

Celebrating The Maritime Trust 1969 - 2005

The Achievement of the Maritime Trust

As a consequence of the restoration of *Cutty Sark*, in 1969 (exactly a century after her launch) HRH The Duke of Edinburgh established The Maritime Trust, chaired by the Duke of Westminster. The Council, Ships Committee and Appeal Committee were composed of the most distinguished members drawn from business and politics as well as the best authorities in the naval, maritime heritage and museum worlds.

Its purpose was “*to do for ships and things maritime what the National Trust did for buildings and land*”. It was to restore, look after and put on display the ships and equipment of interest in the technical, commercial and military history of the UK. The Ships Committee carried out extensive research into the most important surviving British vessels around the world and into standards for ship conservation – in essence it was the forerunner of the current National Historical Ships Committee. Meanwhile, the Founding Fund had by 1972 exceeded its target of raising £1million. Co-ordinated by Richard Hamilton, this sum included one anonymous gift of £350,000; and four gifts of over £100,000 each.

The Maritime Trust was involved in, or responsible for, all the major initiatives in ship and maritime heritage conservation programmes in the UK. For example, in 1971 HMS *Belfast* was taken out of commission and the Maritime Trust obtained the support of an anonymous donor which enabled the establishment of the HMS Belfast Trust under the auspices of the Imperial War Museum. Similarly, when in 1976 Captain Robert Scott’s RRS *Discovery* was “released from her official duties”, the Maritime Trust assumed ownership and launched a second major capital fundraising programme, again for £1million. This was successfully completed in 1979, with three significant gifts of over £100,000 from individual benefactors.

However, the Trust was also involved in numerous other projects: from financially supporting the setting up of a trust to restore HMS *Cavalier* to dry docking *Gannet*, to funding the restoration of Lord St Levan’s 200 year old barge on St Michael’s Mount. The trusts supporting *Warrior* and *Unicorn* both received support as well as advice on its fundraising strategy from the Maritime Trust, as did the SS *Great Britain* Trust for the second phase of its restoration. (as well as advice on its fundraising strategy). The Maritime Trust also helped the Leche Trust purchase the Thames sailing barge *Thalatta* and gave funding to support the investigation of Mary Rose prior to the recovery of the warship. Not only did vessels benefit – direct support and advice on their fundraising was given to help establish the Scottish Fisheries Museum at Anstruther and the Windermere Steamboat Museum.

During this time (1970-1985) *Cutty Sark* was able to contribute over £1million to benefit other ship conservation projects. Following a long period of close collaboration and discussion the *Cutty Sark* Society and The Maritime Trust formally merged their activities in 1989. This gave the Trust the benefit of a premises and staff paid for by the ship and its revenues to re-distribute among its other projects.

The Trust’s fundraising activities continued into the early 1990s with the launch of the Willis Ten. This involved identifying and recruiting 10 major benefactors, each of whom committed £10,000 per annum for 10 years, which would provide essential ongoing support for The Maritime Trust.

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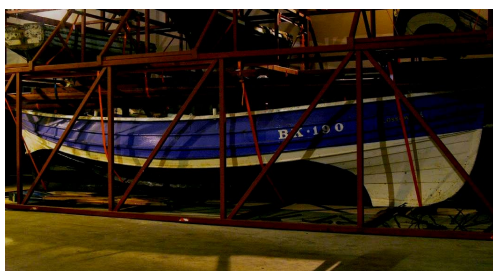
By the late 1970s the Trust had acquired a substantial Historic Ships Collection, which was opened in St Katharine's Dock in London. Nevertheless, by the late 1980s the Trust recognised that, as visitor revenue from both the Historic Ships Collection and then from *Cutty Sark* reduced significantly, it could not continue to provide revenue funding for its fleet on such a scale. It was decided that the on-going survival of the individual vessels in the fleet would be best secured by transferring them singly to dedicated trusts, a strategy that has been entirely vindicated.

The Fleet saved and, at one time owned by the Maritime Trust, today is widely dispersed to local owners



***Barnabas*, 1881**

In April 2005, the HLF awarded the Cornish Maritime Trust funds towards the restoration of *Barnabas*. This grant will ensure that the fishing lugger will be saved and restored to full sailing condition.



