

mht news

WINTER 2014



From the Bridge

I write this shortly after our AGM held at our new premises in the annex to the HQ of The Marine Society & Sea Cadets at 202 Lambeth Road, London SE1 7JW. Apart from dealing with the routine agenda items, we accepted with some sadness the resignation of Maldwin Drummond, who has had to undergo substantial heart surgery during the last two years. Maldwin has been an enthusiastic promoter and supporter of maritime heritage. An erstwhile chairman of the Cutty Sark Trust during a particularly difficult period in its fight for survival following the devastating fire in 2007, he is also a long-standing President of the Solent Steam Packet Limited, the charity which now operates *SS Shieldhall*. He has been a trustee of The Maritime Trust for most of its existence, which merged two years ago with Heritage Afloat to form The Maritime Heritage Trust, largely thanks to his drive and vision. We will miss him.

Since the merger, much of our attention has been focussed on sorting out the merger arrangements, the development of Maritime Heritage Wales Ltd and the building, launch and exploitation of the Royal Rowbarge, *Gloriana*. We are now well and truly merged, our Welsh section has a momentum of its own, thanks to the dynamism of our Welsh colleagues, and the rowbarge has now emerged from its "chrysalis", having been built, named by HM The Queen on 25th April 2012, led the Jubilee flotilla some six weeks later and then carried the Olympic torch down the Thames during its final journey to the Olympic Park.

The problem with all this activity was that we had little time to pursue our core objectives. To address this, a Forward Business Plan was drawn up in 2012 which set out a number of strategic tasks:

- Tackling regulatory barriers to the operation of historic ships
... contd.

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mht news is the newsletter for The Maritime Heritage Trust

The aims of The Maritime Heritage Trust are to represent and promote the interests and operators of traditional and historic vessels at all levels of government and also to increase public interest and support for maritime heritage, which in turn will raise awareness of its cultural importance and have wider benefits for economic drivers such as employment, education and tourism.

website: www.maritimeheritage.org.uk

From the Bridge (contd.)

- Raising awareness of Maritime Heritage in its own right
- Promoting maritime heritage as an economic driver and as a skills and education opportunity
- Promoting better opportunities for public access and display for maritime heritage, particularly voluntary and private preserved objects.

The first task has been tackled on several fronts; UK, Europe and world-wide led by three of our trustees: John Megoran, Alan Haslam and John Robinson. Liaison with the MCA suffered a setback during the illness of David Ralph, who often attends our trustees' meeting, and we are glad that he has now recovered. The next three were scrutinised by a seminar held in May 2013 which was also attended by representatives of the Transport Trust, National Historic Ships UK, Maritime Heritage East and English Heritage. The consensus was that we needed to engage with a wider audience, particularly through networking and work on this has already been initiated.

In particular, we have joined forces with the Heritage Railway Association (HRA) and the National Traction Engine Trust (NTET) - and hopefully the Association of Independent Museums (AIM) - to set up the Boiler & Engineering Skills Training Trust (BESTT) as a charity to establish standards and support apprenticeships in heritage engineering skills. It was gratifying that BESTT succeeded in getting outline approval (subject to Round 2 of the scheme) and a development grant from the Heritage Lottery Fund (HLF), thanks to the hard work and expertise of Henry Cleary, whom we had nominated to the BESTT Board.

Maritime Heritage Wales continue to raise the profile of maritime heritage to a wider audience with yet another excellent seminar in October 2013 when they hosted "Where Waters Meet", their autumn conference on waterfront and waterside as a focus for business, science and economic development. In addition to a myriad of knowledgeable Welsh presenters, presentations were made by speakers from Croatia, Denmark, Norway and, of course, England.

During the last year, your Council of Trustees was concerned by the threat to

export the *Kathleen & May* for sale out of the country. A temporary stay was granted with the result that the vessel has been moved from Bideford in Devon to Liverpool Docks opposite the maritime museum and a charitable trust set up. Very sadly, Steve Clarke OBE, the man who bought her and restored her, died in December 2012. Richard James, one of the MHT trustees and chairman of MH Wales, became a trustee of their Trust and we are, as they say, keeping an eye on it with the help of the excellent Mr & Mrs Grice, the curators who live on board. A similar challenge had been made by

Kathleen & May as to whether the blocking of an export licence would in effect destroy the very vessel we were anxious to save, but the costs here were very much lower, being a smaller and less complex vessel.

