

PRISM Fund Annual Report 2009-2010



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Cover image: Vessels MTB 416 and HSL 102 on the
Solent. © Portsmouth Naval Base Property Trust.

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Introduction

The PRISM Fund supports the acquisition and conservation of heritage objects from the fields of science, technology, industry and medicine. It was established in 1973 in response to the growing public concern that technological change was resulting in the loss of much of Britain's industrial heritage. Since 1973 PRISM has helped hundreds of non-national museums and preservation groups in England and Wales acquire or conserve thousands of objects of industrial or scientific importance.

The Fund aims to support the variety of organisations entrusted with the care of our industrial and scientific heritage, forging links and encouraging best practice.

The Fund was managed by the National Museum of Science and Industry (NMSI) on behalf of the Museums, Libraries and Archives Council (MLA) until 31 March 2003, but since then has been managed solely by MLA. However, MLA continues to take expert advice from the staff of the NMSI as well as from other national museums.

There has been no significant change to the scope of the Fund since its inception except for its extension to include conservation projects in the early 1990s.

This year the MLA allocated £250,000 to the PRISM Fund. This amount has remained the same since 1995, prior to which £500,000 was available each year.

PRISM = PReservation of Industrial and Scientific Material

Summary of grants awarded

There were 32 grants awarded during 2009-2010 worth £220,447.93. Comparable figures for 2008-09 were 34 grants worth £230,953. The average size of a grant was £6,889.00, which is up on last year's average of £6,792.

This year 30 institutions across England and Wales, from fully Accredited museums to small preservation societies, have benefited from PRISM funding. As well as bringing important objects into public collections, the PRISM fund is contributing to their ongoing care. Conservation grants represent 53 per cent of the number of this year's awards (55.5 per cent in 2008-09), accounting for 71 per cent of the total expenditure (65.5 per cent in 2008-09).

The number of applications for rail and water related grants have increased this year, receiving the largest proportions of the fund. Projects funded include the acquisition of two highly important small vessels which played a vital role in securing the Channel leading up to the D-Day landings, and in rescuing thousands of airmen brought down in the sea; and the conservation of Dolgoch, a steam engine which has played a significant and pioneering role in railway heritage.

Our assistance to archive acquisition has remained steady and has made available letters from Thomas Telford, plans for locks in Bristol Harbour and commemorative medical medals.

Three grants totalling nearly £20,000 went to miscellaneous projects: the acquisition of a pre-war Marconiphone television receiver; the conservation of a Brockham lime kiln; and the acquisition of material from the pen manufacturers Gillott and McNiven & Cameron.

All of the objects funded by PRISM through 2009-2010 have a unique or important place within Britain's rich past, and help to connect the public with the country's scientific, industrial or technological heritage.

Table 1 Summary of PRISM Fund awards by category

PRISM Category	2009-2010		2008-2009	
	Number	Amount (£)	Number	Amount (£)
Agriculture	0	0	0	0
Archives	3	£2,182	3	£3,425
Aviation	2	£13,550	4	£4,451
Buildings	0	0	2	£36,594
Geology	2	£6,587.50	0	0
Horology	1	£2,184	1	£13,500
Industry	2	£3,249	3	£35,877
Medicine	2	£2,535	1	£10,000
Miscellaneous	3	£19,440	0	0
Natural History	2	£30,000	2	£2,885
Photography	0	0	0	0
Rail	5	£42,252	8	£56,304
Road transport	3	£13,422	3	£25,999
Scientific instruments	1	£4,990	4	£8,886
Trams	0	0	0	0
Water	6	£80,057	3	£32,100
TOTAL	32	£220,447.93	34	£231,021

Table 2 Summary of PRISM Fund awards by type

PRISM Type	2009-2010		2008-2009	
	Number	Amount (£)	Number	Amount (£)
Acquisition	15	£64,515.50	15	£79,055
Conservation/ Restoration	17	£155,932	19	£151,966
TOTAL	32	£220,447.93	34	£231,021

Details of PRISM Fund grants awarded

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£1,535.25 to the British Dental Association Museum for the conservation of the **Tomes dental chair (6421)**

This chair came from the private practice of Sir John Tomes, an eminent Victorian dentist. The chair was made during the 1860s at a time just before dental chairs were mass manufactured and is an excellent example of its type.

Of the 30 dental chairs in the Museum's collection it is the only one associated with an individual practitioner and is the only known chair in existence that belonged to this leading dentist. Very few examples of early Victorian dental chairs remain in existence, but the significance of this object is not only because of its place with the development of the history of the dental chair but also in its association with Tomes, the founder of the British Dental Association and a great contributor to the dental profession in the UK.



The Tomes dental chair.
Photographer: Filip Gierlinksi.
© British Dental Association.