***Blossom*, 1887**

Blossom is owned by the Tyne and Wear Museums service and is currently housed at their Regional Museum Store, Beamish



***Cambria*, 1906**

On the National Historic Ships Committee's (NHSC) "At Risk" register, the barge is currently awaiting restoration at the Dolphin Yard Sailing Barge Museum in Sittingbourne, Kent. The aim of the Cambria Trust is to preserve and restore *Cambria* to a sailing condition.



***Cutty Sark*, 1869**

In January 2005, the HLF awarded the Cutty Sark Trust £13 million towards the £25 million project to conserve the vessel. Work is expected to start in autumn 2006.

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RRS Discovery, 1901

Dundee Heritage Trust have recently commissioned an extensive structural survey to assess the condition of RRS *Discovery*. Consequently, *Discovery* needs in the region of £1 million to ensure her long-term survival.



Ellen, 1882

Part of the Cornish Maritime Trust fleet, *Ellen* has spend most of the 2005 sailing season on the Helford, where she has a mooring.



Elswick II, 1913

The *Elswick II* is part of the Tyne and Wear Museums' collection and is currently housed at their Regional Museum Store, Beamish.



HMS Gannet, 1878

A recent £3 million restoration was supported by funds from the HLF, Medway Council and the European Regional Development Fund. The ship is open to the public and is afloat at Chatham Historic Dockyard.

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Gipsy Moth IV, 1966

Gipsy Moth IV was transferred to the UK Sailing Academy (UKSA) in 2004. After being fully restored, she was re-launched on 20th June 2005 and has embarked on a second circumnavigation.

Hope, 1910

Currently at Lowestoft, the dinghy is part of the ISCA collection and will soon be transferred to Eyemouth. There are plans to include *Hope* in a touring dinghy display around the UK.

HSL(S) 376, 1944

Currently in a covered slip, the launch forms part of Chatham Historic Dockyard's small boat collection. She will form part of the Dockyard's open store and conservation workshop project, scheduled to open in Easter 2007 and supported by DCMS and the Wolfson Foundation. Conservation work is planned for the vessel in the future.



Kathleen & May, 1900

Restored to sailing condition by Mr. Steve Clarke, the vessel is currently moored at Bideford.



Kindly Light, 1911

Currently undergoing restoration at Gweek, Cornwall. She is to be re-launched in 2006.

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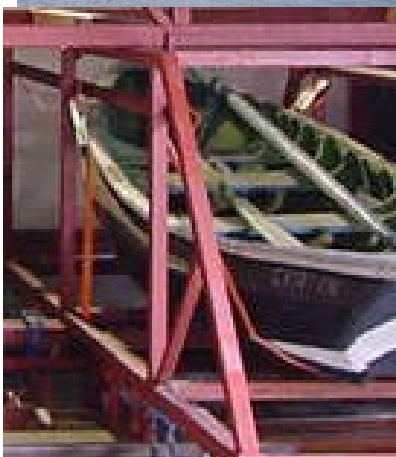
Lively Lady, 1948

Maintained by the Meridian Trust on behalf of Portsmouth City Council, *Lively Lady* has been kept in seaworthy condition and a new circumnavigation is planned.



Lydia Eva, 1930

In July 2005 the HLF awarded £750,000 towards the vessel's preservation. It is currently laid up in Lowestoft, and is on the National Historic Ship Committee's (NHSC) "At Risk" register.



Peggy, 1890/1900

Owned by Tyne and Wear Museums, *Peggy* is housed at their Regional Museum Store, Beamish.

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Portwey, 1927

On charter to the Steam Tug *Portwey* Association, she is based at West India Dock, London and steams on the River Thames.



Provident, 1924

In 1999, *Provident* started working from Brixham as part of the Trinity Sailing Foundation. She can be chartered for holidays and is also used as a sail training vessel.



ss Robin, 1890

Afloat in West India Dock, London, the *Robin* has been restored and converted into a documentary photograph gallery by private owners.