On a happier note, I am pleased to report that *SS Shieldhall* was successful in her Lottery bid and is now proceeding with her restoration.

So where do we go from here?

At the AGM, Trevor Godbold, as Membership Secretary, delivered a



City of Adelaide
bound for South Australia

SOS *City of Adelaide* group to the export of the Clipper *City of Adelaide*. However, the grounds for this were at best unclear, other than as a legal argument. She had been rotting away for many years in Scotland without any serious attempt to save her and the view of many was that the bid by the Australian city of that name, with the support of the Australian Federal Government was the best hope for her survival and restoration, bearing in mind the high costs which will have to be incurred. I should know, having been for the last fifteen years a trustee of the *Cutty Sark*, a similar clipper built only a few years later. As far as I am aware, no explanation had been given by the Group as to how these costs will be paid for. It seems unlikely that HLF would have made another major grant so soon after funding the restoration costs of the *Cutty Sark* which exceeded £50 million.

It is interesting to note that similar concerns arose in connection with the

presentation suggesting how we should redefine our vision, broadening our purview of maritime heritage to include harbours, buildings, skills, support industries, participating communities as well as their art, songs and culture. He proposed the development and promotion of our strategy on a regional basis.

Our plan for implementing such proposals will hopefully be rolled out during 2014. During that time, I hope that we will be able to engage with members and other stakeholders for consultation. Our constituency is very diverse and it is unlikely we will please everyone, but we do need to take into account the different opinions held by the various parts.

Lastly, I wish you all a very Happy New Year.

David Morgan
Chairman

The Regulatory Issues Group is currently reviewing four major issues:

1. MCA Proposal for Reclassification of Lapsed Class Vessels - MSN 1823

It is proposed that any out-of-class vessel would have to be rebuilt as a modern vessel, regardless of its heritage, before being allowed a passenger certificate.

MHT is working to safeguard affected vessels so that a new passenger certificate can be obtained. Essentially, this was the issue facing *PS Waverley* in 1997 when applying for a major HLF-funded rebuild. Negotiation between Heritage Afloat, MCA and PPS secured a happy outcome on that occasion.

MHT shares concerns MCA may hold regarding owners of 'old boats' jumping on this bandwagon to simplify compliance. Other issues apply though. Operators of more modern vessels may resist favourable terms being offered to operators of historic craft as they could see this as giving them financial advantage.

Defining 'Historic Vessel' could assist but the subject has been discussed by over many years without any consensus being reached. A solution could be for any such vessel to have to be on the National Register of Historic Vessels, operated by National Historic Ships UK. Discussion is on-going on this point.

2. MCA Proposal for Crew Certification Renewal

This proposal requires all certificated personnel to undergo refresher courses for crewing activities including fire fighting, lifeboat proficiency and sea survival every 5 years. This would apply to our largest heritage vessels (exceeding 500 grt). Currently crew qualifications apply indefinitely.

It is difficult to argue against these proposals on grounds of safety and on-going training. MHT is corresponding with MCA and colleges seeking a less demanding and expensive solution.

3. Electronic Chart Display and Information Systems (ECDIS)

This change in navigational procedures is due for implementation in 2016 and again applies to vessels over 500 grt. It is believed to be limited to vessels engaged on international voyages but concern exists that it could cover coastal voyages. MHT is looking to clarify that ECDIS applies only on international voyages. If so, the requirement should fall away from heritage vessels.

If avoidance can be achieved, this removes the substantial set up and running costs plus the necessity for intrusive, modern equipment on the bridge of historic vessels.

Installation costs would approach £20,000 and in addition, crew will have to be trained, probably at least six per vessel at about £1,000 each. Also, the electronic charts will have to be purchased as will updates and licences to operate.

This requirement is, we understand, not welcomed by commercial operators, let alone heritage vessel owners.

4. Implications for Heritage Vessels of Low-Sulphur Fuel Oils

Due to concerns over the environmental impact of sulphur emissions, proposals are being introduced to reduce them. The major effect is increased cost.

Heritage vessels affected should only be a few and include *PS Waverley*, *SS Shieldhall*, *ST Challenge*, *SS Sir Walter Scott*, *PS Maid of the Loch* and *PS Medway Queen*.