£1,000 to the Park Pharmacy Trust for transportation of the **Mary Burr Park Pharmacy (6760)**

Mary Burr's pharmacy consists of the wooden shop fittings and contents of a Victorian pharmacy. After its acquisition in the 1980s the pharmacy was erected by the Trust in a museum run by Plymouth Council Museum Service. In 2006 the Trust received notice to quit the museum, so PRISM funded the dismantling of the pharmacy, and now new premises are being negotiated as part of a new heritage development in Plymouth. The Trust found an interim location for the pharmacy to be moved to, where a specialist conservator and carpenter can start putting it back together again in readiness for the new display. PRISM funded the transportation and first phase of rebuilding/conservation.



Interior view of the Mary Burr Park Pharmacy, showing Victorian shop fittings. © Park Pharmacy Trust.

£2,184 to the Ashmolean Museum for the conservation of a **longcase equation clock (6638)**

This clock, made by Joseph Williamson, is a fine example of an equation clock which is designed to tell true solar time by recording the real hours of sunlight using the sundial as well as dividing the day into equal hours. The need to distinguish between apparent solar time and mean solar time had exercised clockmakers since the 16th century. Apparent solar time divides the day into 24 equal divisions, but these do not equate to the sun's motion across the sky which varies during the year. Clocks of this type enabled the variation to be recorded on an equation dial. Very few clockmakers were able to construct such complex devices, and so clocks like this are rare.

"The Ashmolean received funding from the PRISM Grant Fund to help conserve an equation longcase clock in its collection...it looks splendid, and we are all delighted with the results of the work that's been carried out."

– Helen Duncan, Ashmolean Museum

£3,750 to the British Vintage Wireless and Television Museum for the acquisition of a pre-war **Marconiphone 701 television receiver (6639)**

EMI of Hayes Middlesex were chosen by government in the early 1930s to develop a television system which would subsequently be the technology used to deliver the first regular high definition television service launched from Alexandra Palace on 2 November 1936. Prior to the launch EMI produced a range of television sets branded Marconiphone, which were launched in 1936. This particular set is of great importance as it is extremely rare: there are probably little over 120 pre-war television sets in existence and only one other of this model is known to exist.



Longcase equation clock. © Ashmolean Museum.



The Marconiphone 701 television receiver.
© British Vintage Wireless and Television Museum.

£450 to the Institution of Civil Engineers for the acquisition of **letters by Thomas Telford (6727)**

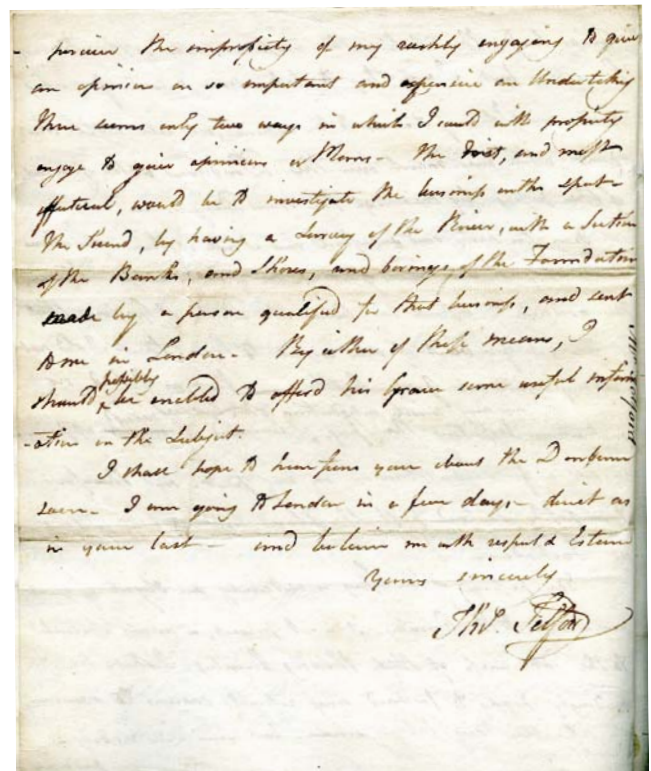
These letters are highly significant as they highlight the collaboration between science and engineering. They are from Telford to Professor Patrick Copland of Aberdeen, discussing projects he is working on (such as surveying in the north, various bridges and their designs and construction) and seeking Copland's opinion. They also mention various other people including Tilloch, editor of the Philosophical Magazine, the Duke of Gordon and Sir William Pulteney. Telford was ICE's First President and the Institution holds the largest collection of his correspondence, so these items are a valuable addition.

