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June 2022 Newsletter

June has been a big news month for National Historic Ships, with the announcement last week of our **Flagships of the Year 2022**; four very different historic vessels that will fly the flag for maritime heritage in the UK over the next twelve months. Find out the winners below.

Earlier in the month we issued a joint statement with our partners the Maritime Heritage Trust and Historic England about the **Heritage Harbours** initiative. We know that many of you are interested in Heritage Harbours, so see below to find out more.

This week the whole team had a day out at Historic Dockyard Chatham, where we attended the preview of our first ever **Photography Exhibition**. The exhibition showcases the best entries from our 2021 Photo Competition, and looks absolutely fantastic in the space, so we hope that lots of you will have the opportunity to see it this summer.

Our 2022 **Photography Competition** is now halfway through its run, and we've had some great images so far. If you've taken a great historic vessel or traditional sailing photo, please send it in! We'd especially love to see more images of people sailing, travelling, volunteering or working on boats. Who knows, maybe your photograph will feature in an exhibition next year? Get your pics in by midnight on 30th June to be eligible for our Photo of the Month vote on Instagram - you could win a GoPro camera! Find out how to enter below.

Our **Marsh Volunteer Awards 2022** are open for applications until the end of July, so if you know an award-worthy volunteer or volunteer team, don't miss out, apply now. Not only is it a fantastic way of celebrating and rewarding your historic vessel and Shipshape Network volunteers, but there are also cash prizes of £500-£1,000 to be won. It's great publicity for your vessel or project too!

As is usual at this time of year, we have a jam-packed **Events** section with summer regattas, festivals, live performances, exhibitions, open days, and much more. Whatever you're up to this month on or by the water, don't forget your camera!

The National Historic Ships UK Team

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Read on for the latest news from NHS-UK, our Shipshape Network,  
and the historic vessel sector

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## NHS-UK News

### NHS-UK announces Flagships of the Year 2022

National Historic Ships UK has appointed four vessels to act as its Flagships for 2022.

The annual [Flagship of the Year Awards](#) provide an opportunity to demonstrate and celebrate the value of historic vessels to the wider public through a variety of online activities, special events, open days, workshops and tours.

Competition was strong for the coveted accolade, with applications received from a range of operational and static craft on the National Registers based on their seasonal programmes and planned level of outreach. After due consideration, three operational vessels were chosen, with the fourth award focusing on virtual engagement which has become so vital in recent years.

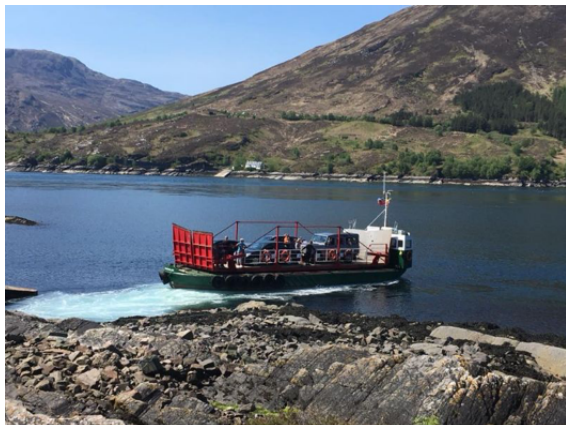
Hannah Cunliffe, Director of National Historic Ships UK, commented: *"It was a pleasure to*

*see the renewed enthusiasm from operational craft for these Awards after the challenges faced during the pandemic and I look forward to working with the new Flagships as we share our maritime heritage with the public, both physically and virtually, in the months ahead."*

Flagships are expected to actively promote the role of National Historic Ships UK by publicising its annual [Photographic Competition](#), as well as the [Excellence in Maritime Conservation](#) and [Marsh Volunteer Awards](#). They will also be flying the flag as ambassadors for the UK's maritime heritage sector.

National Historic Ships UK will work closely with each of the Flagships to promote their vessel and offer support and advice. The 2022 Flagships will receive a grant of £250 to be spent on the vessel or related digital activities and a special broad pennant to fly at the masthead.

### **Congratulations to all of our 2022 Flagships!**



#### **Operational Flagship of the Year**

##### **MV *Glenachulish***

Car and passenger ferry, Glenelg

In recognition of its planned events, mixed media outputs and projected visitor numbers

[Read more](#)



#### **Operational Flagship of the Year**

##### ***Princess Marina***

Passenger vessel, Reading

In recognition of its planned flagship cruise season and creative approach to working with NHS-UK

[Read more](#)



## Operational Flagship of the Year

### ***Foxtrot 8***

Landing craft, Portsmouth

In recognition of its planned public engagement programme for the 40th anniversary of the Falklands conflict and supporting social media campaign

[Read more](#)



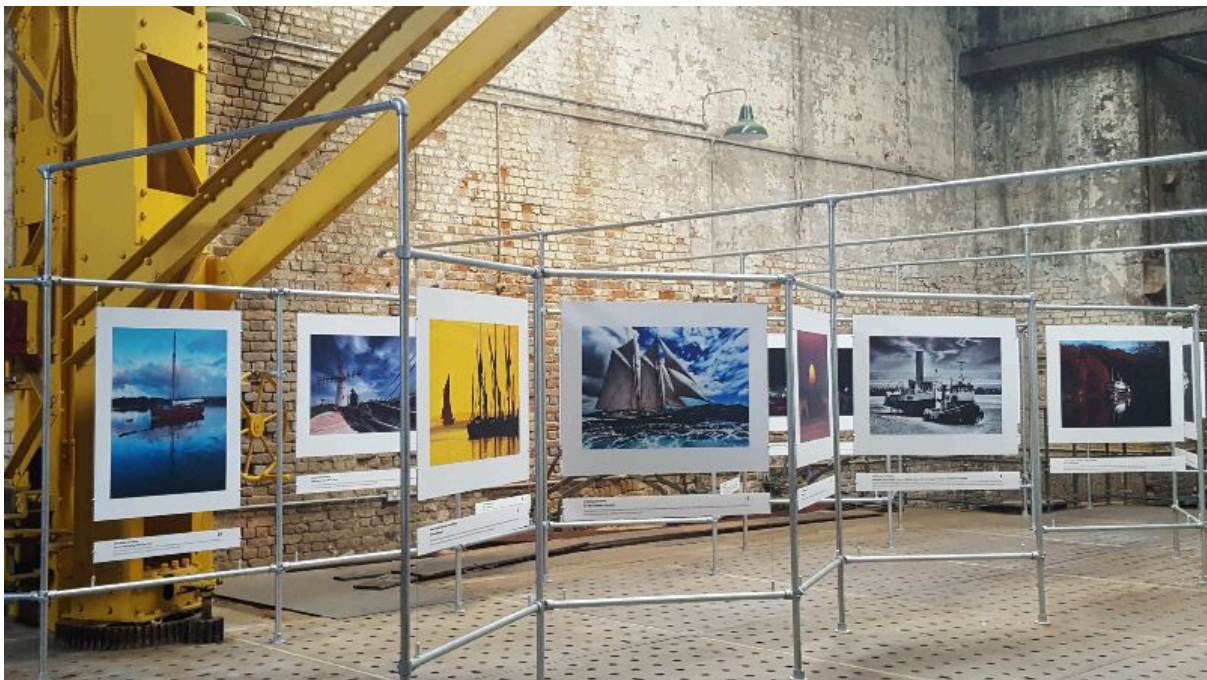
## Virtual Flagship of the Year

### ***Arctic Corsair***

Trawler, Hull

In recognition of its use of technology in creating a wide range of supporting resources

[Read more](#)



## National Historic Ships Photo Exhibition opens at Chatham Dockyard



The day before this newsletter went to press, the National Historic Ships team had a fantastic day out at [Historic Dockyard Chatham](#) in Kent, attending the preview of our first ever Photography Exhibition.