Sulphur content of marine fuel oil is set to reduce in stages. Thus, for vessels anywhere at sea sulphur content reduced from 4.5% to 3.5% from 1 January 2012 and will reduce to 0.1% on 1 January 2020. But, by 2018 a review is to take place to ensure that the refining industry can cope. Further restrictions apply in Emission Control Areas, or ports and coastal waters, and will affect heritage vessels.

Sulphur limits are:

- to 1 Jul 2010	1.5%
- 1 Jul 2010 to 31 Dec 2014	1.0%
- from 1 Jan 2015	0.1%

Currently, fuel oil (1.0% S) costs close to £500 per tonne but further refining costs will raise the price of (0.1% S) fuel to some £700 per tonne, in today's prices.

A letter seeking derogation from these stringent requirements was sent to Stephen Hammond, Under Secretary of State for Transport and copied to the Secretaries of State for Transport, Energy and Climate Change and Business, Innovation and Skills.

STOP PRESS:

Stephen Hammond has replied underlining proposed changes and while confirming UK draft regulations contain no consensus for derogation or exemption, encouraged MHT to engage fully with public consultation. We regard this response as positive to be pursued actively.

Alan Haslam
Secretary

The Domestic Passenger Ship Steering Group (DPSSG) meets twice a year at the MCA's Headquarters in Southampton to discuss current issues and impending legislative changes which affect domestic passenger vessels.

It is attended by representatives from the MCA; the larger domestic ferry operators like Wightlink, Red Funnel and CalMac; smaller operators and groups representing their interests; harbour authorities and trade associations. I attend on behalf of The Maritime Heritage Trust.

The most recent meeting was on 5th November 2013 at which the range of issues discussed included:

A review of the proposed **BML (Boatmaster) Regulations** is nearly complete. Amongst changes, the most important is the introduction of a new category of BML for specific areas in tidal waters.

The Maritime Labour Convention was ratified on 7 August 2013 and will replace Crew Agreements. It will apply only to vessels on international voyages.

Auditing of Domestic Safety Management systems is set to change. At present, in addition to the annual survey and running trials, these systems are audited by the MCA annually at the MCA's expense. Under the new system operators must audit themselves annually and the MCA will audit all of this twice every five years at the operators' expense.

The EU Regulation on EU Passenger Rights is now in force here in the UK conferring rights of compensation and, for example, the provision of hotel accommodation for passengers in a similar way to that in the airline industry.

Quality standards must be set where there is in excess of 100,000 passengers per year and these must be available for passengers to view. This applies to all UK ferries with a crew greater than 3. It is not being taken to apply to sightseeing cruises.

The EU is pursuing an update of the **Domestic Passenger Ships Directive 2009/45** in particular to include vessels built of materials other than steel.

A voluntary **Small Ship Code for Passenger Vessels up to 24m** which proceed to sea is being developed and this will offer the option for such vessels to be able to sail year round and day and night as opposed to summer and daylight hours only.

John Megoran

Richard Titchener argues although we recognise operation as the best way to preserve maritime heritage we are missing the point unless we re-present its purpose and use.

In the USA, Mystic Seaport has restored the whaling ship *Charles W Morgan* to seagoing condition, and she will sail with cotton sails and no engine. In other sectors in the UK, “heritage” is hardly apt to describe vibrant things still at work. There are windmills and watermills grinding corn; not as museum pieces but still doing what they were intended for. As a child I remember the onslaught of an express roaring through our small Hampshire station, all black and steam and power and noise. Locos like that can still add rapture to the lives of children today, and their owners do not need to find another way for them to earn a living. Even a stately home open to the public is likely still to have a family actually living in it.

A sea-change has been achieved in maritime preservation. There is now a presumption that operation is usually the best way of ensuring the future of a vessel. For this we can thank the leadership of National Historic Ships UK and the support of the Heritage Lottery Fund who have cottoned onto what private owners have always known. However, this is a long way from saying vessels operate according to their origins; apart from a handful of Falmouth working boats protected by a sensible byelaw for sustainable oyster stocks it is hard to think of an old commercial boat doing what it was designed to do.