£882 to the Thackray Medical Museum Company Ltd for the acquisition of **commemorative medals and archive material (7434)**

This grant was awarded for the acquisition of five prize medals awarded to W R Grossmith between 1851 and 1876, together with a company catalogue and a set of photographs, circa 1920; and two engraved silver prize medals awarded by the Manchester School of Medicine and Surgery in 1833 and 1834.

The firm of WR Grossmith was one of the earliest of its kind, established around 1760 and producing artificial limbs and eyes. The Manchester School of Medicine and Surgery became known as the Manchester Royal School of Medicine and Surgery in 1836 and therefore these two medals date from the very early period of the school, following its establishment in 1824.

The Thackray Museum already holds medals and a catalogue relating to Grossmith and the Manchester Royal School so these acquisitions are an invaluable asset to the collections.



One of the letters from Thomas Telford showing his signature bottom right. © Institution of Civil Engineers.



A Great Exhibition Prize Medal awarded to W R Grossmith for artificial eyes and limbs. © Thackray Medical Museum.

£690 to the Birmingham Pen Trade Heritage Association for the acquisition of **material by manufacturers Gillott and McNiven & Cameron (7528)**

This grant was awarded for the purchase of a display and traveller's sample wallet from Joseph Gillott, and a McNiven & Cameron display case.

Joseph Gillott was one of the major steel pen manufacturers in Birmingham during the Victorian period when the city was at the centre of the world of steel pen making. The display is a rare example of its kind, and few sample wallets match the excellent condition of this example.

Although McNiven & Cameron was a company of Scottish origin, much of the manufacture took place in Birmingham. Items such as this display case are quite rare, and although the contents are not included the Museum already holds some small McNiven & Cameron items which will be enhanced by it. These three items constitute a find of major significance to Birmingham pen trade heritage.

£1,405 to Radstock Museum for **dismantling, transporting and reassembling an Albion printing press (7820)**

Printing has been, and continues to be, a very important industry in the locality of Radstock. This acquisition of a 160 year old printing press with ancillary equipment provides the Museum with a unique opportunity to display that technology of the Victorian Age.

The Albion Printing Press was a major British machine, produced as a competitor to the popular and successful American Columbian Press. This press belonged to the late Joseph Tanner, great great grandson of one of the original partners of the Frome printing company Butler & Tanner Ltd and was used in Frome during the early years of printing in the district. This machine is therefore important from both a local and national perspective.



McNiven & Cameron pen display case.
© Birmingham Pen Trade Heritage Museum.



Detail of the Albion printing press. © Radstock Museum.

£2,550 to Norfolk Museums and Archaeology Service to build and fit a new radiator and bonnet for a 1899 **Panhard et Levassor motorcar (6994)**

This car, an 1899 Panhard et Levassor, is Norfolk's oldest working motorcar and was formerly owned and raced by Charles Rolls (of Rolls Royce fame). It is the only car in the NMAS collection, has a significant and well documented history and is one of only two cars still in existence to have competed in the 'Thousand Mile Trial' of 1900.

In early 2009 it became apparent that the radiator fitted to the Panhard (taken from a 1912 Belsize car) could no longer be repaired and the only practical solution to the problem would be to fabricate a new radiator and bonnet. The design of the new radiator was copied from an original 1898 Panhard car in the Shuttleworth Collection in Bedfordshire.

£5,000 to the Yorkshire Air Museum for the acquisition of a **Thompson Bros. bowser (6366)**

This bowser was rescued from a scrap yard in Woodhall Spa, Lincolnshire. When the bowser was found it was in a poor condition with many parts damaged or broken, but it has now been entirely refurbished, the engine has been completely restored and it runs like new, with every aspect true to its original state.

Research has shown that it was in service at RAF Conningsby and at RAF Woodhall Spa, providing a local historic connection to the Yorkshire Museum.



Panhard et Levassor car, 1899.
© Norfolk Museums and Archaeology Service.

"I am pleased to report that the NMAS Panhard et Levassor is now back on the road and that the radiator project has proved extremely successful. Not only is the look of the car more aesthetically pleasing, more importantly the radiator cools the engine much more efficiently than the original Belsize radiator ever did."

- M Vincent, Norfolk Museums and Archaeology Service



Thompson Bros. Bowser. © Yorkshire Air Museum.

£10,500 to Ipswich Transport Museum for the restoration of **Trolleybus 105 (7895)**

There are currently no working Ipswich trolleybuses in preservation so this restoration project will be a great achievement and will enable the Museum to show the people of Ipswich how people used to travel the city. Although 105 was built post-war the interior was originally fitted with wooden seats as were the wartime 'utility' buses. There are very few buses with this feature and it will therefore be of interest nationally.