Open now, the exhibition displays the winning and shortlisted entries from the **National Historic Ships UK - Photography Competition 2021: *Back to the Water*** and showcases a fascinating range of traditional heritage vessels captured by amateur and professional photographers around the UK.

Thanks to everyone who came to the preview; it was lovely to catch up with so many people from across the sector, many for the first time in two years, and to finally meet others we've only met virtually or online. A huge thank you must also go to Nick Ball and the team at Chatham for their hard work setting up the exhibition. It looks fantastic in the industrial surrounds of the Pipebending Floor at No 1 Smithery, and we're sure it will be very popular with visitors.

The exhibition runs until the end of November, so there's plenty of time for you to catch it - it's a must-see for lovers of historic vessels and photography alike. Entry is free with general admission to the Dockyard - and what's more, your ticket is valid for a whole year, giving you unlimited access to the site with its three historic ships, interactive museum galleries, exhibitions, and packed seasonal events programme.

[Book your ticket](#)

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## Meet our new Traditional Seafaring trainee!

In April, NHS-UK were awarded a grant of £18,300 from The Philip Nicholas Charitable Trust to consolidate a new framework of learning units in partnership with [Lynher River Barge CIC](#).

This project follows the success of NHS-UK's Lottery-funded [Shipshape Heritage Training Partnership](#) (SHTP) programme, which delivered 26 training placements for young people, 22 of whom went on to be employed or volunteer within the sector. SHTP developed a Competency Workbook comprised of 12 units setting down skills unique to the operation and maintenance of historic craft which will form the basis of the training framework now being trialed.

This new project also supports a 6-month seasonal training placement on board [Lynher](#), one of two surviving Tamar River

*When I saw the opportunity to get out on the water again, doing what I love and escaping my 9-5 office job, I leapt at the chance. After a very relaxed interview with National Historic Ships UK and Dom & Barbara (the owners of Lynher, the ship I'd be spending most of my time on), I was offered the role. To say I literally jumped for joy would be an understatement!*

*After a frantic 7 hour train journey, I reached Plymouth at the start of June, being welcomed by everyone here. I was thrown in at the deep end, with three sailing trips in my first week, but this is exactly what I needed to blow the cobwebs out and get back into the swing of things. Since getting here, I've learned more than I could possibly fit into a newsletter blog post. From ropework to knots, splicing to whipping, rowing to powerboat operation. Across the board*

barges, which is listed on the National Historic Fleet. Lynher River Barge CIC was set up in 2016 by Barbara and Dominic Bridgman to offer day trips and educational experiences along the Plymouth waterways. As a not-for-profit Community Interest Company, they have extensive experience delivering operational skills training and have previously supported NHS-UK in the delivery of the SHTP programme.

Based at Cremyll, the trainee will undertake six of the new competency units, learning traditional operational skills whilst developing their understanding of how purpose and construction can impact on vessel handling. Our new trainee, 24-year old Ellis Langley from Lowestoft, started his traineeship at the beginning of June and has certainly hit the ground running. Ellis is pictured second from left in the photo above, taking part in his induction sail on board *Lynher*. Meet Ellis, in his own words:

*Hi! My name's Ellis, and I'm undertaking a 6 month traditional seafaring traineeship with National Historic Ships UK. You're catching me just shy of a month into things. Prior to this, I'd had some experience sailing heritage vessels from my hometown of Lowestoft, but sailing had to be put on pause while I was at University.*

*I've been picking up valuable knowledge about traditional sailing, and how to preserve and restore boats. Specifically, the Lynher team has recently started work on restoring a 1930s Cornish Lugger, [Ibis](#). She needs a lot of work, but it's all valuable experience for me.*

*My hosts on Lynher have been extremely accommodating and kind, and I cannot thank them enough for such a wonderful start to my journey. Although I'm sure I've tested their patience at times with mistakes here and there, they've always been wonderful.*

*Outside of Lynher and Ibis, I've also started some short courses, specifically my Sea survival course and upcoming powerboat and VHF courses. These are invaluable as without these industry-recognised qualifications, I'd struggle to find work after my training course has finished. I'm hoping to add First Aid onto this list too before my six months are up. Additionally, I've been invited for a voyage on [Olga](#) with [Sailing Tectona](#) next month - very exciting!*

*I'll be sure to check back in to give everyone an update on my traineeship a month or two down the line, but in the meantime if you catch me on Lynher or wherever else, please come over and say hi!*





## 2022 Photo Competition and Photo of the Month - May

You voted for your favourite image from May's entries to the **2022 National Historic Ships Photo Competition** and the winner was *Off to Sea* by Nick Harborne from Barnstaple, Devon. Congratulations, Nick!

The four monthly winners take home a copy of *Uncommon Courage* by Julia Jones or *Farewell Mr Puffin* by Paul Heiney, courtesy of our award sponsor [Adlard Coles](#). They'll also go through to the People's Choice Final in September, when the public will be able to vote for their Overall Winner. This year's prize is a Go-Pro camera worth £300, courtesy of our award sponsor the [Maritime Heritage Trust](#).

the physical voyage of an operational vessel on our seas, lakes, rivers or inland waterways - a fishing boat setting off at dawn, a lazy sunny afternoon on a pleasure boat, or a lifeboat returning from a late-night call. It could be a vessel's conservation journey; an owner or volunteer hard at work on their boat or celebrating a milestone in the long life of their craft.

We're hoping for photos showcasing a wide range of vessel types, whether big or small, afloat or ashore. We'd love to see images featuring people as well - perhaps enjoying a day trip to a museum ship or simply messing about on the water at a Jubilee Regatta. Wherever or however



Get your historic vessel and traditional sailing photos in by midnight on 30 June to be eligible for our next Photo of the Month vote.

Our 2022 Photo Competition runs until the end of August, and this year's theme is ***Journeys***. How you interpret this theme is entirely up to you. You could capture

you engage with the water this summer on your own personal journey, don't forget to share it with us!

There are some fantastic prizes to be won, as well as the chance to be featured in our 2023 Calendar and a spread in [\*Classic Boat\*](#) magazine.

[Read more & enter](#)



## Nominate your volunteers for the Marsh Volunteer Awards 2022

Our annual **Marsh Volunteer Awards** are a fantastic way to recognise and reward your hard-working historic vessel volunteers. In partnership with the [Marsh Charitable Trust](#), we are offering three awards to recognise the significant contribution volunteers make to the conservation or operation of historic vessels in the UK.

You can nominate a volunteer or group of volunteers in three categories:

**Individual** (£500 cash prize)

**Group** (£1000 cash prize)

**Shipshape Network** (£500 cash prize - for an individual or group of volunteers connected to a project listed on the Shipshape Network)

Prizes are supported by the Marsh Charitable Trust and can be spent as the winners choose.

Any individual or group of people working on a voluntary basis on a historic vessel on the [National Register of Historic Vessels](#), or an individual or group of volunteers connected to a project listed on the [Shipshape Network](#) can be nominated. A vessel owner cannot be nominated for work carried out on their own vessel.

The voluntary work can apply to all aspects of caring for a historic vessel/project including: front-of-house; customer care; online promotion; engaging the public; fundraising; as well as the practical skills of conservation, maintenance and operation within the last two years.

Applications close at midnight on Sunday 31 July 2022.

[\*\*Read more & enter\*\*](#)

*Photos: Our 2021 Winners the Daniel Adamson Preservation Society, SS Shieldhall, Steam Tug Kerne and Tim Jepson from the Thames Sailing Barge Trust*

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## NHS-UK & partners issue joint statement on Heritage Harbours

[National Historic Ships UK](#), [Historic England](#) and the [Maritime Heritage Trust](#) are working together on **‘Heritage Harbours’**.

Heritage Harbours are places of historic maritime significance that retain original features, buildings and facilities important for supporting historic vessels and maritime skills, which help connect the public to the UK’s maritime past.

‘Heritage Harbours’ is not a form of legal designation like listing a building or registering a park. Rather, the term underlines the historic importance and potential of harbours identified by this label.

