lifeboat
<i>John Adams</i>	Bideford	Naval pinnacle
<i>John Constable</i>	Sudbury	Horse-drawn lighter
<i>John H Amos</i>	Chatham	Paddle tug
<i>Kathleen & May</i>	Bideford	Topsail schooner
<i>Kent</i>	Chatham	Tug
<i>Kenya Jacaranda</i>	Tilbury	Brixham trawler
<i>Kerne</i>	Liverpool	Tug
<i>Kindly Light</i>	Gweek	Pilot cutter
<i>Kingfisher</i>	Yardley Gobion	Saloon launch
<i>Kingswear Castle</i>	Chatham	Paddle steamer
<i>Kyles</i>	Irvine	Steam coaster
<i>Lady Daphne</i>	St Katharine's Dock	Spritsail barge
<i>Lady of the Lake</i>	Ullswater	Excursion vessel
<i>Lamouette</i>	Ramsgate	Naval pinnacle
<i>Landfall</i>	Birkenhead	Landing craft tank
<i>Largo Law</i>	Charlestown, Fife	Pilot cutter
<i>Leader</i>	Brixham	Brixham trawler
<i>Lively Hope</i>	Anstruther	Ring-netter
<i>LVI 2</i>	Kingston upon Hull	Light vessel
<i>LVI 6</i>	Borstal	Light vessel
<i>LV91</i>	Swansea	Light vessel
<i>Lydia Eva</i>	Lowestoft	Drifter
<i>Lynher</i>	Cremyll	Tamar barge
<i>M33</i>	Portsmouth	Monitor
<i>Maid of the Loch</i>	Balloch Loch Lomond	Paddle steamer
<i>Maidie</i>	Wroxham	Broads yacht



Heyday

'Waverley', built in 1946 as one of the last excursion paddle steamers to be constructed in the UK, is seen here in the 1950s cruising the West coast of Scotland, overflowing with day trippers from Glasgow and other Scottish towns.