When initially acquired by the conservation group this trolleybus had no interior fittings or electrical equipment. PRISM funded the continuation of the restoration work, much of which has been completed over the last four years by a team of museum volunteers.

£8,550 to Yorkshire Air Museum for the conservation of **Dakota G-AMYJ (6685)**

This Dakota is rated as "significant" by the British Aircraft Preservation Council due to its recorded wartime history and condition. The Dakota is probably one of the world's most noteworthy aircraft as it provided the mainstay of air transport during the later years of the Second World War through civilian use up to the present day in remote areas. It first flew in 1933 and had a unique wing design, giving it an almost limitless lifespan.

G-AMYJ is owned by the Museum and has undergone extensive refurbishment (with previous assistance from PRISM) since it was donated to the Museum in 2002. This project takes that initial work forward and brings the plane in line with its original wartime condition, enabling a certain level of mechanical operation to show visitors in much more detail how it operated.



Trolleybus 105 stripped down and ready for restoration.
© Ipswich Transport Museum.



Dakota G-AMYJ. © Yorkshire Air Museum.

£10,000 to Yorkshire Museum for the conservation of

Ichthyosaurus Crassimanus (7708)

This Ichthyosaurus Crassimanus is the type specimen of the species and was originally described by Blake in 'The Yorkshire Lias' in 1876. A type specimen is the original specimen from which the description of a new species is made, and is therefore highly important as type specimens underpin all biological taxonomy. It is believed to have originated in the Loftus Alum Quarry on the Yorkshire Coast, north of Whity. It was donated to the Yorkshire Museum in 1857. Although many fossil reptiles were collected from the alum quarries at Loftus, few have survived to the present day, making this specimen particularly important. The specimen is 10 metres long and shows exceptional anatomical detail.

£4,989.68 to the Royal Institution for the conservation of scientific apparatus from
Faraday's lab (7854)

The Faraday Laboratory holds a wonderful range of over 260 apparatus and curios, from the large glass electrostatic machine to small glass chemical bottles. Faraday's laboratory shows the design and make-up of his laboratory as it was in the 1850s. Faraday conducted his fundamental magnetic experiments in the lower ground floor lab which survived intact from his time until the mid 1930s. Although structurally sound the objects suffer from extensive surface deterioration. PRISM funded the temporary employment of a conservator to prepare 250 items from the Faraday lab for permanent exhibition in the Royal Institution's new museum.



The Ichthyosaurus on display in the Museum. © Yorkshire Museum.



Painting of Faraday's laboratory at the Royal Institution.
© Royal Institution.

£372 to the Aycliffe and District Bus Preservation Society for the conservation of the wheels of an
ex-United Automobiles tow truck (7211)

This vehicle was originally purchased in 1940 as a K-type double-decker bus. It spent 16 years at the Redcar depot and then in Newcastle upon Tyne in that form, before being converted into a tow truck in 1956. It worked in that form until 1978 when it was retired, making it the longest serving vehicle in United's fleet.

The vehicle is currently roadworthy and is regularly displayed at events. The grant from PRISM will enable the vehicle to be returned to an excellent state and continue to be accessible to the public.

£6,500 to the LNER Coach Association for the restoration of **Thompson-designed Third Class Corridor Coach No 1623 (7377)**

The London & North Eastern Railway (LNER) Third Class Corridor carriage No. 1623 was built in 1950 to the design of Edward Thompson and is a unique example of the final form of LNER coaching stock. Post-war LNER coaching stock broke with earlier traditions: the usual materials used for the carriages were in short supply and very expensive, and so cheap and inferior materials were used. The poor quality materials and the outdated construction led to an early demise of this type of carriage, with a service life of less than 20 years. Very few survived into the preservation era. When complete, 1623 will be the only currently operable Thompson-designed corridor compartment carriage; only two others exist, both unrestored.

£10,000 to Talyllyn Holdings Ltd for the conservation of **steam engine Dolgoch (7821)**

Dolgoch was built for the Talyllyn Railway Company in 1866, operated the first public passenger train in that year and has since remained in continuous service of that company. This remains the longest unbroken service history of any locomotive on the railway for which it was built. Most significantly in 1951 the Talyllyn Railway Company was the first railway to enter preservation and Dolgoch the first locomotive to operate in railway preservation. The success of the railway preservation movement rested on Dolgoch's shoulders as the only working locomotive. It remains the sole surviving member of the Fletcher Jennings 'Bb' class of locomotive. The locomotive has been in near continuous service on the railway for which it was built in 1866, so it is of significant historical importance that it continues these duties. Dolgoch is being rebuilt to the original design, appearance and performance.



The new panelling in the toilet compartment. The colour scheme of dark red and cream are as close as possible to the original of which plans remain.
© LNER Coach Association.



