



PRISM Fund Annual Report 2006/07



Cover:

The Queen of Rookhope, a fluorite gemstone from Co Durham, one of a collection of gemstones acquired by Yorkshire Museum with support from the PRISM Grant Fund

© Photographers: Lindsay and Patricia Greenbank

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Introduction

The PRISM Fund supports the acquisition and conservation of heritage objects relating to all fields of the history 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 over 400 non-national museums and preservation groups in England and Wales acquire or conserve over 2,000 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. Applications for conservation grants continue to outnumber those for acquisitions, both in terms of the number of applications and the amount requested.

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

Summary of PRISM Fund grants awarded

There were 32 grants awarded during 2006-2007 worth £237,748. Comparable figures for 2005-06 were 36 grants worth £272,541, including an underspend from 2004-05 which had been carried forward. Unlike last year, when the Fund was forced to close in December because the sum available had been fully allocated, it was not necessary to close the fund early this year.

The PRISM Fund has provided assistance to a range of institutions across England and Wales. This year 29 institutions, 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 also contributing to their ongoing care. Conservation grants represent 62.5% of the number of awards (61% in 2005-2006), and this accounts for 62% of the total expenditure (55.3% in 2005-2006).

The items for which grants are offered continue to be similar to previous years, with transport-related projects dominating, particularly rail transport. This year there are some particularly good examples of natural history and geological material. All of the objects are significant to our scientific, industrial or technological heritage, and many are absolutely unique. There are also some unusual objects, such as 'Fred', a 19th century diving suit, and a papier-mâché model of a caterpillar.

Table 1 Summary of PRISM Fund awards by category

PRISM Category	2006-2007		2005-2006	
	Number	Amount (£)	Number	Amount (£)
Agriculture	3	5,450	0	0
Archives	2	4,617	4	61,000
Aviation	2	10,000	5	33,412
Buildings	0	0	3	19,711
Geology	4	31,585	0	0
Horology	1	3,785	2	12,500
Industry	2	36,000	6	24,949
Medicine	2	5,153	0	0
Miscellaneous	0	0	0	0
Natural History	3	20,385	3	26,167
Photography	0	0	0	0
Rail	6	51,841	0	0
Road transport	1	8,000	4	32,200
Scientific instruments	2	7,932	3	28,250
Trams	1	20,000	1	20,000
Water	3	33,000	5	14,353
TOTAL	32	237,748	36	272,541

Table 2 Summary of PRISM Fund awards by type

PRISM Type	2006-2007		2005-2006	
	Number	Amount (£)	Number	Amount (£)
Acquisition	12	90,905	14	121,545
Conservation/Restoration	20	146,843	22	151,000
TOTAL	32	237,748	36	272,541

Details of PRISM Fund grants awarded



Steam powered tug/tender 'Daniel Adamson'
© Photographer: Nigel Bowker

£8,000 to the Daniel Adamson Preservation Society for the conservation of the 'Daniel Adamson'

The 'Daniel Adamson', an early 20th century steam powered tug/tender with a strong connection to the Merseyside area, holds designated status on the National Register of Historic Ships. She is being restored in order to return her to service as a working passenger vessel.



Jaguar SS1 Tourer
Photographer: Tony O'Keefe
© Jaguar-Daimler Heritage Trust

£8,000 to the Jaguar Daimler Heritage Trust for the acquisition of a Jaguar SS1 Tourer

The 1933 SS1 Tourer was the first open car that was made by the Swallow Coachbuilding Company of Coventry, later to become Jaguar Cars. It illustrates an important stage in the early evolution of Jaguar as a maker of high performance luxury cars. This particular model is the only one in a UK public collection, and has been undergoing careful restoration.



1943 WACO 'Hadrian' CG-4A Assault Glider
Photographer: Ian Reed
© Yorkshire Air Museum

£5,000 to Yorkshire Air Museum for the conservation of a 1943 WACO 'Hadrian' CG-4A assault glider

The Hadrian was a cargo and troop glider used by British and US forces during and after World War II. Constructed of wood around a tubular steel frame and covered with canvas, it often crash landed, so surviving examples are understandably rare. This frame was donated to the museum and will be reconstructed to original specification before going on display in the Main Hangar.