The Heritage Harbour concept emerged from a desire to safeguard and restore the infrastructure and skills necessary to

shipbuilding and repair yards, slips and dry docks. Historic harbour facilities are important and valuable because without them, the capacity for maintaining or building traditional vessels could be lost through disuse and decay, or by redevelopments that remove or block working maritime infrastructure. The facilities presented by Heritage Harbours are likely to encourage a mix of light industry, retail, catering and commercial offices as well as activities linked to maritime heritage.

The Heritage Harbours concept was first introduced to the UK in 2019 by the Maritime Heritage Trust, working in partnership with National Historic Ships UK. Since then, the idea has been embraced and built upon by communities across the UK. This has seen the establishment of local steering groups,

support maritime heritage, including historic boats and ships still in use or preserved. All three organisations are committed to exploring how the Heritage Harbour concept might be developed and promoted in practice.

Affording recognition to Heritage Harbours offers a way to breathe new life into these places as hubs of heritage-led regeneration and venues for events, open days, activities and trails, providing opportunities for wider public engagement with historic boats and ships. Heritage Harbours have the potential to contribute to local distinctiveness by encouraging the presence of regional boat and ship types that reflect past trades or industries.

Heritage Harbours can also serve as focal points for education and training, volunteering and well-being.

Heritage Harbours are expected to provide or restore suitable berthing and accompanying facilities such as small

forums and volunteer led initiatives, as well as investigatory work into what individual Heritage Harbours could offer in the future. This grass roots activity has been fostered by the Maritime Heritage Trust and recognised by National Historic Ships UK through the zones in its Shipshape Network framework. Historic England has joined with National Historic Ships UK and the Maritime Heritage Trust to explore how Heritage Harbours in England might benefit the heritage of coastal places and the communities that work and live in them.

[Read and download the full joint statement](#)

Coming soon: Your questions answered in our FAQ, and Heritage Harbours case studies.

Find out about existing Heritage Harbour activity in the [South West](#) & [South East](#).

### **Brian Corbett**

The team at National Historic Ships UK was very sorry to learn the sad news of Brian Corbett's death on 29th June. A respected traditional sailor and incredible networker, he was known to many and gave freely of his time to raise the profile of maritime heritage. His legacy will live on through the Heritage Harbours scheme to which he brought such enthusiasm and passion. He was a pleasure to work with and will be much missed. Our thoughts and sympathy are with his friends and family.



## Historic Vessel News



### Declaration of Intent to Deconstruct: National Historic Fleet Vessel *Cervia*

The vessel owner has reluctantly announced his intention to commence deconstruction of the National Historic Fleet vessel [Cervia](#), currently located in Smeaton's Dry Dock, Ramsgate, by November 2022 unless any alternative solution is put forward before this deadline.

*Cervia* is an iconic ocean going 'Empire Class' steam tug originally built for the Ministry of War Transport in World War Two and used to help service Maunsell Sea Forts and other defences. She is a rare survivor of her type and one of only 200 vessels in the National Historic Fleet.

She was constructed by Alexander Hall & Co of Aberdeen in 1945-6 as one of 17

maritime museum alongside. Frustratingly local and district councils could not guarantee to supply match funding and long-term commitment which prevented successful bids being made.

In December 2018 *Cervia* partially sank after a small area of internal hull rust corrosion caused a leak. A concrete patch was fitted and the boat was refloated with some additional concrete added subsequently to other areas considered to be at risk. The boat has reopened to the public regularly since.

Following extensive negotiations between the current owner and council it is now recognised that the funds and resources needed to jointly carry out the required

'Empire' class tugs and initially named 'Empire Raymond' before being sold on to civilian ownership. She then joined the William Watkins fleet and was initially stationed in Iceland, before working out of Gravesend, docks in London, Thames Estuary and the South-East Coast, including Ramsgate. She was renamed *Cervia* at this time. In 1954, *Cervia* was involved in a towing accident with the liners Arcadia and Orcades and, in capsizing, she drowned four of her crew and captain.

Purchased for working preservation in 1972 by the current owner she was, at that stage, the last commercial steam tug left in use on the Thames. She remained in service for another 10 years in the company of several other steam tugs brought out of retirement before ending her working days in 1983 at Ramsgate Royal Harbour, by then the last steam tug in active service in the UK.

From 1985 she formed part of the East Kent Maritime Museum run via the local council/Trust and volunteers at Ramsgate. She was regularly opened to the public as a static exhibit and some restoration works were carried out, including re-commissioning the main engine to operate under steam occasionally. Limited funds caused the Council to withdraw support from 2003. The Steam Museum Trust later took over her care and upkeep from 2009 with several years of intensive cosmetic

below waterline re-plating works are simply not available in the current economic climate or timescale needed.

*Cervia* is a large and important survivor; full of character and the only 'deep sea' steam tug built for international operation remaining in the UK, plus one of only three original steam tugs left which were used in London. Complete with boiler, triple expansion engine, ancillaries, fixtures and fittings, she could work either as a static museum ship or be converted to become a unique fare paying yacht with only minimal and sensitive intervention to allow her to return to sea; an option already explored in detail by owner and associates as part of previous funding bids. There is the possibility of remaining in Ramsgate which has had a long tradition of servicing the London tug fleets.

Records for this vessel are held by the owner. These include a photographic archive and original build plans. If deconstruction goes ahead, a formal entry will be created for the ship on the National Archive of Historic Vessels and held, in perpetuity, by National Historic Ships UK.

Any interested parties requiring further information with a view to offering this vessel a new home at a nominal price (to be discussed) should contact [info@nationalhistoricships.org.uk](mailto:info@nationalhistoricships.org.uk) as soon as possible and no later than Friday 16 September 2022. Please note that any

restoration works above the water line inside and out, and the boat reopened to public.

The hull below the waterline was recognised as being in need of urgent attention and several Heritage Lottery Fund bids were drawn up to address this along with wider proposals for a refreshed

expressions of interest will need to be accompanied by a sustainable proposal for future use.

For more details about this vessel, please view her [current entry](#) on the National Register of Historic Vessels and on [The Steam Museum](#) website.



## National Museums Liverpool consults on *De Wadden* disposal

National Museums Liverpool has issued a press statement about *De Wadden*. Read the full statement below:

[National Museums Liverpool](#) (NML) is working on a feasibility study on the 1917

*objects and their stories, it is our responsibility to be transparent about the way we care for them and the decisions we have to consider as part of healthy collection management."*



schooner [\*De Wadden\*](#) from its Maritime History collection, currently berthed in one of the graving docks in Canning Dock. The focus on *De Wadden* is part of NML's ongoing work to review its collections, exploring the best ways to care for them and share their stories. It is also part of the wider Waterfront Transformation project, which will create new public spaces around Canning Dock that will revitalise the waterfront and give people fresh understanding of Liverpool's maritime history. The following actions are being considered:

### **1) The deaccession and potential deconstruction of the ship**

Adhering to NML's own disposal policy and the Museums Association guidelines on responsible disposal, the process would include a period of two months when the availability of the ship is promoted to other museums or suitable organisations. If no expressions of interest are forthcoming, notice would then be given via National Historic Ships UK on a declaration of deconstruction. In the event of disposal, NML intends to undertake a 3D video model rendering of *De Wadden*, and consider which elements of the ship could be saved to help continue tell its story. NML would also encourage anyone with their own memories of *De Wadden* to share them with the team.

### **2) The deaccession and movement of the ship from Canning Graving Dock 2**

*"Liverpool's rich maritime history is not only of local or national significance, but it belongs to a global story of movement, trade and maritime culture, and we are proud to have an important role in sharing that. As we consider the future of De Wadden, we are also thinking about the best way to engage in these stories and connect Liverpool's maritime history to our audience in meaningful and accessible ways. As we move through this process hearing the views of not only stakeholders, experts and partners, but our visitors too, is crucial in helping us move forward."*

*De Wadden* is a three-masted auxiliary schooner built in 1917 by Gebr Van Diepen of Waterhuizen, Netherlands, for the Nederlandsche Stoomvaart Maatschappij (Netherlands Steamship Company). Following the end of the First World War, *De Wadden* was sold to Richard Hall of Arklow in the Republic of Ireland. From 1922 to 1961, *De Wadden* carried mainly coal as well as other bulk cargoes such as grain, pit-props, china clay and mineral ores from the River Mersey to various Irish ports. The vessel was retired from commercial use in the 1960s.