Steam engine Dolgoch at Rhydyronen in the 1990s.
© Talyllyn Holdings.

£15,000 to Surrey Wildlife Trust for the conservation of

Brockham lime kiln No 4 (7022)

Brockham Lime Kilns, the sole survivors of two important 19th century lime kiln types, are a Scheduled Ancient Monument and a Grade II Listed Building but sadly they also appear on the English Heritage Buildings at Risk Register, due to their extreme degeneration since their last firing in 1936. Besides their historic value, the kilns are an extremely important habitat for bats (which are highly protected at both UK and European level) which use the structures for summer roosting and winter hibernation. PRISM funded Surrey Wildlife Trust to employ contractors - including a historic brickwork specialist - to partially reconstruct the top section of, and insert an internal concrete cap into the last kiln in need of repair.

£3,395 to Durlston Country Park for the acquisition and conservation of two slabs of Purbeck stone (6846)

The Dorset and East Devon World Heritage Site, 'The Jurassic Coast', stretches from Exmouth in Devon to Studland Bay in Dorset, and has been inscribed on the WH list for its outstanding geology and geomorphology. The Purbeck Beds contain an exceptional assemblage of vertebrate fossils. Fish remains are common and about 30 species have been identified. It is also an important locality for insect remains and around 150 species have now been named. The beds contain one of the richest mid-Mesozoic tetrapod assemblages known, with fauna including amphibians, mammals, and over 40 species of reptiles; turtles, crocodiles, lizards and dinosaurs, complete with associated trackways.

These two blocks of Purbeck Marble are significant in that they show a death assemblage typical of the Purbeck period, and are therefore hold great educational value at a local, national and international level.



The top of kiln 4 before capping. © Surrey Wildlife Trust.



Detail of Purbeck stone, showing pieces including disarticulated sharks, crocodiles and fish, and various gastropods and bivalves. © Durlston Country Park.

£6,000 to UCL Museums and Collections
for the conservation of the
Micropalaeontology Collections (6738)

The UCL Micropalaeontology Collections contains important examples of all types of microfossils in a variety of different forms and media. The collection consists of c.250,000 35mm images of microfossils of all types, plus c.30,000 faunal picked slides and c.20,000 washed sediment residues. Samples span the geological record from the first emergence of microfossil life to the present day, and have been collected from around the globe. In addition to seminal research material the Micropalaeontology Collection also contains material that is historically significant in its own right, including thin sections of material collected on the HMS Challenger expedition of important type material and Terquem type specimens from his famous 1862 monograph on benthic foraminifera.

£20,000 to Oxford University Museum of
Natural History for the conservation of the
**Hope-Westwood and William Burchell
Diptera collections (6627)**

The Hope-Westwood and William Burchell Diptera collections are an incredibly significant point of reference for scholars and researchers. Westwood described over 200 species of Diptera as well as exchanging and purchasing material from many entomologists. William Burchell travelled in South Africa between 1810 and 1815, collecting over 10,000 specimens, and in Brazil between 1825 and 1830, collecting a further 16,000 insects.

The collections were examined by world experts during 1890 to 1910 and confirmed to be of significant scientific importance. PRISM funded the re-housing, re-curation and systematic re-arrangement of the collections.



An example of a fossil image.
© University College London Museums and
Collections.



One of the re-curved drawers from the Hope-Westwood and William
Burchell Diptera collection.
© Oxford University Museum of Natural History.

£20,000 to the Portsmouth Naval Base Property Trust for the acquisition of small vessels MTB 416 and HSL 102 (6763)

During the 2nd World War high speed launches were built to engage in operations which involved the ongoing battle for control of the English Channel and North Sea, campaigns in Norway, and major operations in the Mediterranean. These craft played a vital role in securing the Channel leading up to the D-Day landings, and in rescuing thousands of airmen brought down in the sea around the British Isles.

Motor Gun Boat 81 and High Speed Launch 102 are outstanding examples of this type of warship and are on the list of the 200 vessels which form the National Historic Fleet. These are two of only four vessels in the UK which are in a fully operational condition and in their wartime configuration. Both vessels have distinguished war records and together they form a unique partnership.