Fluorite from Heights Mine, Weardale
© Photographer: David Hacker

£10,000 to Killhope Lead Mining Museum for the acquisition of a collection of fluorite crystals

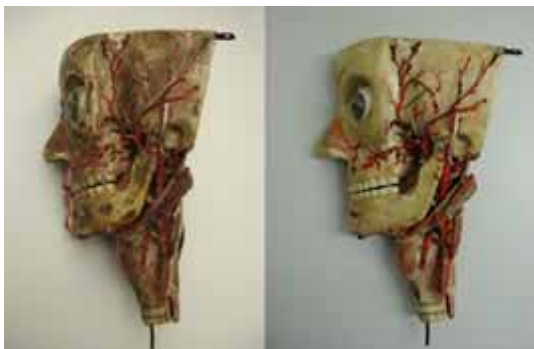
The mines of the North Pennine orefield (in the middle of which Killhope is situated) have produced world-class mineral specimens to be found in museums around the world. The David and Elizabeth Hacker collection is acknowledged as one of the best collections of North Pennine fluorites in the country, and will pay tribute to the heritage of this once important mining area.



Fossil Echinoids from the Norman Peake donation
Photographer: Nigel Larkin
© Norfolk Museums and Archaeology Service

£5,000 to Norfolk Museums and Archaeology Service for the conservation of the Norman Peake donation

Norman Peake is a Norfolk geologist whose collection of approximately 6,000 fossils, rocks, minerals and crystals, together with books, journals and manuscripts, was donated to Norfolk Museum in 1995. About half of the specimens are fossilised echinoids (sea-urchins), mostly from Norfolk, which represent an internationally valuable scientific resource. The geological material will be cleaned and transferred to standard archival storage media and the accompanying documentation, including the specimen labels, conserved.



Auzoux model showing the head before and after conservation
© Photographer: Deborah Bates, Conservator

£3,878 to the British Dental Association Museum for the conservation of an anatomical teaching model by Dr Auzoux

Dr Louis Auzoux (1797-1880) was a French anatomical model-maker whose papier-mâché models of humans and animals were widely used to teach anatomy. This rare, near life-size, model is of a male figure in 25 dissectible parts, and was used to show the role of a healthy body in making healthy teeth. Conservation of the metalwork has recently been completed, and the PRISM grant will help fund the conservation of the paper work, bringing the model up to a structurally sound and displayable standard.



Jones Combine Harvester
Photographer: Carly Williams
© Greenfield Valley Trust Ltd

£1,925 to Greenfield Valley Museum, Flintshire, for the conservation of a Jones combine harvester

This combine harvester was included in the Rural Museums Network 2004 survey as one of the top ten combines in UK museum collections in terms of significance, but its ranking was brought down due to its poor condition. PRISM funding will pay for a professional conservator to draw up a conservation plan and then provide training for volunteers to carry out the work under supervision.



'Lydia Eva' Steam Drifter
Photographer: Ken Kent, 1976
© Lydia Eva and Mincarolo Trust Ltd

£20,000 to the Lydia Eva and Mincarolo Charitable Trust, Great Yarmouth, for the conservation of the 'Lydia Eva'

The Lydia Eva, built in King's Lynn in 1930, is the last surviving steam herring drifter with original steam plant. She is on the Core Collection List of the National Register of Historic Vessels, and represents the importance of the East Anglian herring fishery. PRISM funding will support the restoration of the hull, as part of a larger project to restore the entire vessel to steaming condition.



Hawell Catalogues
Photographer: Helen Kendall
© Middlesbrough Council

£617 to the Dorman Museum, Middlesbrough, for the conservation of the Hawell catalogue

When the Rev. John Hawell died in 1904 his collection of over 40,000 items of natural science specimens was bequeathed to the Dorman Museum. This catalogue in nine volumes is the primary source for the documentation of the specimens, a collection of great regional significance.



Early 20th century farm wagon
Photographer: John Fletcher
© Isle of Wight Heritage Service

£2,500 to the Isle of Wight Museum Service for the conservation of a farm wagon

This wagon, with a painted inscription reading “Osmans Sheepwash Farm 1932”, is one of the last traditionally manufactured farm wagons from Calborne on the Isle of Wight. Unlike most surviving horse-drawn agricultural vehicles on the island, which have been over-restored, this cart retains some of its original blue and red paintwork, the ‘signature’ of the Calborne-made wagons. A minimal restoration approach will ensure the preservation of this paintwork.



Album of photographs of the Royal Institution
Photographer: Jane Harrison
© Royal Institution

£4,000 to the Michael Faraday Museum at the Royal Institution for the conservation of four photographic albums

The albums contain images of the laboratories, lecture theatre and other rooms of the Royal Institution taken between approximately 1890 and 1910 by Katharine M. Reynolds (c.1855-1932). The grant will enable the conservation of the four albums and the photographs within, so that they can be made accessible to the public both physically and via the Royal Institution’s website.