*De Wadden* was purchased by the Merseyside Maritime Museum in 1984 and by 1987 was drydocked to allow for a programme of conservation and restoration. In the early 1990s, the museum briefly ran some tours of the



## to Canning Graving Dock 1

This would mean preservation works undertaken to stabilise its condition and, after major investment, allow public access to the ship. As a publicly-funded organisation, the significant financial cost and staff resources involved to commit to *De Wadden's* long-term maintenance and care is an important factor in the discussions around the vessel's future and how NML shares its stories. Hearing the views of experts, stakeholders and partners is an essential part of this process and we will continue to liaise with these groups as we progress. We have had helpful conversations with National Historic Ships UK, International Congress of Maritime Museums (ICMM), Museums Association (MA), Department of Digital, Culture, Media and Sport (DCMS), among other organisations and individuals. We are also consulting with local maritime interest groups.

In a statement, Laura Pye, Director of National Museums Liverpool, said: *"Conversations like this are never easy. People respond to our objects, no matter how big or small, in personal and emotional ways. As custodians of these*

deck and education sessions, before this was withdrawn to allow further necessary conservation work to take place. Since then, conservation has been ongoing to stabilise the vessel which has remained drydocked in Canning Graving Docks.

Hannah Cunliffe, Director of National Historic Ships UK said: *"We are pleased that National Museums Liverpool is following the principles set down in our guidance publications as it considers options for the future of registered historic vessel De Wadden, one of only three surviving Irish Sea schooners and the last trading sailing ship to use the port of Liverpool. With her Dutch provenance and a cargo carrying history which encompasses both World Wars, we hope that a solution can be found which will keep alive the international shipping stories she represents so well.*

*We will be glad to offer advice to any individuals or organisations interested in re-homing De Wadden and will continue to provide support to National Museums Liverpool on whatever outcome is reached following this process."*



## SS Great Britain Trust's Albion Dockyard project takes major step forward

[SS Great Britain Trust](#) has received an initial development grant of £600,000 from the [National Lottery Heritage Fund](#) towards a proposed £5m grant towards the ambitious £20m Albion Dockyard Project initiative.

The SS Great Britain Trust is the charity that cares for Isambard Kingdom Brunel's great iron ship *SS Great Britain* on behalf of the nation, along with collections comprising 70,000 objects and artefacts in their museums and archives. The Trust runs community engagement programmes and specialist education programmes that inspire future generations of engineers, helping to address inequality and barriers into engineering and STEM careers.

Now, the Albion Dockyard Project is set to

that followed, transforming the speed, scale and reliability of global travel and transportation. Both also transported people and cargo around the world, heralding monumental change and migration.

The Albion Dock's centrepiece will be the recreation of a full-size version of the *Great Western*, which was built in Bristol as the world's first transatlantic ocean liner. The new addition will not only create a striking visual presence evoking the city's role in pioneering global ocean travel, but will share stories of migration, with inclusion and access a priority, connecting historic stories with contemporary experiences.

Matthew Tanner, Chief Executive of the

transform the Dockyard with a world-class maritime attraction inside a thriving working shipyard. The Grade II listed dock itself will be conserved, maintaining a working dry dock and reinstating the original clock tower, so creating an engineering learning environment for families, schools and the SS Great Britain Trust's pioneering *Future Brunels* programme. Renowned historian and broadcaster Professor David Olusoga will be the patron of the project.

Brunel built two great ocean liners in Bristol's city centre docks; *SS Great Britain* and the *PS Great Western*. Both were prototypes for all ships and liners

SS Great Britain Trust, said: *"The Trust is setting out plans for a world class heritage experience that will protect and transform the Albion Dockyard while providing far-reaching benefits for the harbour and the whole region, growing the tourism economy and maritime and shipbuilding industries. We're delighted that we've received support thanks to National Lottery players that will make a massive difference for the whole of the West of England region and everyone who lives there, conserving vital maritime heritage and investing in the futures of our young people."*

[Full story](#)



## Nancy Blackett Trust celebrates 25 years of caring for Ransome's yacht

It was 25 years ago - in June 1997 - that the newly-formed [Nancy Blackett Trust](#) took over ownership of the *Nancy Blackett*, the yacht that inspired Arthur Ransome's classic children's novel *We Didn't Mean to Go to Sea*. She appears in the book as the *Goblin*, and was

Mike, however, had gone considerably over-budget in his restoration and needed to sell *Nancy*. The buyer was another Ransome fan, Colin Winter, who made further improvements, including a self-draining cockpit, before he too was obliged to put her up for sale, in 1996. It

described by Ransome as 'the best little boat I ever had'.

*Nancy Blackett* was built by Hillyards, Littlehampton in 1931, and bought by Arthur Ransome in 1935 when he and his Russian wife Evegnia moved to Suffolk from the Lake District in search of some sea-sailing. Ransome named the boat after the 'Amazon Pirate' heroine of his *Swallows and Amazons* books (she was previously *Electron*, and before that, *Spindrift*). He sailed her back to Pin Mill in Suffolk, and within a short time she had given him the inspiration for perhaps his best book, *We Didn't Mean to Go to Sea*, in which she appears as the *Goblin*. So, in addition to a famous owner, she has literary significance.

By the 1980s, however, she had fallen on hard times; the most recent of five subsequent owners was unable to maintain her and she had become a near-derelict wreck in Scarborough Harbour. There she was discovered by Mike Rines, who lived on the Orwell, and, although initially unaware of her literary heritage, considered her a pretty boat that didn't deserve to die. He brought her back to the Orwell, and with the aid of a single shipwright, set about a thorough restoration. By 1989 she was sufficiently restored to display at the East Coast Boat Show, where she attracted considerable publicity and helped to inspire the launch of the Arthur Ransome Society.

was at this stage that members of the Arthur Ransome Society and others decided to start an appeal to raise funds to buy her and secure her future. The appeal was successful in raising the £25,000 purchase price plus a generous surplus for maintenance, and the Trust was set up, and *Nancy Blackett* purchased in June 1997.

The Trust was founded with all 400 donors to the fundraising appeal as its first members. Its aim was to ensure the preservation of *Nancy Blackett* and use her to provide sailing opportunities for anyone interested, as well as encouraging an interest in sailing among young people in particular. The Trust also promotes Arthur Ransome's contribution to the heritage of the East Coast around the Orwell and Stour Rivers and the Walton Backwaters.

Over the last 25 years, she has become a familiar sight on the River Orwell, scene of the opening scene of *We Didn't Mean to Go to Sea*, and countless members have enjoyed sailing her, as well as helping to maintain her. Last year, *Nancy* celebrated her 90th birthday, and planned events for summer 2022 include this month's Heybridge Regatta, the Classic Boat Festival, and Harwich International Shanty Festival. Happy Anniversary, Nancy Blackett Trust!

[Full story](#)





## Hull Maritime's historic vessels together in dry dock for first time

Two of Hull's cherished ships, [\*Spurn Lightship\*](#) and NHS-UK's newly-crowned Virtual Flagship of the Year [\*Arctic Corsair\*](#), have reached the next phase of their restoration. Both ships are in the dry dock together for the first time, undergoing a shotblasting process to remove the old paint back to the original steel, removing any corrosion before primer and new paint layers are applied. This technique, commonly used in the shipping industry, is where garnet and metal are blasted by air at very high speed on the surface area.