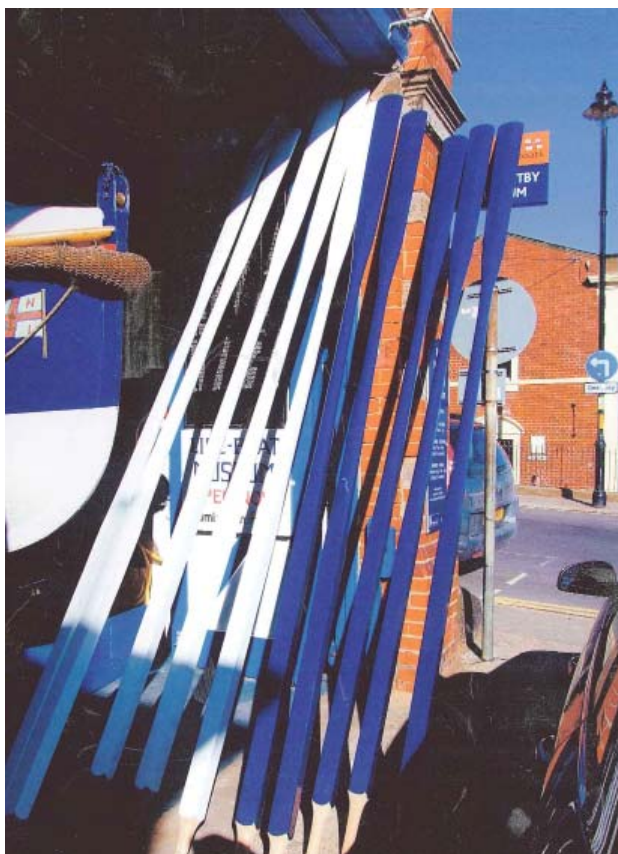
£1,557 to the Whitby Historic Lifeboat Trust for the acquisition of a set of oars (6726)

The lifeboat for which the oars are being purchased is highly locally significant, with a distinguished rescue history. It has been restored as a working exhibit and so requires new, strong oars in order to continue with this work. Experts advised that as the original oars are not part of the intrinsic structure of the vessel, historical and conservation integrity is not lost by using new ones. The original oars will be retained for research and have been used as templates for their replacements.



Vessels MTB 416 and HSL 102 on the Solent.

© Portsmouth Naval Base Property Trust.



The replacement oars leaning against the boat house.

© Whitby Historic Lifeboat Trust.

£20,000 to the Swansea Museum for the restoration of **Olga, a 1909 pilot cutter (7709)**

Olga celebrated her 100th birthday this year and is one of the larger surviving Bristol Channel pilot cutters. She is a valued member of the National Historic Fleet and representative of a now famous group of vessels which tell the story of the British shipping industry. Pilot cutters were built for speed and had excellent sailing qualities, racing against their contemporaries to be the first to put the pilot on board an incoming ship. The majority of the surviving Bristol Channel pilot cutters have had extensive alterations, but Olga still retains her original shape and features despite new beams and deck. Olga has recently participated in the BBC series 'Coast' and a programme on 'The Boats that Built Britain'.



Olga, the 1909 pilot cutter. © Swansea Museum.

£8,500 to the Daniel Adamson Preservation Society for the conservation of the **steam engines (7703)**

The Daniel Adamson was saved by the society from being broken up in 2004. She is one of the few survivors of her age, and the only twin screw steam powered passenger carrying tug in the country. She is of great importance to the area as she was based for over 60 years at Runcorn and spent her time from 1921 to 1985 operating on the MSC. Since taking the Daniel Adamson to Liverpool in March 2004 over 50,000 hours of volunteer labour have been expended on working on the tug plus thousands more in support work away from the dock.

PRISM funded the continuation of this work by restoring the two compound steam engines which power the boat, along with auxiliary equipment located in the engine room. Once restored the Daniel Adamson will be put back into service carrying passengers on the Mersey Estuary, the MSC and the River Weaver.



The Daniel Adamson.
© Daniel Adamson Preservation Society.

£20,000 to the Medusa Trust for the internal re-fitting of **HMS Medusa (7526)**

Medusa is designated as a “Core Collection” vessel by the National Historic Ships Committee in recognition of her national importance for both her historical significance and the innovative construction techniques used when she was built in 1943. The overall objective of this project is to restore/conservate the vessel such that she can remain afloat in operational condition and be available for the public to understand what it was like to serve on a small vessel in World War 2. In particular it will be possible to display the range of navigation technology that made D day possible in its correct setting.

£1,844 to the Robey Trust for the acquisition of **a stationary steam engine (7529)**

Of the huge variety of engines and equipment made by Robeys over their century-long existence, one unusual product was the ‘Double-Diagonal Engine’ supplied to the textile industry, which drove a set of 3 rolls, rather like an old-fashioned mangle. This example came from the Barracks Fabric Printing Co. in Macclesfield, and is the last steam engine in the UK textile industry. This engine is unique, complete and in full working order, and as such is an extremely valuable addition to the Robey Trust’s collection.



HMS Medusa. © Medusa Trust.

“The project has taken the vessel from looking complete externally and suitable for display to the public as a static object back to the stage where she can be considered operational. She has started to attend public engagements and was present at the 150th anniversary of the Sea Cadets as well as providing scattering of ashes service for former HDML crew.”