Most surviving classic yachts still do; if a crew from yesteryear walked aboard today they would recognise the boats and to a large extent how they are sailed. Some race rules (like CIM in the Mediterranean) place great store on the authenticity of the interior and the rig and penalise powered winches when racing. What of our working boats? Unless we happen to come across a taped episode of *The Onedin Line* in the loft, we will not find anyone in the UK loading a sailing vessel. We may find a heritage dock, and maybe even a steam locomotive running on it, but no one will be demonstrating loading a real cargo, although there is the start of a movement towards sailing cargo with *Tres Hombres*, *B9* and *Trans-Oceanic Wind Transport*.

If you have an ex-sailing fishing boat, you may enjoy one of the excellent events where you catch oysters or fish for fun and keep skills alive, but it is fair to say unless small enough to be run privately, almost all vessels within the historic fleet have owners forced to

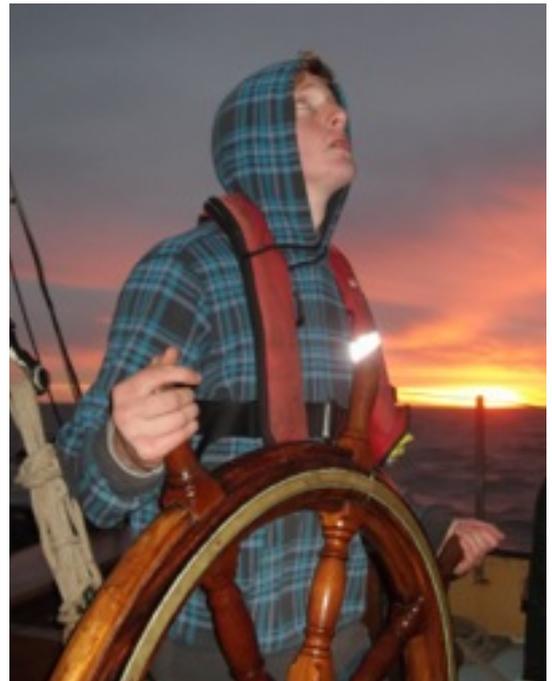
compromise in operation. Indeed, it is impossible to imagine the large vessels earning a living without taking passengers, whether on catered outings or character-building residential sailing for young people. All these vessels, of whatever type, are growing the constituency of support for the sector through more people experiencing them in whatever they do. In reality, history is being made every day; who is to say the value of sail-training or entertaining a wedding party around the binnacle is of any less merit than original use?

However, there is a price for this new history we are creating. We have invented less challenging or satisfying ways of getting about. Earnestly we tell our young sail-training crews that their efforts are what get us to the destination, but how many of us will turn the key when the speed drops below the needs of the passage plan? To earn a living, the vessel may need a timetable; the customer will not be happy to be told her wedding must await the tide. But there is a problem with this: we sell our industry as somehow historic because what we use is historic. Is it enough to rely on the fact of operation to keep the faith with the meaning of heritage? Every so often there is a letter to *Classic Boat* asking why we do not have something like a Brest Festival. There are many reasons for this, but surely it is significant that the seminal *Le Chasse Marée* magazine brought out a sister publication, *Armen*, about Breton culture and heritage. The boats were important to the founders of this movement but were only a part of a wider context. It's the kind of thinking behind the Pioneer Trust recreating the clothing worn by sailing fishermen.

What else can be done? In terms of fabric, funders could place more emphasis on interior authenticity. This does not mean never changing a vessel to earn a living, but that this should not be the primary consideration. Once everything has been returned to the chosen datum, then thoughts can turn to use, rather than modern use defining layout.

It can be more expensive to use original materials and methods. Funders can

make up the difference as NHS UK's Sustainability Fund has done. It is impossible to find flax suitable for sail making so what about a project to examine this and other hard-to-source items. When training an apprentice, why not include a module about what



to do when there is a power cut and the electric tools fail. Let's dig a saw pit and cut up a tree with it.

With our great static ships, often the rig can work. How about engaging people in tacking and wearing ship? Have sound effects, sea shanties and make-believe flung spume if you like, but at least get them pulling on ropes rather than watching an animation of the figurehead telling us she cannot do a thing with her hair because of the salt spray. Generally, wouldn't it be great if people singing shanties could pull on something better than beer? Capstans can turn, messengers can run and nippers can nip. Why not?