The restoration of the vessels is part of [Hull Maritime](#), a locally-led project that has attracted funding from The National

Most significantly, tests have been undertaken to the original deck. The tests have revealed the original three-inch-thick decking is in good condition and will be refurbished and retained. This means more of the historic integrity that gives the *Spurn Lightship* its character and importance will be preserved.

*Spurn* will be repainted its original black apart from the hull below the waterline which will be red. This is because it needs special antifouling paint to help preserve it for generations to come as it sits in the mostly static water of the Hull Marina. Once restoration is complete, the *Spurn Lightship* will return to Hull

Lottery Heritage Fund to transform the city's key maritime treasures. Councillor Mike Ross, Leader of Hull City Council, said: *"It's great to see the restoration process progressing. By working closely with Dunston's Shipyard, the two much-loved ships will retain authenticity to ensure visitors experience what it was like to work on them, covering some of the most treacherous waters."*

Since arriving at Dunston's, the *Spurn Lightship* has been in dry-dock for a full clean and inspection of its hull. Ballast iron has been removed from the lightship allowing the area to be cleaned and blasted prior to painting. Any areas of corrosion have been explored thoroughly, revealed, and assessed.

Marina near Murdoch's Connection footbridge and is expected to re-open to visitors in Autumn 2023.

The *Arctic Corsair* restoration is also progressing well. Structural surveys have been undertaken, repairs have been carried out to the captains cabin, with as much of the original material retained as possible. All of the timber from the deck has been removed and new timbers will be replaced following the shotblasting process. Once restoration is complete, *Arctic Corsair* will open in Autumn 2023 as part of a brand-new visitor attraction at Hull's historic North End Shipyard.

[Full story](#)

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### **SS *Shieldhall* returns from dry dock with new blue bottom**

Southampton's [Steamship \*Shieldhall\*](#) has returned from her annual dry dock in Falmouth looking pristine and ship-shape ahead of a busy weekend of sailings. Guests will spot a 'new-look' *Shieldhall* with an electric-blue painting to her hull, just visible above the water line.

The new, high tech silicone coating is more environmentally friendly than traditional anti-foul, and has a longer lifespan, estimated at 10 years. During the pandemic *Shieldhall* was unable to sail, her lack of movement through the water leading to a build-up of barnacles and mussels which all but destroyed the paint covering of the hull. Thanks in large part to a Cultural Asset Fund Grant of

Shieldhall Charity Chairman John Rose is delighted with the work carried out in Falmouth: "*Shieldhall is looking fantastic and a credit to our volunteers and the A&P team in Falmouth. Whilst we unfortunately had to miss a couple of sailings due to the nature of the work, we now find ourselves in a very positive position and can't wait to welcome guests back on board. We remain very grateful to the National Heritage Memorial Fund for their support of almost £200,000, which has given us assurance that Shieldhall will continue to be 'Alive and Steaming' for many years to come.*"

Upcoming sailing trips for July include an American Independence Day cruise with



£196,415 (77% of the estimated total project refurbishment costs) *Shieldhall* is now looking pristine and ready to embark on a busy summer season.

live music, and cruises to see the yacht racing for Cowes Week and cruise ships in the Solent. Check out their [website](#) to read more and to book.



### Ullswater Steamers completes restoration of MY *Raven*'s deck

Ullswater Steamers' iconic heritage boat [M.Y. Raven](#) has been fitted with a brand-new deck during a significant restoration project. *Raven* has been cruising the length of Ullswater in the Lake District since 1889, as one of the original ships of the Ullswater Navigation and Transit Company which was used to transport goods, mail, and passengers. Originally built as a steam vessel, she was converted to diesel-powered Cumming

England, including the oldest working passenger vessel in the world, [Lady of the Lake](#) (1877).

*Raven* was officially added to the Ullswater Steamers' fleet in July 1889 when a second boat was required for the peak holiday seasons. She was built on the Clyde and delivered in sections by train to Penrith before being transported by horse and cart to Pooley Bridge. The

## Engines in the 1930s.

Now visitors for years to come will be able to enjoy *Raven*, thanks to the recent completion of a major restoration project led by Hamish Patterson of Patterson Boat Works in Ambleside. Hamish worked alongside the team at Ullswater Steamers to replace the upper decks with 70 square metres of sustainably sourced Iroko. Meanwhile, her saloon has been refitted with American Light Oak, with the whole project being proudly finished to a first-class yacht standard.

Ullswater Steamers is a family-owned business that has been operating in the Ullswater Valley since 1859. The company has one of the largest heritage passenger vessel fleets in

new boat was named after Ravencragg, home of Company Director W.H Parkin, by his daughter Winifred Parkin, aged 6. Legend has it the younger the person that names a boat, the longer she will live - certainly the case for *Raven*, which is still cruising across Ullswater almost 133 years later.

Barry Crellin, Engineer at Ullswater Steamers says: *"Raven has been brought back to her former glory. The whole team worked really hard to finish this project to a high standard and the results are superb! There is so much history in these vessels, and projects like this ensure we are protecting the rich 160-year history of the Steamers so they can enjoyed by visitors for years to come."*

[Full story](#)

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### ***Lady Daphne* returns home to Charlestown Harbour**

Last month, the 1923 Thames Sailing Barge [\*Lady Daphne\*](#) returned to her old stomping grounds in Cornwall for the first time since 1937. As part of the Thomas Watson Shipping fleet, she was involved in the china clay industry around Charlestown and Fowey, alongside her sister barges, *Lady Jean* and *Lady Roseberry*. Built by the Short Brothers of Rochester, Kent, she is one of the very few wooden barges built after the First World War. As well as china clay, her cargoes included Portland stone, cement and grain. She held a reputation for speed, having once passed from the London Docks to Ipswich loaded with 190 tons in just 14 hours.

The return to Cornwall represents a new

chartering opportunities. With a desire to create something different, they set off from Faversham, Kent, to relocate *Lady Daphne* to the West Country in April 2022.

*Lady Daphne's* owners, Sam and Andy, say: "We're bringing *Lady Daphne* back to her roots, in a bid to widen the audience exposed to Thames Sailing Barges and all their history, and diversify her use once more. We aim to carve a new path in her iconic history, which connects her back to the people and places of her younger years. We are just starting this phase of her life but already we all feel at home in the Heritage Harbour of Charlestown"

The team at her new home, [Charlestown](#)



start for *Lady Daphne*'s owners, who became her current custodians in 2016. Since then they have undertaken extensive restoration and repair works to her hull, and also completed two successful seasons in London, running numerous public and private events and participating in the Classic Boat Festival, Thames Barge matches and Gravesend Waterfront Weekend.

Unfortunately, as with many other vessels, the restrictions of Covid lockdowns during 2020-21 severely impacted their

[Harbour](#), are helping to curate an exciting new programme of events and workshops for the barge, including pop-up theatre performances, cinema nights and family-friendly educational experiences. *Lady Daphne* will also be available for private hire, for wedding receptions, parties and dining evenings. She joins Charlestown's fleet of historic vessels including 1904 National Historic Fleet Pilot Cutter [Mascotte](#), 1921 Looe Lugger [Our Daddy](#), and 1960 crabber [Pen Glas](#).

[Full story](#)



### ***Provident's* new owners have big plans for her future**

Brixham Trawler [Provident](#) (1924) began life as a fishing vessel sailing out of Brixham for six years before being bought by an American owner and converted to the yacht that she is today. She has changed little since then – an engine, a

Now she is solid and seaworthy they plan to refit her interior spaces to create a warm and comfortable cruising boat. There are four double guest cabins providing private spaces for those that would love a trip on a classic ship but

few more berths, some upgrades to heads and galley – but on deck she has retained her original rig. Since her conversion she has mostly been owned by sail training charities, latterly Trinity Sailing, and has been at the forefront of the sail training movement with a long history of making adventure sailing accessible to all.