- Alan Watson, The Medusa Trust



Robey stationary steam engine. © Robey Trust.

£10,000 to the RJ Mitchell Memorial Museum Ltd for the acquisition and transportation of **Light Vessel LV78 (7645)**

LV78 has been registered on the National register of Historic Vessels since 1996 and is one of only eighteen other vessels of this type now listed. She was built in 1914 by JI Thornycroft & Co Ltd and was smaller than other light vessels, being designed for inshore waters. She served first in the Thames at the Mouse, later at the Mid-Barrow and then at Calshot Spit, where she remained in service until 1987. She has considerable local significance due to her service at Calshot Spit which brought connections with the flying boats and the ocean liners, as well as her subsequent public display at Ocean Village. She is an eye-catching vessel, and her original construction drawings survive, allowing for a good interpretation of light vessel history. Ultimately LV78 will be opened to the public and fully interpreted as a working light vessel.

£4,000 to Railway Vehicle Preservations Ltd for the acquisition of **BR Mk1 Post Office Sorter No 80301, 1959 (7992)**

Vehicle number 80301 is one of only two vehicles of its original batch that was saved for the public. Initially restored in 2001 it ran on the Great Central Railway for several years, and was generally used to demonstrate the sorting of mail on the move.

80301 constitutes an essential part of the collection as it is the only one of its type fitted with exchange equipment (the later built ones never had this fitted).

80301's current condition remains good, although with its initial restoration now ten years ago a further repaint and some bodywork attention is expected in 2011.



Light Vessel LV78 in her new position.
© RJ Mitchell Memorial Museum.



BR Mk1 Post Office Sorter No. 80301.
© Railway Vehicle Preservations Ltd.

£9,251.50 to the SVR Rolling Stock Trust for the **restoration of Carriage 2886 (6585)**

Carriage 2886 is one of the very first batch of LMS period III 6-wheeled parcels/brake vans. It has been on the Severn Valley Railway (SVR) since 1972 and initially it ran in service until 1976 when the then owner started much needed body repairs. PRISM funded the rebuilding of the body to form a sound shell as the SVR Rolling Stock Trust would like to restore it to working order to complement the collection. After restoration is complete the SVR will operate the carriage with the rest of the LMS vehicles in exchange for its future upkeep.



The exterior of Carriage 2886 after the restoration work was completed. © SVR Rolling Stock Trust.

£12,500 to the LNER Coach Association for the acquisition of an **East Coast Joint Stock 1894 3rd class carriage (7414)**

ECJS 189 is a highly significant carriage for both the London and North Eastern Railway (LNER) Coach Association and for the national representation of railway carriages. It is one of the earliest restaurant cars in preservation, and is possibly the oldest third class dining car as the ECJS was an innovator in introducing such facilities. In terms of national representation of railway carriages, therefore, 189 is an important survivor from a transition period when the bogied carriage was beginning to find increasing favour but six wheeled carriages were still being built in substantial numbers for front-line services, and helps to demonstrate the evolutionary design process followed by the LNER and GNR (Great Northern Railway).



The East Coast Joint Stock dining car after restoration. © LNER Coach Association.

£850 to Bristol City Museum and Art Gallery for the acquisition and conservation of a bound volume of plans of new locks for **Bristol Harbour 1869-70 (6769)**

William Jessop's Floating Harbour at Bristol opened in 1809, creating the world's largest stretch of artificially impounded water in the world from the former tidal course of the river Avon through the centre of Bristol.

Due to the increase of size in the ships using the Harbour over the next 75 years a series of improvements were pushed through in the 1860s and 70s, including the provision of a heavy lift crane, the construction of railway-served wharves and the excavation of two new entrance locks. This folio represents a complete record of the locks and surrounding works, and the plans will immediately have a practical use as reference material for the Docks Engineers who are currently engaged in re-equipping the lock gates and cills.

During the year, three additional grants for acquisitions were withdrawn because the applicants failed to secure the objects at auction. No applications were withdrawn due to difficulties raising matching funding.

Previous PRISM-funded projects

Ongoing

The Daniel Adamson

Work continues on the Liverpool based Daniel Adamson, the only steam-powered tug surviving in the UK. The dedicated team of volunteers at the Daniel Adamson Preservation Society are aiming to get the boat up and running as an historic tug. PRISM's involvement dates back to 2004 when a grant was provided towards work on the hull. This was followed by a further grant in 2006. As stated earlier in the report, current work is focusing on returning the engine to working order, and carrying out a deep clean of the vessel.