Making our activities more real helps retain the link with the past: for example, allowing enough time in the itinerary for arrival under sail more often. Much of the time people could join or leave according to date rather than venue with a minibus taking the strain. It all depends on what is being sold. We can introduce some themed hands-on activities for charterers. I do not mean a replica pilot cutter ranging

MHT - Plotting a course for the future

for miles to find a ship and then boarding it like Somali pirates, but at least it could heave to, launch and recover the punt and row in a seaway. Many do this kind of thing but there is room for more. A lot of sail training for young people is already living and working together in traditional boats. They come with a desire to get involved.

Would Michael Gove put sailing on the national curriculum, and better still, traditional sailing? It is easier to find funding for young people at risk to sail than for the general public, and yet in terms of the future of our maritime heritage it is through an inclusive and active engagement with the latter that we will ensure wider success. We need to reach a critical mass of opinion to ensure we are not viewed as a picturesque adjunct to the shiny marinas which fill our old ports today and whose clients compete with us for space. To make real manoeuvres under sail needs space and time, as well as an understanding harbour office! Every time a member of the public pulls on a halliard we increase the chances of retaining all three, not to mention the chance of a grant from the hard-pressed community charge.

When we talk about heritage we mean everything passed down to us, and not just the convenient parts we cherry pick. We could do with some more joined-up thinking, protecting the remaining facilities and bringing them together with boats and activities, like the Roskilde Viking Ship Museum where people are involved in everything from building to sailing. It seems right to align some modern use with original methods: a steam tug would tow; a fishing boat take people trawling; a sailing barge carry cargo; just add your own example. This keeps skills alive and widens the community of interest, and this is necessary because there is more to maritime heritage than old boats.

Richard works for the Maldon-based Sea-Change Sailing Trust which works afloat with young people.

In August 2012 it recreated the last cargo voyage under sail in the UK, undertaken in 1970 by the *Cambria* from Tilbury to Ipswich.

2013 saw its first course for sailing barge mates.

The Trust plans to build a sailing barge to develop this work carrying trainees and cargo.

See www.seachangesailingtrust.org.uk



As Membership Secretary, I made a presentation at the AGM setting out some thoughts based on my belief that, if the MHT is to have a sustainable future, an increase in membership is essential.

As a newcomer to the MHT, I considered that I was able to think about the future without being too hemmed in by the past and I started my musings by asking the questions:

- Why should anyone join?
- What does the MHT have to offer? which in turn led me to
- What is the MHT and its role?
- What is maritime heritage? and then, if we were successful in increasing membership
- How should we best organise ourselves?
- What activities would enable us to fulfil the role we define?

My conclusions could be regarded as aspirational but a longer term plan is needed - unless we have a destination in mind - it is impossible to start to chart a course.

So what were my conclusions?

First of all, define our understanding of maritime heritage sector to include:

- Vessels - floating or not - seagoing & inland
- Ports and their buildings
- boat building and maintenance skills
- communities on land or at sea
- cultural activities - art, photos, music
- historical people
- historical events
- shipping and crew records
- artefacts in museums etc
- wrecks
- ...and everything else

Secondly define the role of the MHT as:

- act as an umbrella organisation and resource body
- act as a voice for the sector to government at all levels
- encourage the recognition of the value of maritime heritage as a driver for economic development
- increase public awareness of maritime heritage
- encourage collaborative projects within the sector

This could be perhaps briefly summed up in the slogan

Caring, today, for our maritime past to ensure it has a future

Management of a significantly expanded membership could prove difficult for the current Board of Trustees and a second tier is needed in the structure which to some extent this is being implemented by the Trust at present.

So I suggested taking this on step further by the formal adoption of a regional structure - beyond the existing Wales Region - that would comprise semi-autonomous groups taking forward the MHT role in their locality together with more Specialist Sub-Groups - beyond the existing Regulatory Issues Group - that would enable issues with a national and European dimension to be tackled.

In terms of activities conferences, forums and workshops with suitable themes could be suitable events for the Regions to organise and much more. Attendance by the MHT at festivals, shows, etc; active participation in other people's conferences; and promoting maritime heritage stories in the media, should all raise the public profile and support for our agenda.