Fossil ichthyosaur
Photographer: Mike Cawte
© Lyme Regis Museum

£3,850 to the Lyme Regis Museum for the acquisition of a fossil ichthyosaur

This well-preserved specimen from the British Lower Liassic, probably *ichthyosaurus communis*, is of local and national scholarly significance. It is rare because, in addition to the skeleton, it also includes preserved stomach contents and skin. Further research could provide information on diet, palaeoecology and skin structure.



Carwitham Architectonic Sector
© Museum of the History of Science,
University of Oxford

£4,861 to the Museum of the History of Science (MHS), University of Oxford, for the acquisition of an architectonic sector

Architectonic sectors were calculating instruments which embodied the proportions of the classical orders, allowing them to be scaled to fit any architectural scheme. Made to a design by Thomas Carwitham in London in 1730, and finely finished in silver, this specimen is an extremely rare example of the first of the English designs of architectonic sector. The MHS has the most significant collection of these instruments in the world.



Clayton & Shuttleworth portable steam engine
Photographer: William Phillips
© Museum of English Rural Life

£1,025 to the Museum of English Rural Life, Reading, for the conservation of a portable steam engine

This 1877 Clayton and Shuttleworth Portable Steam Engine was donated to the Museum of English Rural Life in 1951 as one of its first accessions, and is still in its original un-restored condition. The PRISM grant will fund the manufacture of a replica chimney base, using the original broken chimney base as a pattern, so that the chimney can be returned to its original upright position.



'Lewin' steam locomotive No. 18
© Photographer: Tony Bowles, 1964

£20,000 to Beamish, the North of England Open Air Museum, County Durham, for the conservation of a 'Lewin' steam locomotive

This 0-4-0 saddle tank steam locomotive, built in 1877 by Stephen Lewin, operated for some 93 years at Seaham Harbour, Co Durham. It is an important part of the story of the North East's coal industry. The project, whose aim is to restore it to working order in its 1936 condition, represents a new approach to the restoration of steam locomotives.



Portunus sanguinolentus (Herbst) – Three-spot swimming crab.
Photographer: R.Hale
© Oxford University Museum of Natural History

£7,460 to the Oxford University Museum of Natural History for the conservation of a dry crustacean collection

This collection of over 12,000 individual crustacean specimens is of great scientific importance to taxonomists. It comprises several discrete collections acquired between 1849 and 1942, including material collected by Charles Darwin during the voyage of *The Beagle*, but the bulk of the material has remained un-curated for many decades, making it inaccessible to scholars and visitors. PRISM Funding will support the appointment of a temporary technician to conserve the material and transfer it to conservation-grade storage media.



Kington plateway wagon
Photographer: Kate Andrew
© Herefordshire Heritage Service

£6,000 to Herefordshire Heritage Service for the conservation of a Kington plateway wagon

This wagon is a rare survival from the early days of railways. It was manufactured in Kington, Herefordshire, in c.1820, and was used on the plate railway between Herefordshire and Wales. A network of these plate railways, which pre-dated the steam railways, connected Herefordshire with the collieries of South Wales. The surviving base and metal ribs of the wagon will be conserved and structurally stabilised to allow for display and interpretation.



Broad Gauge railway turntable
© Photographer: Great Western Society

£2,325 to the Great Western Society, Didcot, Oxfordshire, for the conservation of a broad gauge railway turntable

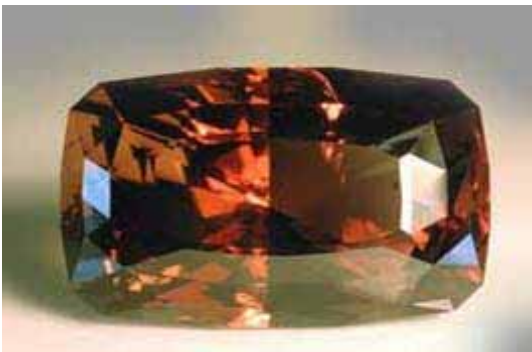
This object is the only known example of an original broad gauge turntable to survive from the Cornwall Railway. It will form an important part of the interpretation of Brunel's broad gauge railway system, exhibited at the Great Western Society's Museum at Didcot, the only site in the UK with an operating Broad Gauge track.