In March 2022, Angels Share Sailing Holidays bought *Provident* after owners, Morag Slessor and Steve Jones, knowing she had been on the market for a while, found that they could no longer resist her. They are based in Scotland and had been looking for a suitable boat to run charters on the west coast. They are convinced *Provident* is perfect, with her excellent stability, iconic deck house and beautiful lines, she will handle the west coast weather with ease, providing shelter on deck from midges and the occasional drop of Scottish rain.

Since March, Morag and Steve have been based in Cornwall, making sure *Provident* is seaworthy after she underwent a forensic examination. The support and help of local folk has been invaluable during this time, sharing their specialist knowledge and skills in the restoration of an historic working boat. The team working on her has included friends and family of Morag and Steve, all keen to be part of *Provident's* revival. Her hull has been stripped and re-painted, new planks have been fitted, the rigging has been serviced and the engine has had a full

have been put off in the past by boats with open plan sleeping.

The next stage will be to take her to her new home in Scotland. She will set sail from Falmouth with her crew, make their way up the west coast, through the Caledonian Canal and home to Edinburgh. After passing back through the Caledonian canal she will spend the summer exploring the wonderful islands and lochs on the west of Scotland. By April 2023 she will be ready for charter, with trips from five to nine nights departing mainly from the west coast ports of Oban and Mallaig.

But what about her pioneering history in sail training? Morag and Steve believe the most sustainable way to ensure *Provident* continues sailing into the future is to operate as a business, and one with a social benefit. Neither want to lose her history of making sailing adventure accessible to all. As Morag explains, *“There is so much of Scotland that is hidden and remote – having a sailing boat can make some wonderful and special places accessible to anyone no matter what their physical or other challenges.”*

Together with a group of friends and supporters, Morag has set up the *Provident* Preservation Trust, with the objective of finding ways of sharing *Provident* with others. The Trust and Angels Share Sailing teams will work closely together to make *Provident*

overhaul, including new electrics and a new heating system. Steve reckons he spent three weeks in the bilges cleaning out black mayonnaise, but the results are worth it: they are now clean, painted and shiny. The surveyor can find nothing else to be fixed.

accessible to the public at certain times, as well as taking young people and other groups on sailing adventures.

Read more about the plans for *Provident* and book your sailing trip for 2023 on their [website](#).

## New Vessels on the Registers



### [\*Empress Electra\*](#)

(Umpire's launch, 1901)

Built by Sam Saunders at Springfield Works, Goring-on-Thames, *Empress Electra* is 40 ft long and 6 ft in the beam with a tunnel stern to reduce wash at speed. She was built with electric propulsion (thought to be an Immisch DC motor and glass battery cells) and her lightweight hull was constructed using the

Putney. She was used regularly as the Club's main coaching launch, with occasional duties as an umpire's launch at tideway and up-river regattas and as a following launch for such events as the Universities' Boat Race.

In 1972, after a grounding, *Thelma* sank at her mooring outside Thames Rowing Club. She was not seriously damaged structurally, but her Austin Princess



patented Consuta plywood construction technique. Consuta plywood is made from four diagonally planked, mahogany wood veneers; three of 1/8" thickness, with an outer layer of 3/16". These diagonal planks are stitched together with 16-gauge copper wire. The copper is a continuous stitch, about 1½" long, looping in and out of the hull. The veneers are interleaved with calico (canvas soaked in linseed oil) to provide a watertight skin, as no waterproof glues existed at the time. When constructed she had a lightweight canvas sun canopy.

In common with many electric and steam launches of the time, by the late 1920s, she had been fitted with a petrol engine, believed to be of French manufacture. Later, the prototype Austin Princess marine engine was installed.

By the 1950s she was owned by Edwin Phelps Boatbuilders at Putney and had been renamed *Thelma* (thought to be after the owner's daughter). She was rented out to regattas and rowing clubs for umpiring and coaching duties. In 1958 *Thelma* was sold to Thames Rowing Club,

engine sustained major water damage. She sat on trestles outside the clubhouse for many years, as club members tried in vain to repair the engine. As a prototype, spare parts were virtually unobtainable. In 1974, Alan Hawes, a former captain of the club, bought the boat and continued to restore her until his death. Subsequently, Alan's family took over the boat's maintenance. In 2012 she was fitted with a new 3-litre Mercruiser engine and in 2016 she underwent major restoration at Michael Dennett's boatyard at Laleham.

With his wife, Janet, Terry Kirkpatrick, another member of Thames Rowing Club, bought the boat from the Hawes family in 2019. In 2020, Jock Birney joined the Kirkpatricks as a co-owner and the boat went back to Dennett's yard to have coamings and a removable wooden canopy fitted.

In 2022, the boat had a 72V, 40KW Netgain Hyper9 motor fitted by Electrogenic Ltd and Oxford Cruisers, at Oxford Cruisers' boatyard on the Thames at Eynsham. In honour of her return to electric propulsion, she was renamed *Empress Electra*.



### *MV Arctic*

(Spritsail Barge, 1897)

An historic vintage Thames Spritsail trading barge, MV Arctic was built by the proprietor of The London and Rochester Trading Barge Company at Deptford. She was built to special 'barge match' radical racing yacht design by Lynton Hope specifically to compete in the Queen's Jubilee Barge Match Races of that year. Reputed to be a failure in the barge matches, the vessel was modified back to being a commercial carrier some three years later, but was found unsuitable for sailing trade, de-rigged, and converted to a motor barge circa 1912.

The hull shape remains uniquely distinctive from other steel barges of the era, having a fine entry bow, completely

curved vertical sides, pronounced sheer, and a 'steamer stern'. As a motor barge she was reputed to be a success, being fast and stable. She is believed to have been later used as a passenger ferry, the last time she was used commercially.

MV Arctic was first converted to private use in the 1960s and upgraded in 1970 by M.E. Handley. She was owned for 28 years by J.R. Goddard and nine years by A. Coreless as a static houseboat. The current owner purchased the vessel in 2006 and has carried out major hull restoration as advised and overseen by John Bowen. MV Arctic moved from the MSO Boatyard in Brentford, London to Bembridge IOW in 2009, where she has been moored ever since.



### *Louisa Heartwell*

(Lifeboat, 1902)

Built by Thames Ironworks as ON495, *Louisa Heartwell* is a Liverpool class pulling and Sailing Lifeboat. She was stationed at Cromer in Norfolk under the command of Henry Blogg, the RNLI's most decorated lifeboatman. A new boathouse was constructed to house the new lifeboat and carriage.

During her service, medals were awarded to the crew in recognition of the seamanship, unwavering courage, tenacity and physical endurance displayed by them when the lifeboat went to the assistance of the Swedish steamer *Fernebo* after an explosion had broken the vessel in two in a strong north-easterly gale in the afternoon of 9 January 1917. The lifeboat, only just returned from a service to the Greek vessel *Pyrin* and with

a crew undaunted by their previous exertions, tried to launch once more with the assistance of hundreds of servicemen, many up to their necks in the water, but it was impossible to get past the heavy surf and she was driven back onto the beach. Several more unsuccessful attempts were made to launch and rocket apparatus was also tried, but just before midnight the lifeboat was successfully launched and rescued 11 survivors.

During her 29-year service, *Louisa Heartwell* was launched 115 times and saved over 195 lives. She is one of only seven surviving pulling-sailing Liverpool class lifeboats out of 40. After being sold out of service she was used as a motor cruiser and then as a houseboat on Chichester Marina. As of 2021, she is on display as part of the [RNLI Historic Lifeboat Collection](#) at [Historic Dockyard Chatham](#).



## Vessels for Sale



### [Amiens RASC](#)

HS Target Towing Launch, 1944

*Amiens* is a truly unique vessel. She is one of 14 Battlefield Class high speed target towing launches built by Thornycroft for the MOD in 1944 and is believed to be the only seagoing vessel left of her class. There is some incredible history behind this vessel from her service days with the Royal Army Service Corps as well as her

has had an extensive amount of works completed both interior and exterior and is currently used as a fully functioning liveaboard. Her transom has been rebuilt, the stringers and planks have been replaced and she has been epoxy sheathed. *Amiens* RASC is registered both on Part 1 of the Ships Register and the National Register of Historic Vessels.