In summary I see the following benefits that might arise from implementation of my ideas:

- Adopting the broader definition of maritime heritage would give a bigger pool of potential member organisations
- Those involved in running the Regions and Specialist Sub-groups could provide enthusiasts to come forward to the main board
- Above all, the greater numbers attracted by our activities and those of our member organisations would support the viability of more maritime heritage projects

Implementation was not something I ever envisaged would be overnight as it presents such a big challenge. But, as I see it, doing nothing is not an option if the MHT is to have a sustainable future and I hope my presentation will at least help the MHT to get under way.

Trevor Godbold
Membership Secretary



The full Prezi can be viewed at <http://prezi.com/h3q62iquvqr>

What did the Europeans ever do for us?

Take a look at any map of the British Isles, and you will immediately understand why ships and boats played an important role in the daily lives of our most distant ancestors. Fertile river valleys will have hosted their earliest attempts at agriculture, and those early farmers will have developed simple log boats with which to cross the rivers. Our islands are penetrated by long waterways such as the Forth, Severn and Shannon, natural havens where boatbuilding flourished. Gradually increasing confidence led those early pioneers to venture further and further seawards, with the eventual outcome that our islands sent explorers by sea all over the known world and beyond. Our geography also favoured Belfast, Clydeside and the Thames and Tyne valleys as sites for building ocean-going ships, which carried the names of their builders all over the world. Our enduring encounter with the sea has shaped our national character. It may no longer be the case that every family in these islands can claim a relationship with a seafarer, but we regularly use expressions in everyday speech, like *the bitter end* and *by and large*, that we may not realise are part of our maritime heritage.

Within the last 50 years, we have witnessed an increasing appetite for preserving historic ships and boats as evidence of the activities afloat of our fathers and grandfathers. With the huge increase in popularity of recreational sailing have come more opportunities to enjoy the experience of 'traditional' water transport. The Old Gaffers' Association was founded exactly 50 years ago to promote the retention of traditional gaff rig, and continues to prosper. The continued operation of the paddle steamer *Waverley* is thanks to the volunteers of the Paddle Steamer Preservation Society who bought her 40 years ago to prevent her being scrapped. Members of the 40+ Fishing Boat Association are among those who have responded to the contraction of our fishing fleet by taking over decommissioned fishing boats and preserving them at their own expense. Since the 1980s, these and similar historic and traditional ships have regularly attended maritime festivals and rallies in Douarnenez, Brest, Calais, Ostend and other European harbours within easy reach of our shores.

Among the nations rivalling us in its enthusiasm for ship preservation is the Netherlands, where an extensive inland lake system, rigorously managed to ensure safe water levels, favoured the survival of inland water transport long after it had been ousted by rail and



road freight elsewhere in Europe. Cargo vessels on the Dutch inland register were hardly adaptable to containerised freight-carrying, and hundreds found a new life late in the twentieth century carrying passengers on day trips or longer overnight voyages along the scenic waterways which had always been their home waters. Motor- and steam-tugs were similarly cherished in the ownership of smaller Dutch organisations. Today the inland port of Dordrecht is known throughout Europe for its biennial international gathering of historic vehicles and steamships known as *Dordt in Stoom*. Contacts and friendships established at these and similar events have steadily created an informal European fellowship of people active in ship preservation, bringing the realisation that many of the problems and obstacles to be surmounted are the same in various European countries.

In the margins of a museum-led conference in France in 1995, a small group of activists resolved to create a new forum so as to give that spirit of co-operation a more practical expression, and voluntarily established the organisation known today as *European Maritime Heritage*. Heritage Afloat had existed for barely a year when it was nominated to represent UK ship and boat owners and operators at the periodic consultative meetings of EMH, and to collect sufficient funds to pay EMH's subscription of €3000 per year. This responsibility has subsequently been taken on by The Maritime Heritage Trust, which continues to send representatives to the specialist councils and committees through which EMH works to make life easier for traditional boat owners and operators in European waters. Examples

of practical help provided through EMH for such work are not difficult to find.