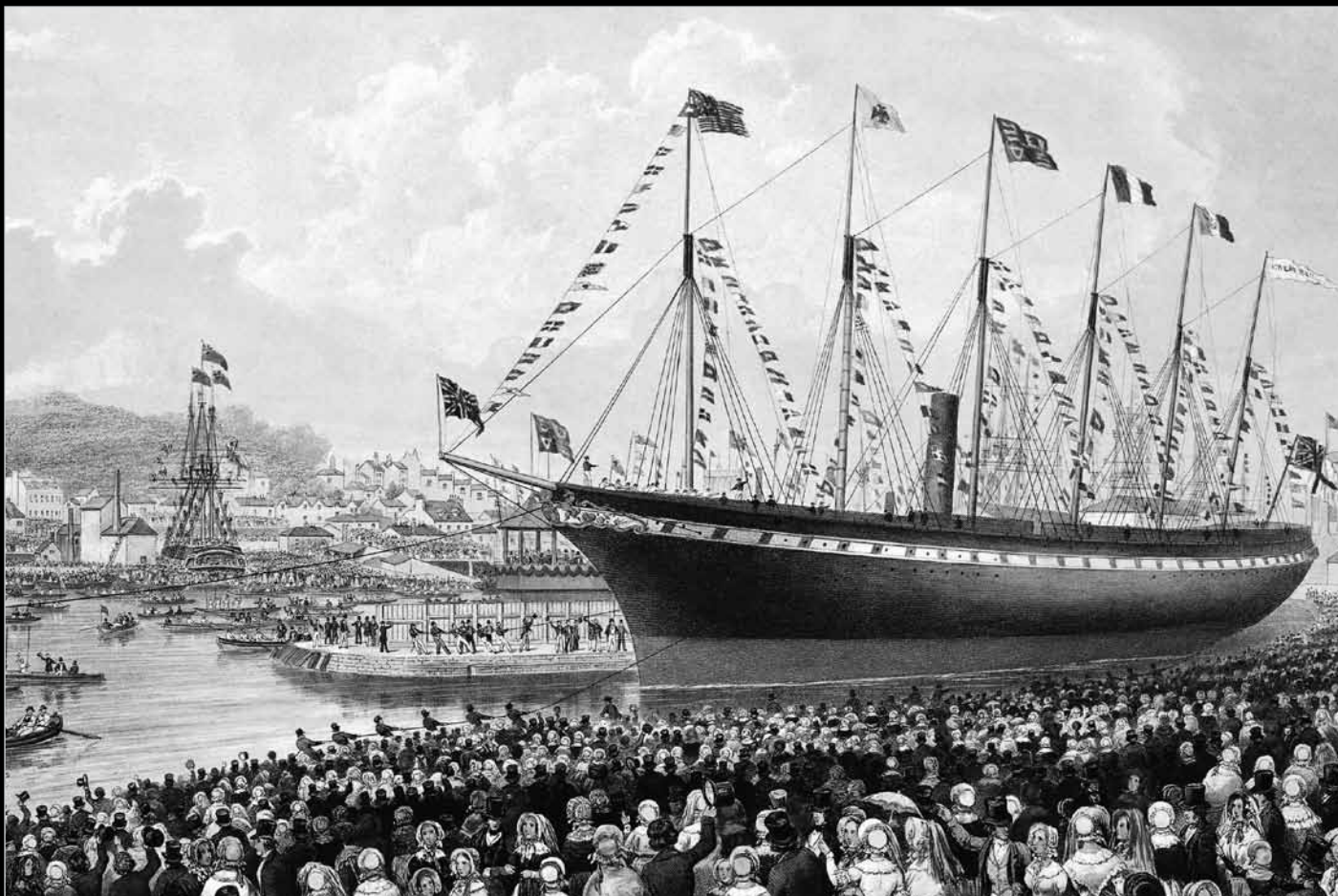


© Roger Sherlock



Today

Thanks to a major grant from the Heritage Lottery Fund, 'Waverley', along with her sister 'Balmoral', is still carrying large numbers of holiday makers on excursions around the coastline of Britain.



© ss Great Britain Trust

Heyday

The world's first steam-driven, screw-propelled ocean liner, 'ss Great Britain' had many careers in her long working life. Seen here at her launch in Bristol in 1843.



© Mandy Reynolds

Today

A £12-million Heritage Lottery Fund grant has allowed 'ss Great Britain' to develop a ground-breaking conservation and interpretation project which attracts over 150,000 visitors a year.