From the owners: "*We purchased Amiens*

time in commercial use as a survey vessel when she surveyed the sea floor for the Channel Tunnel.

Her hull is double diagonal built, with mahogany planking on Canadian rock elm ribs and stringers. She has a teak deck with a transom stern and a pointed bow with a raked straight stem. Her current engines are twin Rolls Royce C65FLM, with six cylinders and 230 brake horsepower.

Since being purchased by her current owners from the MOD in 1994, *Amiens*

*in 1998 in an unrestored condition. We managed to source original drawings from the Greenwich Maritime Museum so we could ensure that any changes we made either matched her original lines (the rebuilt aft cabin and wheelhouse) or was sympathetic to the style of the boat (the flybridge addition). We have a photographic record of her renovation and some details of her history that will remain with her."*

For more images, full spec, and to contact the owners, please see the [For Sale advert](#) online.

## Need to renew your historic vessel insurance?

Or perhaps you've just bought a historic vessel and don't know where to start finding suitable insurance?

National Historic Ships UK have partnered with [Winter and Co. \(Marine\) Ltd](#) to offer the Historic Ships Policies, a choice of two historic vessel policies providing comprehensive insurance for vessels listed on the National Register of Historic Vessels whether in private, charitable or commercial ownership, static or operational. Coverage is also available for projects or organisations listed within the Shipshape Network.

### THE NATIONAL HISTORIC SHIPS POLICIES

#### Commercial

A multi-sectioned policy suitable for businesses, charities, trusts, and museums involved in the ownership, management, conservation, public display or operational use of historic vessels. Cover can extend to include shore-side property, financial loss, public liability and employers liability in addition to the vessel and marine liabilities.

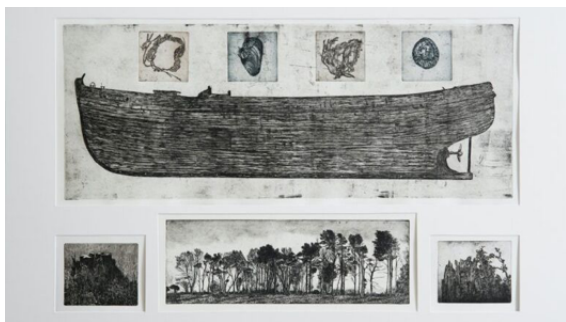
#### Private

Suitable for historic and traditional vessels under private ownership whether in-commission or laid-up under refit, restoration or repair.

Policies are underwritten in house by experienced Winter & Co underwriters who not only have extensive experience in the marine insurance market but also first hand knowledge of owning and sailing traditional vessels. Paul Winter, Director of Winter & Co has owned the *Maria* CK21, a vessel on the National Historic Fleet, for over 25 years including a full restoration from 2000-2004.

To find out more, email [info@winterandcomarine.com](mailto:info@winterandcomarine.com) or see their website [www.winterandcomarine.com](http://www.winterandcomarine.com)

## Shipshape Network News



**Zone:** [Scotland](#)

**Tall Ship Glenlee** awarded funding for new *The Apprentice's Tale* exhibition  
[Read more](#)

New *Sea Monsters* exhibition opens at  
**Scottish Maritime Museum** [Read more](#)

**Cellardyke Trust's** artist in residence wins award for *Manx Beauty* artwork (pictured) [Read more](#)

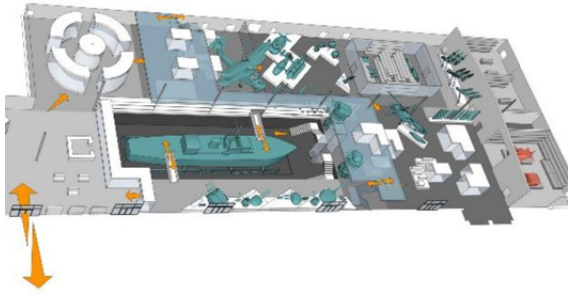


**Clyde Docks Preservation Initiative** issues statement on protection of Govan Graving Docks [Read more](#)

**Zone:** [Northern Ireland](#)

**Maritime Belfast** launches the *Maritime Belfast Story Plan: Where Belfast Begins* (pictured) [Read more](#)





### Zone: [North](#)

**NMRN Hartlepool** announces major expansion plans (pictured) [Read more](#)

**Hull Maritime's** historic vessels reach new phase in restoration project [Read more](#)

**Blyth Tall Ship** awarded Lottery funding for *Learn the Ropes* maritime heritage wellbeing courses [Read more](#)

Campaign launched to bring Britain's first nuclear submarine to Barrow's **Dock Museum** [Read more](#)



**Hull Maritime** welcomes five new Trustees [Read more](#)

### Zone: [East](#)

**Wind, Tide & Oar** crowdfunder hits fundraising target (pictured) [Read more](#)

**Nancy Blackett Trust** celebrates 25 years of caring for Arthur Ransome's yacht [Read more](#)

**IBTC Lowestoft** invites you to Open Day at the boatbuilding college [Read more](#)



### Zone: [South West](#)

**SS Great Britain** hosts July's Bristol Harbour Festival [Read more](#)

**M Shed** offers heritage boat trips for



**SS Great Britain** presents July Summer Lates [Read more](#)

### Zone: [South East](#)

Bristol Harbour Festival [Read more](#)

**Charlestown Harbour** welcomes Thames Barge *Lady Daphne* to historic fleet [Read more](#)

New *Crossings: Community and Refuge* exhibition opens at **M Shed** (pictured) [Read more](#)

**SS Great Britain's** Albion Dockyard project takes major step forward [Read more](#)

New **Medway Queen** exhibition *Beside the Seaside* opens [Read more](#)

New *Poles Apart* gallery opens at **Royal Museums Greenwich** [Read more](#)

**Sail Boat Project** launches new Blue Spirit Sailing Bursaries scheme (pictured) [Read more](#)

New National Historic Ships Photography Exhibition opens at **Historic Dockyard Chatham** [Read more](#)

## Shipshape Network Jobs



### Paid Roles

***Bosun***

[Seas Your Future](#)

### Volunteering

***Third Officer***

[Seas Your Future](#)

Due to the purchase of our second vessel, the *Fridtjof Nansen*, we have an immediate opening for the position of Bosun. You need to be familiar with a vessel of similar size, be able to work in a team, guide and instruct people aloft, enjoy an adventure and be professional. Minimum Basic Training Needed: STCW 95, AB / Yacht Rating / Yachtmaster Coastal or national equivalent. Other Requirements: Medical Certificate, Seaman's Book - Own National, Discharge Book, Covid Jab 1 & 2 (Booster). Please email: [enquiries@seasyourfuture.org](mailto:enquiries@seasyourfuture.org) with your name, phone number, CV and a brief paragraph about your experience and your availability, or request an informal conversation about the role.

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Want to advertise a vacancy? Seeking crew or volunteers for your historic vessel or maritime heritage project? [Let us know](#)

Seas Your Future are looking for volunteer 3rd Officers to join tall ships [Pelican of London](#) (pictured) and *Fritjof Nansen* on their planned voyages over the next 12 months. We have space on board for individuals who wish to add sea time and enjoy an adventure as part of our professional crew. Minimum Basic Training Needed: STCW 95, GMDSS, OOW, CoC. Other Requirements: Medical Certificate, Seaman's Book - Own National, Discharge Book, Covid Jab 1 & 2 (Booster). Company Preferred Attributes: RYA Power Boat Level 2, Yellow Fever Jab, FRB. Seas Your Future operates a flexible rotation system. If you are interested in this opportunity, please email: enquiries@seasyourfuture.org with your phone number, name, CV and a brief paragraph about your experience and availability.