In 2005 the Environment Directive of the European Commission threatened to prohibit the use of pine tar (known also as Stockholm tar) because of its reputed carcinogenic properties. Such an embargo dismayed thousands of wooden boat-builders throughout Europe who had relied for centuries on the preservative qualities of this traditional protection against wood rot and decay. It is produced by distilling the vapours when pine roots are heated in a stone kiln. EMH turned for support to the Scandinavian regions where wooden churches have been a feature of the cultural landscape for many centuries. With the support of historic buildings agencies in Denmark and Sweden, it was demonstrated that Stockholm tar does not present a significant health hazard when used with normal precautions, such as wearing gloves and avoiding splashes on bare skin or ingestion. Norway, although not an EU member, happily provided evidence to deflect the threat of an embargo, and demonstrated that there is no alternative product which could protect the hundreds of historic wooden churches in Norway as effectively as pine tar. Today it remains in use in many countries of Europe, to the delight of traditional boatbuilders.

Traditional ships, particularly those carrying trainees, are required to carry papers issued by their national certification authority which confirm their suitability to put to sea safely. Early in its existence, EMH made a comparison of the scope of this documentation, and set out to make it more consistent across Europe.(contd.)

Conference Report

Skippers had previously complained that papers which were accepted by their own flag state might not be acceptable to the harbour authorities of other countries which they wished to visit. At a momentous meeting in London in 2005, representatives of nine European maritime administrations (Denmark, Estonia, Finland, Germany, the Netherlands, Norway, Spain, Sweden and the U K) signed a Memorandum of Understanding for the mutual recognition of national certification for the safe operation of traditional ships in European waters. This MoU makes it significantly easier to achieve compliance on cross-frontier voyages within Europe, and is enviously regarded in other regions like Australia/ New Zealand where such voyages take place.

The relentless appetite of property developers for waterside sites has resulted in the loss of many berths used for decades and even centuries to tie up traditional vessels.

The current struggle to prevent further such loss in the port of Faversham exemplifies this; see www.favershamcreektrust.com for the latest situation.

EMH champions the notion of *heritage harbours*, defined areas within existing havens where traditional vessels are actively welcomed, and where their contribution to an historic setting may be recognised by concessionary or free mooring. This concept is widely accepted in the Netherlands and in parts of France and Germany, and an early example in the UK is the Hermitage Community Mooring at Wapping, just below Tower Bridge in London. A community of residential boat owners jointly funded the cost of upgrading an existing commercial mooring with new pontoons and a communal clubhouse see www.hcmoorings.org.

It welcomes visiting vessels if they can demonstrate compliance with the Barcelona Charter, a code of practice for the care and operation of traditional ships which EMH compiled more than a decade ago and which has since been imitated by other preservation movements such as road transport and industrial archaeology. Details of the Charter are to be found on the European Maritime Heritage website www.e-m-h.eu.

The Maritime Heritage Trust is committed to maintaining its support for the work of EMH, and will be happy to convey any concerns felt by individual or group members of the Trust which might benefit from scrutiny at a European level.

John Robinson



National Waterfront Museum, Swansea

Where Waters Meet Waterfront and waterside as a focus for business, science and economic development 16 -17 October 2013, Swansea

A conference, but more than a conference.

Keynote and theme papers were presented on the first day in the Warehouse Gallery, the National Waterfront Museum in Swansea to an audience of more than 200 delegates.

The overarching theme was how communities had utilised their waterfronts or watersides to promote economic development and in doing so had, in many cases, advanced the cause of maritime heritage.

Presenters from Fram Museum in Oslo, Liverpool, Portsmouth Harbour, the small Welsh town of Cardigan, Danish National Coastal Tourism Centre, the Jurassic Coast in Dorset and, of course, Swansea outlined what as currently happening in their communities against the background of their maritime past. We also heard about the threat to many of these communities from rising sea-levels and the need for some lateral thinking if waterfront and waterside assets are to become great places to visit.

An address from Edwina Hart AM CStJ MBE the Welsh Government Minister for Economy, Science and Transport was followed by a question and answer session.

The venue, programme and, to some extent, the participants were rather different for the second day, which was for workshops and discussions on a wide range of topics and held in the Dylan Thomas Centre. One workshop considered the opportunities and challenges faced by the floating heritage with particular reference to Sydney Heritage Fleet and with contribution from MHT's John Robinson. Other themes covered included, "Marine archaeology and wrecks around the Welsh coast"; "The role of museums, libraries and archives"; and the effect of "Homelessness in coastal communities". Concurrently running forums allowed delegates to finish off the day with discussing "Maritime Heritage and Digital Tourism"; "Cruise Tourism, the opportunities for Wales"; and "Creating a Sense of Place - Designing for the Future" especially in our waterside communities.