Complete

ss Great Britain – The Brunel Institute

In 2007-08 PRISM funded the acquisition of a model of the ss Great Britain as seen in 1846 by the Reverend William Mowll. This model is to be housed in the David MacGregor Library at the Brunel Institute, a purpose-built conservation and learning centre currently being built next to the ss Great Britain. Alongside the library, the Institute will contain a state-of-the art archive vault, conservation suite, teaching rooms and a lecture theatre. The Trust's archive collections and those of the University of Bristol will be housed in the Institute. It is due to open in late 2010.

If you have been involved with a project funded by PRISM, please get in touch with an update.

Acknowledgements

Thanks are due to the many curators at national museums and other professionals who have provided expert assessments of the applications. Without their contribution of time and expertise the PRISM Fund would not be possible.

Paula Brikci
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Annex - PRISM grants 2009-10

ID Number	Organisation	Description	Grant Amount	Type
6627	Oxford University Museum of Natural History	Conservation of Hope-Westwood and William Burchell Diptera collections	£20,000.00	Natural History
6763	Portsmouth Naval Base Property Trust	Acquisition of small vessels MTB 416 and HSL 102	£20,000.00	Water
7709	Swansea Museum	Restoration of Olga, 1909 pilot cutter	£20,000.00	Water
7526	The Medusa Trust	Internal re-fitting of HMS Medusa	£20,000.00	Water
7820	Radstock Museum	Dismantling, transportation and reassembly of Albion printing press	£1,405.00	Industry
7022	Surrey Wildlife Trust	Conservation of Brockham lime kiln No4	£15,000.00	Misc
7414	LNER Coach Association	Acquisition of an East Coast Joint Stock 1894 3rd class carriage	£12,500.00	Rail
7895	Ipswich Transport Museum Ltd	Restoration of trolleybus 105	£10,500.00	Road Transport
7645	RJ Mitchell Memorial Museum Ltd	Transportation of Light Vessel LV78	£10,000.00	Water
7708	Yorkshire Museum	Conservation of Ichthyosaurus Crassimanus	£10,000.00	Natural History
7821	Tallyllyn Holdings Ltd	Conservation of steam locomotive Dolgoch	£10,000.00	Rail
6585	SVR Rolling Stock Trust	Restoration of Carriage 2886	£9,251.50	Rail
6685	Yorkshire Air Museum	Conservation of Dakota G-AMYJ	£8,550.00	Aviation
7703	The Daniel Adamson Preservation Society	Conservation of steam engines	£8,500.00	Water
7377	LNER Coach Association	Restoration of Thompson-designed Third Class Corridor Coach No 1623, stage 3	£6,500.00	Rail
6738	UCL Museums and Collections	Conservation of Micropalaeontology Collections	£6,000.00	Geology
6366	Yorkshire Air Museum	Acquisition of a Thompson Bros. bowser	£5,000.00	Aviation
7854	Royal Institution	Conservation of scientific apparatus from Faraday's lab	£4,989.68	Scientific Instruments
7992	Railway Vehicle Preservations Ltd	Acquisition of BR Mk1 Post Office Sorter No.80301, 1959	£4,000.00	Rail
6639	British Vintage Wireless and Television Museum	Acquisition of a pre-war Marconiphone 701 television receiver	£3,750.00	Misc
6994	Norfolk Museums and Archaeology Service	Building and fitting a new radiator and bonnet for an 1899 Panhard et Levassor motorcar	£2,550.00	Road Transport
6638	Ashmolean Museum	Conservation of a longcase equation clock	£2,184.00	Horology
7529	Robey Trust	Acquisition of stationary steam engine	£1,844.00	Industry

Continued...

ID Number	Organisation	Description	Grant Amount	Type
6726	Whitby Historic Lifeboat Trust	Acquisition of oars	£1,557.00	Water
6421	British Dental Association Museum	Conservation of Tomes Dental Chair	£1,535.25	Medicine
6760	Park Pharmacy Trust	Transportation of the Mary Burr Park Pharmacy	£1,000.00	Medicine
7434	Thackray Medical Museum Company Ltd	Acquisition of commemorative medals and archive material	£882.00	Archives
6769	Bristol City Museum and Art Gallery	Acquisition and conservation of a bound volume of plans of new locks for Bristol Harbour 1869-70	£850.00	Archives
7528	Birmingham Pen Trade Heritage Association	Acquisition of pen-related material by manufacturers Gillott and McNiven & Cameron	£690.00	Misc
6846	Durlston Country Park	Acquisition and conservation of two slabs of Purbeck stone	£587.50	Geology
6727	Institution of Civil Engineers	Acquisition of letters by Thomas Telford	£450.00	Archives
7211	The Aycliffe and District Bus Preservation Society	Conservation of the wheels of an ex United Automobiles Tow Truck	£372.00	Road Transport



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