

UK HERITAGE FLEET



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- National Historic Ships UK is government funded independent organisation giving objective advice on all matters relating to UK Historic Ships
- Over 1,000 vessels on the National Register of Historic Vessels
- Register provides an authoritative assessment of the significance of historic vessels
- Helps prioritise vessels which should be preserved

UK NATIONAL HISTORIC FLEET

- A sub-group of 200 of these vessels which are:
- Of pre-eminent national or regional significance
- Span the spectrum of UK maritime history
- Illustrate changes in construction and technology
- Merit a higher priority for preservation

RANGE OF UK HERITAGE FLEET

- Passenger vessels
- Sailing Barges
- Tugs
- Large Yachts
- Warships
- Lifeboats
- Merchant Sailings Ships
- Canal barges

Roles They Fulfil

- Some fulfil a static role
- Many are operational utilising traditional skills
- Others carry larger numbers of passengers
- All help to demonstrate to present and future generations the UK's maritime history

Ownership & Funding

- National Historic Ships UK does not own or fund ships
- Ownership is in the hands of individuals, groups, trusts, museums, charities etc
- Some funding available through Heritage Lottery Fund
- Securing adequate funding always difficult

Historic Passenger Vessels >20m

- Of the 200 vessels in National Historic Fleet
- Around 40 are > 20m long and are or could reasonably be made operational
- Around 20 of these are or have been vessels carrying more than 12 passengers

Examples include

- Paddle Steamer *Waverley* operates to sea and on various Inland Waterways



Passenger Vessel *Sir Walter Scott* on Loch Katrine



Thames Sailing Barge *Hydrogen* on the Thames



Tug Tender *Daniel Adamson* on the Manchester Ship Canal



Passenger Vessel *Raven* on Ullswater



Paddle Steamer *Kingswear Castle* on the Medway and Thames



Changing Technologies

- Ship design and technology change
- Rivets v welding, wood v steel, steel v iron
- Hull shape
- Size of doorways and companionways
- Emissions from coal fired boilers
- Etc, etc, etc
- Historic vessels often cannot comply with new requirements tailor made for differently designed and built modern high-tech vessels of today

One Example – Passenger Saloons

- Historic ships– saloons below deck in the hull
- Modern ships – saloons should be above deck
- This cannot be done without changing the character of the historic ship

New Traditional Ships

- 1497 John Cabot crossed Atlantic in *Matthew*
- 1997 New replica of *Matthew* crossed Atlantic



Building New Traditional ships

- Traditional ships provide a window into our Maritime Heritage
- We must avoid a future where another *Matthew* or other ships of traditional design cannot be built

Replica 18th Century Royal Barge

- *Gloriana* currently being built for Queen Elizabeth II's Diamond Jubilee



Key Points

- Important for historic vessels to survive
- Important that some should be operational
- Important to be able to build historic ship replicas to remind us of our past
- Important that they should all be operated safely and to high standards
- Important that new standards for differently designed and built modern ships do not inadvertently knock out our historic fleets

Safety

- Safety should always be the highest priority for building and operating historic ships
- Traditional ship designs are not intrinsically less safe than those for modern ships
- Eg Safety record of UK excursion Paddle Steamers in last 100 years better than modern Ro-Ro ferries
- They are just different

That difference needs celebrating & protecting