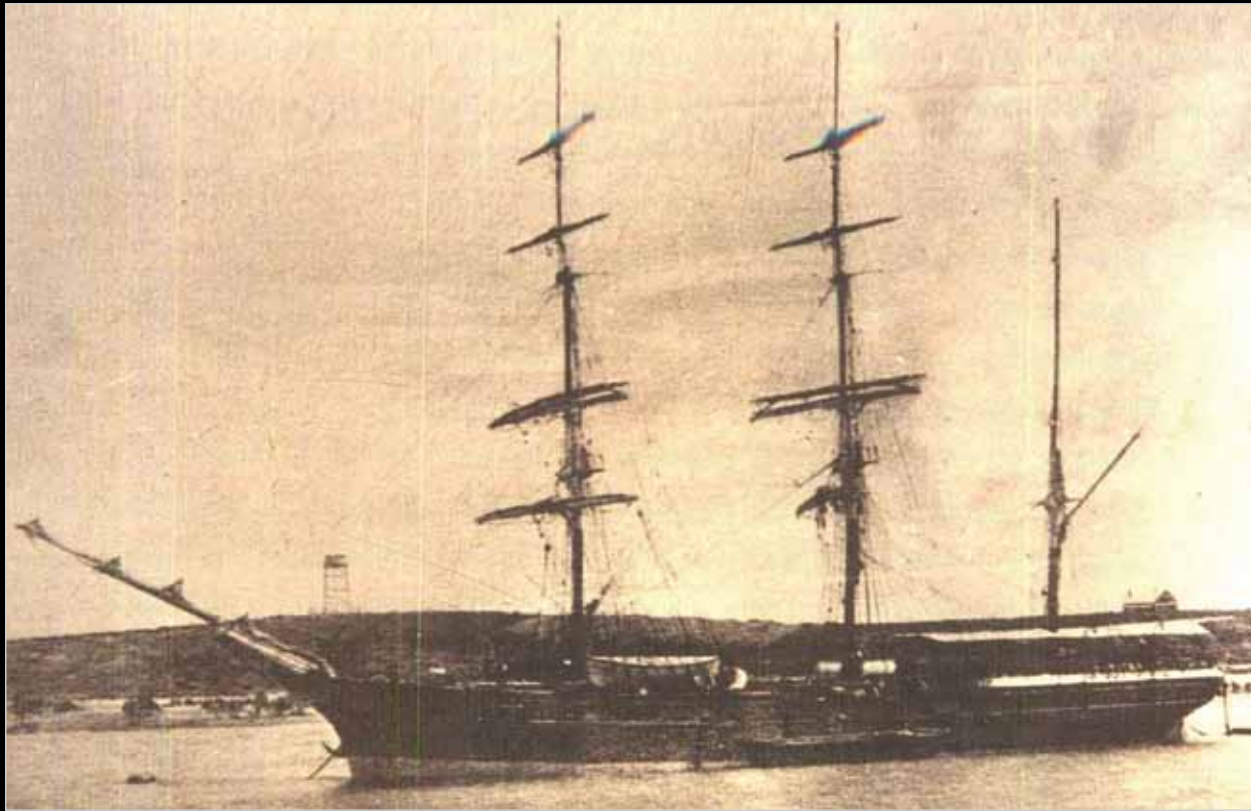
Name of Vessel	Location	Type
<i>Manxman</i>	Sunderland	Short sea ferry
<i>Marbury</i>	Ellesmere Port	Canal ice breaker
<i>Maria</i>	Brightlingsea	Fishing smack
<i>Mary Joseph</i>	Belfast	Fishing lugger
<i>Mary Rose</i>	Portsmouth	Carrack
<i>Mascotte</i>	Gloucester	Pilot cutter
<i>Massey Shaw</i>	Deptford	Fireboat
<i>Maud</i>	Upton Dyke	Norfolk wherry
<i>May</i>	Ipswich	Spritsail barge
<i>Mayflower</i>	Bristol	Tug
<i>HMS Medusa</i>	Southampton	Harbour defence motor launch
<i>Medway Queen</i>	Bristol	Paddle steamer
<i>Merak</i>	Ellesmere Port	Narrow boat
<i>Merope</i>	Ellesmere Port	Narrow boat
<i>MGB 81</i>	Bucklers Hard	Motor gunboat
<i>Mirosa</i>	Faversham	Stack barge
<i>MTB 102</i>	Lowestoft	Motor torpedo boat
<i>My Alice</i>	Maldon	Smack
<i>Navigator</i>	Dartmouth	Admiralty MFV
<i>Nell</i>	Dover	Yacht
<i>SS Nomadic</i>	Belfast	Tender
<i>North Carr</i>	Dundee	Light vessel
<i>Olga</i>	Swansea	Pilot cutter
<i>Olive</i>	Wroxham	Norfolk wherry yacht
<i>Our Boys</i>	Milford Haven	Cornish lugger
<i>Panurgic</i>	Appledore	Hopper barge
<i>Pauline</i>	Leigh	West country keel
<i>Peacock</i>	Dudley	Commercial narrow boat

Name of Vessel	Location	Type
<i>Peggy</i>	Castletown	Yacht
<i>Penelee</i>	Oban	Yacht
<i>Perseverance</i>	Ellesmere Port	Grab dredger
<i>Pilgrim</i>	Dartmouth	Brixham trawler
<i>Pioneer</i>	Hayle	Long liner
<i>Portwey</i>	London Docklands	Tug
<i>President</i>	Dudley	Narrow boat
<i>HMS President</i>	London	Flower class escort vessel
<i>Primrose</i>	Hastings	Rye sailing barge
<i>Prince Frederick's barge</i>	Greenwich	State barge
<i>Provident</i>	Brixham	Brixham trawler
<i>Pyronaut</i>	Bristol	Fire float
<i>Queen Mary's Shallop</i>	Greenwich	Shallop
<i>Queen of the Lake</i>	Windermere	Launch
<i>Ratho Princess</i>	Ratho	Excursion vessel
<i>Raven</i>	Ullswater	Excursion vessel
<i>Raven</i>	Windermere	Steam barge
<i>Reaper</i>	Anstruther	Fife
<i>Regal Lady</i>	Scarborough	Excursion vessel
<i>Reminder</i>	Maldon	Smack yacht
<i>Research</i>	Anstruther	Zulu
<i>Result</i>	Co. Down	Topsail schooner
<i>Ripple</i>	Tollesbury	Smack yacht
<i>SS Robin</i>	Lowestoft	Coastal steamer
<i>Rona</i>	Lymington	Yacht
<i>PS Ryde</i>	River Medina	Paddle steamer
<i>Sabrina</i>	Maidenhead	Inspection launch
<i>Sabrina 5</i>	Gloucester	Barge