Linking the two days was a public festival in and around the Maritime Quarter of Swansea. Pubs, hotels, galleries and more opened their doors to exhibitions, maritime themed lectures, debates, a food fair showcasing local seafood and lots of music. An exhibition by local heritage groups and of photographs of the South Wales Ports added a local feel and this was well reported in the press and radio

Maritime Heritage Wales are grateful to all the speakers who contributed; the delegates that enthusiastically too part; and the organisation and businesses that sponsored the event. Putting all these elements together meant another successful major conference based around a maritime heritage theme.

Bernard Maurice See

30th May 1922 - 20th July 2013

33,290 days

My first encounter with Bernard was at the meeting that resulted in the creation of Heritage Afloat in 1994. He was representing the Paddle Steamer Preservation Society. As fellow Founder Members we met regularly, became friends and slowly the true character and lively wit of the man emerged.

He was a quiet unassuming type but his qualities of thoroughness and attention to detail soon became apparent as he took on the task of Secretary to the new organisation and later, as it developed, the role of Company Secretary. It was Bernard who could be relied upon to answer most of the questions asked about how our business be conducted.

Born in Ealing, he grew up in the Brentford area and went to Chiswick Grammar School. At the age of 16 he was an Apprentice Aircraft Instrument Maker at RAF Cranwell and was subsequently posted as an Instructor to the RAF Signals School in Cairo. Whilst at Cranwell he had married Eva and they set up home in Hampton, Middlesex, in 1951. He trained as a teacher in Mechanical Engineering at London University and went on to a degree course at Portsmouth. He spent 11 years at Guildford Technical College before becoming Assistant Education Officer, developing courses in Further Education at Reading and then Cardiff. The family moved and stayed in Cardiff until retirement in 1987 and then ended up in Horsham.

During the service at the Surrey and West Sussex Crematorium there was a salute by a Standard Bearer of the RAFA and the tributes emphasised the breadth of his interests in all matters of heritage that involved 'doing things' with machinery of one form or another.

Tim Wardley, a long time active member of the Paddle Steamer Preservation Society, Vice chairman of the National Piers Society and friend of more than 40 years acknowledged the immense contribution that Bernard had made to Maritime Heritage. Tim passed on the appreciations of our own Chairman David Morgan and of Waverley's Commercial Director, Terry Sylvester. Bernard's great love of theatre organs was also shared with Tim for all that time and with others they formed a 'force majeure' in the conservation and restoration of many significant instruments including that of the 'Apollo' Hammersmith.

Whether it was coastal cruising, steamships, boats, railway locomotives, aeroplanes, model railways, Bernard had been there!

Latterly Bernard spent several years caring for his wife Eva who suffered from dementia and he joined the then Carers Association. After her death in 1995 he continued his involvement with the organisation locally, which led him into Crossroads Care and, predictably, he became a trustee, interim Chair and Company Secretary.

Our sympathy goes out to his daughter Julienne and to all those who enjoyed and benefited from knowing and working with Bernard.

'The other Bernard' - Hales
Trustee and Board Member of The Maritime Heritage Trust

The Last Word

Festivals continue to give us the opportunity to display our historic vessels to engage a wider audience.

A new variant was included as the climax of this year's Thames Festival sponsored by the Mayor of London on a cold Saturday evening in September at Tower Bridge.

A specially commissioned "Steam Opera" of sound and light included bringing back to life the whistle sounds of over 30 long forgotten vessels large and small with steam supplied by a few of the UK's last steam vessel survivors. It was the work of Richard Wilson in conjunction with Zatorski+Zatorski and you can enjoy some of the flavour on YouTube. Search and you will find any number of clips under the heading "1513 A ship's opera".

As usual 2014 will bring a wide variety of historic vessel events and we must think how we can use these to reach people who can help us restore and maintain all aspects of maritime heritage. If you want to be blown away by steam you will not do better than Dordt in Stoom, a fantastic bi-annual event this year on 23,24,25 May - Europe's largest

Henry Cleary

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