Luton tramcar No. 6
Photographer: Chris Grabham
© Luton Museums Service

£20,000 to Luton Museums Service for the conservation of Luton Tramcar Number 6

The last Luton tramcar in existence, Tramcar No. 6 (of an original stock of 13) had been used as a site office for an engineering firm in Dunstable, and as a farm shed in Oxfordshire, before being acquired by Luton Museums Service. It is a significant object, not only for the history of trams, but also for the social history of Luton. After conservation the tramcar will go on display at the newly developed Stockwood Discovery Centre.



The Queen of Rookhope, a fluorite gemstone
© Photographers: Lindsay and Patricia Greenbank

£12,735 to Yorkshire Museum for the acquisition of a collection of fluorite gems

The Queen of Rookhope, 346 carats, was cut from a damaged crystal found at Boltsburn Mine, Rookhope, County Durham, and is one of 29 gemstones in this collection. They were all cut from fluorite crystals gathered from the North Pennine Hills, a classic locality for this mineral. Such specimens are generally considered of world-class as well as local importance, and reflect the rich mineral heritage of the region.



Printed astrolabe sheet by Adrian Zeelst, 1602
© Museum of the History of Science, University of Oxford

£3,071 to the Museum of the History of Science, University of Oxford, for the acquisition of a set of astrolabe sheets

These nine printed sheets were made by Adrian Zeelst in Liège in 1602, as illustration plates for a book, and were designed to be made up into several different types of astrolabe. Printed paper astrolabes were relatively common in 16th – 17th century Europe but are now rare because they were not prized, and were not so robust as those made of brass. The MHS has the finest and largest collection of astrolabes in the world, and also owns one of the only four copies in existence (without the plates) of the book for which the illustrations were originally made.



Detail of Doxford Diesel Engine
© Photographer: Geoff Challinor

£16,000 to the Anson Engine Museum, Poynton, Cheshire, for the acquisition of a single cylinder Doxford Diesel Engine

This engine was manufactured by Doxford in Sunderland in 1956 as an experimental research engine. The trials carried out on the engine allowed Doxford to develop a new series of ships' propulsion engines that were to transform marine diesel engines and the fortunes of the works. The experimental engine was then donated to South Tyneside College in 1967. No longer required by the college, it has now been donated to the Anson Engine Museum. The PRISM Fund grant contributed to the costs of dismantling, transporting and reassembling the engine.



Steam locomotive No 44 'Conway'
© Photographer: David Monckton

£9,463 to Middleton Railway Trust, Leeds, for the acquisition of a steam locomotive No. 44 'Conway'

Locomotive No 44 'Conway' was manufactured in 1933 by Kitson & Co of Leeds to a design by another Leeds-based company which had closed down. It helps to tell an interesting story about the history of industrial railway locomotive building in Leeds, and how, over a period of 25 years, the same locomotive was built for the same purpose by three different firms.



Papier-mâché and gesso anatomical model of a caterpillar by Dr Auzoux
© Photographer: Prudence Cuming Associates Ltd

£7,050 to the Whipple Museum of the History of Science, Cambridge, for the acquisition of a model of a caterpillar

Dr Louis Auzoux was a leader in the field of papier-mâché anatomical model making in the 19th century and the exceptional quality and accuracy of his models makes them important objects for the study of the history of science and science education. This papier-mâché and gesso model of a caterpillar is 29 inches long, disassembles into several parts, and is housed in its original pine box.



19th century hand-painted plaster models of mushrooms
© Photographer: Prudence Cuming Associates Ltd

£5,875 to the Whipple Museum of the History of Science, Cambridge, for the acquisition of eight display boxes containing plaster models of mushrooms

These models, made in Germany in the late 19th century, fit in well to the Whipple Museum's existing collection of mushroom models, and their extensive collection of botanical teaching models. On the inside flap of each box of hand-painted models are printed labels in both Latin and German corresponding to the individual specimens.



Third Class Corridor coach No. 1623
© Photographer: Murray Brown

£7,903 to the LNER Coach Association for the conservation of Thompson third class corridor coach No. 1623

The London & North Eastern Railway Coach Association (LNERCA) is based on the North Yorkshire Moors Railway at Pickering. This voluntary group, formed in 1979, has as its main restoration project the rebuilding of Edward Thompson-designed Third Class Corridor coach No. 1623, built in 1950 at York Works. The coach is unique, being the last survivor of 488 built. The PRISM Fund awarded LNERCA a grant in 2003 towards the restoration of the roof and this year's grant is for the restoration of the main frame.