Name of Vessel	Location	Type
<i>Sallie</i>	Maldon	Oyster smack
<i>Seagull 2</i>	Chatham	Spritsail barge
<i>Severn Progress</i>	Gloucester	Tug
<i>Shamrock</i>	Windermere	Saloon launch
<i>Sharpness</i>	Trent & Mersey Canal	Tug
<i>SS Shieldhall</i>	Southampton	Sewage dumping vessel
<i>Sir Walter Scott</i>	Stirling	Excursion steamer
<i>Solace</i>	Wroxham	Norfolk wherry
<i>Souvenir D'Antan</i>	Windermere	Saloon launch
<i>Spartan</i>	Irvine	Victualling inshore craft
<i>Spider T</i>	North Lincolnshire	Humber sloop
<i>ST 1500</i>	Dumbarton	Seaplane tender
<i>Stormy Petrel</i>	Gillingham	Oyster smack
<i>Sundowner</i>	Ramsgate	Naval pinnace
<i>Swan</i>	Lerwick	Fifie
<i>Swan</i>	Windermere	Excursion vessel
<i>T3</i>	Yeovilton	Seaplane lighter
<i>Tahilla</i>	Southampton	Cruise boat
<i>Teal</i>	Windermere	Excursion vessel
<i>Telegraph</i>	Maldon	Boston smack
<i>Tern</i>	Windermere	Excursion vessel
<i>Thalatta</i>	Maldon	Spritsail barge
<i>Thalia</i>	Chichester	Cutter yacht
<i>Thames Esperanza</i>	Henley	Saloon launch
<i>The Flying Fox</i>	Stratford	Saloon launch
<i>The King</i>	Borstal	Excursion vessel
<i>Thomas</i>	Port Talbot	Tug
<i>TID 164</i>	Chatham	Tug



Name of Vessel	Location	Type
<i>Trimilia</i>	Woodbridge	Ramsgate class lifeboat
HMS <i>Trincomalee</i>	Hartlepool	Sailing frigate
<i>Turbinia</i>	Newcastle	Experimental craft
HMS <i>Unicorn</i>	Dundee	Sailing frigate
<i>VIC 32</i>	Crinan Ferry	Victualling inshore craft
<i>VIC 96</i>	Maryport	Victualling inshore craft
HMS <i>Victory</i>	Portsmouth	Ship of the line
<i>Vigilance</i>	Brixham	Brixham trawler
HMCC <i>Vigilant</i>	Faversham	Customs cruiser
<i>Violette</i>	Hoo	Coastal schooner
HMS <i>Warrior</i>	Portsmouth	Iron clad
<i>Waterlily</i>	Falmouth	Saloon launch
<i>Waverley</i>	Clyde, Glasgow	Excursion paddle steamer
HQS <i>Wellington</i>	London	Sloop
<i>Western Lady III</i>	Torbay	Fairmile B motor launch
<i>White Heather</i>	Woking	Canal tug
<i>Willdora</i>	Sunderland	Trawler
<i>William Gammon</i>	Swansea	Watson Class lifeboat
<i>Wincham</i>	Liverpool	Weaver packet
<i>Wingfield Castle</i>	Hartlepool	Paddle ferry
<i>Xylonite</i>	Maldon	Spritsail barge
<i>Zetland</i>	Redcar	Lifeboat



© Alan Platt

Heyday

Shown here in the 1880s rigged as a barque, 'City of Adelaide' was a fast clipper designed to carry emigrants to South Australia.

Today

With her fine lines exposed to wind and weather 'City of Adelaide' languishes on a slipway in Scotland, the subject of a demolition order unless a rescue operation can be funded to return her to Sunderland where she was built, or Adelaide, the Australian city she served so well. (opposite)





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