Softwing, 1910

Softwing is owned by the Cornish Maritime Trust and has been completely rebuilt, following considerable damage by water penetration, with a grant from HLF. The vessel is moored off Fish Strand Quay in Falmouth and is in sailing condition.

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Steam Cutter Number 463, 1899

Tragically, the cutter was destroyed in an act of arson in the yard of the Maritime Workshop, Gosport. Only a few fittings now remain. An appeal to HLF was made to build a replica, but this was not successful.

The Maritime Trust: Associated Projects

HMS *Belfast*

The Maritime Trust assisted the HMS Belfast Trust in raising the necessary funds to save the ship from the scrapyards in the late 1960s and early 1970s. A grant of £110,000 from John Smith, through the Maritime Trust, enabled the *Belfast* to be preserved in the Pool of London, where she was moored in October 1971.

Scottish Fisheries Museum, Anstruther

Over £35,000 was raised, with the assistance of the Maritime Trust, to facilitate the growth of the museum, and grants were made for the acquisition and restoration of the fife *Shetlander*. £2,000 was also gifted by the Trust in 1971 to fit out and stock the museum shop. The museum opened in 1969.

Categorisation of historic vessels

Supported by the Leverhulme Trust for three years (1970-72), research was carried out by Richard Rice for the Maritime Trust Ships Committee to prioritise historic vessels in order of danger. This laid the foundation for the work done by the National Historic Ships Committee twenty years later.

Ulster Folk Museum

In the early 1970s, the Maritime Trust advised on fundraising for the steel trading schooner *Result*.

The Valhalla Figurehead Collection

Around 1971, the Maritime Trust accepted the gift of the Valhalla figurehead collection at Tresco, in the Scilly Islands. £6,000 was provided for the restoration of the collection.

ss Great Britain

In 1970, *ss Great Britain* was brought back to Bristol from the Falkland Islands thanks to the support of Jack Hayward, an Honorary Vice-President of the Maritime Trust. The Maritime Trust started working with the *Great Britain* team with the visit of HRH Prince Philip to the ship in 1972, giving invaluable fundraising and technical assistance towards the restoration of the vessel (which cost over £500,000). For example, in 1974 £5,000 was granted by the Maritime Trust to the project, followed by £2,000 in 1975.

National Maritime Museum

In 1972, the Trust assisted the Museum in raising funds for the restoration of Prince Frederick's barge.

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HMS Unicorn

In 1972, the *Unicorn* was dry-docked with the assistance of the Maritime Trust, who also helped with the preliminary survey and plans for the restoration. The Trust also facilitated funding for the restoration works (£5,000 in 1974), and invited Prince Philip to visit and give his support to the project.

TS Foudroyant (HMS Trincomalee)

The Maritime Trust assisted with the dry-docking and survey of the *Foudroyant* in 1972 and donated £1,000 in 1974.

Norfolk Wherry Trust

Supported financially by the Maritime Trust

Paddle Steamer Preservation Society

Supported financially by the Maritime Trust, including the slipping and survey of the *Kingswear Castle* in 1971-72.

East Coast Sail Trust

In the early 1970s the Maritime Trust helped with the purchase of the Thames sailing barge *Thalatta*, securing £5,000 from the Leche Trust, for coastal sailing with young people from London. In 1974 the Maritime Trust donated £250 towards the barge *Sir Alan Herbert*; in 1975 it donated £500 to the organisation.

Fleet Air Arm Museum

In 1974, £50 was donated to the museum by the Maritime Trust.

Sydney Cove Maritime Museum

In 1975, a grant was made by the Trust to the Sydney Cove Maritime Museum, Australia.

The National Trust

The Trust assisted with the restoration of the Tamar barge *Shamrock* by the National Maritime Museum in 1975.

Island Cruising Club

The Maritime Trust chartered the Brixham trawler *Provident* and *Lively Lady* to the club to keep her sailing.

Mary Rose Trust

The Maritime Trust assisted with the investigation of the remains of the warship prior to its recovery. £250 was donated to them in 1977.