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*Looking for a new job or volunteer opportunity? Check out our [Shipshape Network Jobs](#) page and the [Shipshape Crew Bank](#)!*

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**Read, Watch, Explore**





Read **Hull Maritime's** blog post about [the origins of the Hull Time Ball](#)

Read the **Mary Rose Trust's** blog post [Museum Volunteers: Inspiring the Next Generation](#)

Read **SS Shieldhall's** blog series on [the ship's annual dry docking in Falmouth](#) (pictured)

Read **SB Snark's** blog post about their [sailing trip around the coast of Britain](#)

From **The Yorkshire Post**: [Memories of working and playing hard aboard Hull trawler Arctic Corsair](#)

From **AOC Archaeology**: [Preserving the Skylark IX](#)

From the **Royal Navy**: [Hunt is on for lost Falklands landing craft Foxtrot 4](#)

Watch the **BBC's** [Countryfile](#) from Whitby - including a visit to the Whitby RNLI Museum

Watch **Maritime Belfast's** short film [The Maritime Belfast Story](#)

Watch **Hull Maritime's** short film on [Restoring Arctic Corsair and the Spurn Lightship](#)

Listen to the latest episode of **Historic Dockyard Chatham's** *Dock Pod* podcast: [Volunteers Week, Research Team Origins and Dockyard Family Heritage](#)

Listen to the latest episodes of [The Mariner's Mirror](#) podcast from the **Society for Nautical Research**

Listen to the **Skip the Queue** podcast with guest [Mary Rose CEO Dominic Jones](#)

## Events



### Events - July 2022

Every weekend in July, Cheshire

**Daniel Adamson Preservation Society:**  
[Open Days aboard 'The Danny' at Sutton Weaver Spring Bridge](#)

2 July, Wivenhoe

[Wivenhoe Regatta 2022](#)

2-3 July, Bristol

**M Shed:** [Experience the working cranes](#)

2-3 July, Irvine

**Scottish Maritime Museum:**  
[Family festival weekend](#) to celebrate the opening of the Sea Monsters exhibition

3 July, Belfast:

**Maritime Belfast Trust:** [Sundays on the](#)

15-17 July, Bristol

**SS Great Britain/ M Shed:** [Bristol Harbour Festival 2022](#) - take a tour of the Albion Dockyard, get aboard a tall ship, take a trip on historic vessels [John King](#) and [Pyronaut](#), plus live music, food and drink and much more.

15-17 July, Staffordshire

[Gnosall Canal Festival 2022](#)

16 July, Heybridge

[Heybridge Basin Regatta 2022](#)

16-17 July, Brightlingsea

[Brightlingsea Regatta 2022](#)

16-23 July, Cowes

[British Classic Week 2022](#) - classic yacht regatta

[Maritime Mile: NI Opera at SS Nomadic](#)

4 July, Ipswich

**Ipswich Maritime Trust:** [Folk on a Boat](#) - musical sailing trip aboard SB *Victor*

5 July, Bristol

**M Shed:** [Historical Walk - Bristol's Floating Harbour](#)

7 July, Bristol

**SS Great Britain:** [Summer Lates Series: Gwyd Ion](#) - explore the ship after hours, with live music and a pop-up bar (pictured)

9 July, Ellesmere, Cheshire

**Ellesmere Yard/ Canal & River Trust:** [Guided tours of a Georgian canal yard](#)

9 July, Lowestoft

**IBTC Lowestoft:** [Open Day at the Boatbuilding College](#)

9 July, Harwich

**Pin Mill Sailing Club:** [Thames Barge Match 2022](#)

9-10 July, Bristol

**M Shed:** Take a trip on [Mayflower](#), the world's oldest steam tug

9-16 July, London

**Thames 21:** [London Rivers Week 2022](#) - guided tours, walks, events & more

14 July, London

**The Golden Hinde:** [Live folk music with The Magpies](#)

21 July, Glasgow

**Tall Ship Glenlee:** [Jigging in the Rigging: Ceilidh Nights at the Tall Ship](#)

21 July, London

**The Golden Hinde:** [Live folk music with Odette Michell and Craig Joiner](#)

21 July, Bristol

**SS Great Britain:** [Summer Lates Series: The Mighty Shinkickers](#) - explore the ship after hours, with live music and a pop-up bar

23-24 July, Bristol

**M Shed:** [Experience the working cranes](#)

23-24 July, Wells next the Sea

**Rescue Wooden Boats:** [Maritime Heritage Festival 2022](#) - heritage working boats & flotilla

26-29 July, Fowey

[Fowey Classics 2022](#)

28 July, Bristol

**SS Great Britain:** [Summer Lates Series: Bronwyn Leonard & Jake Morgan](#) - explore the ship after hours, with live music and a pop-up bar

30 July, Lowestoft

**Excelsior Trust:** [Centenary Smack Race 2022](#) - annual smack race, celebration of *Excelsior's* centenary, and Vessels Festival featuring 25 traditional vessels



15 July, Bristol

**SS Great Britain:** [Summer Lates Series: Miya the Sun](#) - explore the ship after hours, with live music & a pop-up bar

15-16 July, Cumbria

[Arnside Classic Boat Regatta 2022](#)

15-17 July, Henley

[Thames Traditional Boat Festival 2022](#) -

Dunkirk Little Ships and the largest display of traditional boats in Europe

30 July, Belfast

**Maritime Belfast Trust:** [Maritime Mile Photography Tour](#)

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See our website [Events](#) page for full listings or [email us](#) to let us know about an event you are holding.

Exhibitions and Courses

Exhibitions

Until September, Portsmouth

National Museum of the Royal Navy: [Her Majesty's Service](#)

Until 4 September, Windermere

Windermere Jetty Museum: [Barbara Nicholls](#) - art exhibition of Lake District watercolours

Until September, Windermere

Windermere Jetty Museum: [Dovetailing](#) - immersive sculpture installation

Until 18 September, Bristol

M Shed: [British Museum Spotlight Loan: Crossings - Community and Refuge](#)

Until 27 November, Chatham

Historic Dockyard Chatham: [National Historic Ships UK Photography Competition 2021](#)

Until December, Dumbarton

Scottish Maritime Museum: [Hope Floats](#) - the story of the Skylark IX Recovery Project

Courses

4-8 July, Lyme Regis

Boat Building Academy: [Build a Boat - Initial Set-Up](#) (4 day course)

7 July, Lowestoft

Until 25 September, Hastings

Hastings Contemporary: [Seafaring](#)

- art exhibition exploring the drama, beauty and strangeness of life at sea

Until 25 September, London

National Maritime Museum:

[Canaletto's Venice Revisited](#)

Until 2 October, Anstruther

Scottish Fisheries Museum:

[Power and Precision](#) - ship models

Until 30 October, Irvine

Scottish Maritime Museum: [Sea](#)

[Monsters!](#) - a fantastical and fun celebration of Scottish legends and maritime mythology

Until 30 October, Balloch

Maid of the Loch: [Chariots of Steam](#) -

ship models exhibition

Until 12 November, South Shields

South Shields Museum: [Pushing the Boat Out - Shipbuilding and Ship Repair in South Tyneside](#)

Until 20 November, Chatham

Historic Dockyard Chatham:

[Diving Deep: HMS Invincible 1744](#)

IBTC Lowestoft: [Timber Technology](#)

11-15 July, Lyme Regis

Boat Building Academy: [Traditional Wooden Boat Building](#) (5 day course)

12-13 July, Lowestoft

IBTC Lowestoft: [Caulking](#) (2 day course)

18-22 July, Lyme Regis

Boat Building Academy: [Modern Wooden Boat Building](#) (5 day course)

18-22 July, Lowestoft

IBTC Lowestoft: [Glass Reinforced Plastics](#) (5 day course)

25-29 July, Lowestoft

IBTC Lowestoft: [Introduction to Woodworking](#) (4.5 day course)

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See our website [Events](#) page for full listings or [email us](#) to let us know about an event you are holding.

If you have any news or events you'd like to share, please email us at

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

or tag us on [Facebook](#), [Twitter](#) or [Instagram](#)



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