'Fred', a 19th century diving suit and compressor
© Southampton City Museums and Art Gallery

£5,000 to Southampton Maritime Museum for the acquisition of a 19th century diving suit and compressor

This suit, known locally as 'Fred the Diver', was manufactured by Siebe Gorman & Company in the 1880s and is an excellent example of the 'closed' helmet which revolutionised diving in the 19th century and made underwater work safer and more practical. It was used by Southampton Harbour Board from the 1880s until the 1960s, for salvage operations and for the maintenance of boats and quay walls, contributing to the success of the port.



Longcase Clock by Asahuerus Fromanteel
© Museum of the History of Science,
University of Oxford

£3,785 to the Museum of the History of Science, University of Oxford, for the conservation of a Longcase clock

This clock, manufactured by Asahuerus Fromanteel, in London in c. 1665, is a rare example of the earliest type of English longcase clock and is therefore important for the study of the development of English clock-making. It is remarkably original and free of alterations.



The Park Pharmacy of Mary Burr
Photographer: Dr Robert Knight
© Park Pharmacy Trust

£1,275 to the Park Pharmacy Trust, Devon, for the removal and transport of the Mary Burr Park Pharmacy

The late Mary Burr was a pharmacist and the second-ever woman to be elected President of the Royal Pharmaceutical Society. Her Nottingham pharmacy, including fixtures, fittings and contents, was purchased by the Park Pharmacy Trust with support from the PRISM fund in 1986 and rebuilt in the Cookworthy Museum, Kingsbridge, Devon. The pharmacy and its contents are now in the process of being relocated to new premises.



WDLR Type H Bogie 1500-gallon tank-wagon
Photographer: Richard Grey
© Moseley Railway Trust

£6,150 to the Moseley Industrial Narrow Gauge Railway Museum Trust, Newcastle Under Lyme, for the conservation of a War Department Light Railway Tank Wagon

The Type H War Department Light Railway tank wagon was initially designed in 1916 to carry drinking water to the troops at the battlefield. After the war this particular wagon was sold to the Nocton Estate Railways in Lincolnshire who used it to convey drinking water to estate workers' dwellings. It is now a unique survivor of its type, and will be restored by the Moseley Railway Trust to tell the story of the history of industrial narrow gauge railways.



Westland Dragonfly helicopter
Photographer: Ian Reed
©Yorkshire Air Museum

£5,000 to the Yorkshire Air Museum for the acquisition of a Westland Dragonfly helicopter

The Westland Dragonfly was the first British built helicopter, and the first to be used by British armed services. It was also used for the world's first regular helicopter scheduled service, which was operated by BEA on 1 June 1950 between Cardiff and Liverpool.



Fourdrinier pilot paper-making machine
© Photographer: The Paper Trail

£20,000 to the Apsley Paper Trail, Hemel Hempstead, for the conservation of a Fourdrinier Pilot Paper Making Machine

This machine is the first Fourdrinier paper-making machine built for training purposes and is now unique in the UK. Continuous-production paper machines transformed paper-making, facilitating the growth of mass media, books, pamphlets, and newspapers. This machine will be returned to working order at the site where that process was first implemented in 1803, to be used for training, and to enhancing the public's understanding and appreciation of the paper-making process.

During 2006-07 two grants were offered for acquisitions, but the applicants failed to secure the objects at auction. Two applications were withdrawn due to difficulties raising matching funding.

Losses, disposals and transfers of ownership of PRISM Fund grant-aided objects

One of the conditions of a Prism Fund grant is that the administrators of the Fund must be notified of any intention to transfer ownership of a grant-aided object and must approve the transfer; otherwise the grant must be re-paid. Permission to transfer ownership will normally be approved if the proposed owner can demonstrate that it is able to properly care for the object and make it accessible to the public.

Losses

There were no losses of PRISM-aided objects in 2006-07.

Disposals

Portsmouth City Museum has disposed of a Blackstone engine which had been acquired in 1976 with financial support from the PRISM Fund. The grant of £100 has been reimbursed to the Fund.

Transfers of ownership

Portsmouth City Museum has transferred ownership of a vertical cylinder Crossley engine to the Suffolk Stationary Engine Collection (SSEC). This engine had been purchased in 1977 with financial support from the PRISM Fund. Since the SSEC is a privately owned collection, the Crossley engine is no longer considered to be in the public domain, and the grant of £354 has been reimbursed to the Fund.

Acknowledgements

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

Frances Wilson
April 2007

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