Windermere Steamboat Museum

The Maritime Trust helped secure over £70,000 of funding for the formation of the museum. This included a grant of £35,000 from the English Lakes Counties Tourist Board, and over £20,000 from the Trust's general funds. The museum opened in 1977. Prior to this, the assistance of the Maritime Trust allowed for a replica boiler to be built for the steam launch *Branksome*.

Exeter Maritime Museum

The Maritime Trust assisted with the development of the museum's large boat collection, and donated over £1,000 to the museum.

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HMS *Cavalier*

The last World-War Two type destroyer, the Maritime Trust provided funds to establish the HMS Cavalier Trust.

Humber Keel & Sloop Preservation Society

The Trust helped the Society to purchase and restore to sailing condition the keel *Comrade*.

Steam Launch Restoration Group

The Trust aided the Restoration Group with the setting up of a Job Creation Scheme that restored several ex-Royal Navy launches.

Harbour restorations

The ports of Morwellham and Pentewan were restored with funds provided by the Maritime Trust.

Endeavour I

This J-Class yacht was purchased, with a view to restoration, in the early 1970s by a South Coast firm of yacht builders in co-operation with the Maritime Trust.

HMS *Warrior*

When the *Warrior*, then an oiling berth at Milford Haven, was decommissioned by the Ministry of Defence in 1979, the Maritime Trust and the Ships Preservation Trust secured the vessel and subcontracted the restoration work to Gray's Shipyard, Hartlepool. As the vessel was too large for the Maritime Trust fleet, and the cost of the project was £8million, the management of the project passed to John Smith and the Landmark Trust. The restoration work finished in 1987 and the ship was transferred to Hartlepool.

Maritime Workshop, Gosport

The Trust was affiliated with the Workshop, allowing young people to be trained in wooden boat building and repair.

HMS *Bronington*, HMS *President*, HMS *Chrysanthemum*

In the late 1980s the Maritime Trust advised on the future of these vessels, being disposed by the Ministry of Defence.

The Calvert Trust

£600 was gifted to the Calvert Trust in 1989.

HMS *Indefatigable*

£375 was given to the school in 1989, with further grants recorded in 1990, 1991 and 1994.

Sea Cadet Corps (Romsey, Hove and Greenwich Units)

1989 saw the Cutty Sark Maritime Trust give a total of £250 to these Units. In 1990, £100 was granted to the Greenwich Unit.

Greenwich Festival

£1,150 was donated to the Festival in 1989, £1,000 in 1990, and a further £1,000 in 1991.

Pangbourne College

The College received £333 from the Trust in 1989, £1,000 in 1990, and £667 in 1991.

Northampton Association of Youth Clubs

In 1989, £100 was donated to this Association.

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SHARE (Shaftsbury Homes and Arethusa)

SHARE was granted £100 by the Cutty Sark Maritime Trust in 1989.

Royal National Mission to Deep Sea Fishermen

£100 was donated to the Mission in 1989.

Mission to Seamen

The Mission to Seamen accepted £50 from the Trust in 1989.

Sail Training Association

The Cutty Sark Maritime Trust provided £1,000 for berths within the Association in 1989, £1,145 in 1990 and £500 in 1991.

Philip Henman Memorial Window

£100 was made available by the Trust for this memorial window in 1989.

Massey Shaw Preservation Society

In 1990, £250 was given to help preserve the fire-boat *Massey Shaw*.

Lord of the Isles Project

£100 was given to the Project in 1990 for a berth on the TS *Astrid*.

MTB 102 Trust

£500 was donated to this Trust in 1991.

St. Paul's Trust/MV LOACH

In 1991, £500 was given to the Trust for the MV *LOACH*.

Discovery Docklands Trust

£250 was given to the Trust in 1991.

Community Trust of Hong Kong

£100 was donated to the Trust in 1991 in memory of Sir Yue-Kong Pao who died earlier that year.

HM Submarine Alliance

The Maritime Trust assisted with the restoration of this 1945 'A' class submarine.

Lord St. Levan's Barge

The Trust assisted with the restoration of this eighteenth-century barge.

Cornish Maritime Trust

The Maritime Trust awarded a grant to this organisation in 1994.

Southampton University

In 1994, the Maritime Trust awarded a grant of money to Southampton University.