



## Belfast City Council

<b>Report to:</b>	Development Committee
<b>Subject:</b>	Nomadic Trust
<b>Date:</b>	14 May 2008
<b>Reporting Officer:</b>	Marie-Thérèse McGivern, Director of Development, ext 3470
<b>Contact Officer:</b>	Shirley McCay, Head of Economic Initiatives, ext 3459 Gerry Copeland, Events Manager, ext 3412

### Relevant Background Information

In May 2006 the Minister for the Department of Social Development announced the creation of the Nomadic Trust that would oversee the development and restoration of the SS Nomadic. The overall make-up of the Nomadic Trust consists of representatives from the public, private and voluntary sectors including Belfast City Council (Chair and Deputy of Development or their nominees). The Trust has been established to fundraise and oversee the restoration of the vessel. It has been stated by DSD that they reserve the right to return the vessel to auction should insufficient progress be made within 18 months of the setting up the Trust.

In March 2007, the Council agreed that the project should be funded to the sum of £250,000. This approval initiated an initial payment of £50,000, which was followed by a second tranche of £50,000 which was agreed in November 2007.

### Key Issues

The Council have now been requested, by the Nomadic Trust (see **Appendix 1**), to release the third tranche of £50,000 to the Trust. In order to safeguard the Council's investment the Policy & Resource's Committee agreed a five step funding arrangement and that subsequent reports be taken to the Development Committee. The first step of the funding occurred when the Nomadic opened to visitors. The second phase was set against the development of an economic appraisal on the future of the ship; this was completed and presented for Council approval. The third step was set against funding agreements being signed.

#### Funding Agreements for the Future of the SS Nomadic

**Appendix 1** indicates a range of funding agreements which have been secured, with a number of potential sources highlighted. The key finances secured to date are: £200,000 from Ulster Garden Villages; £91,800 from DSD; £30,000 from Better Belfast and £2,000 from the National Historic Ships register. Thus a total of £323,800 has

been secured to make safe and develop the restoration plans for the ship. Additional outstanding applications to the value of £1.182 m have been submitted.

The Council has now been asked to release its third payment of £50,000 to the Trust. Details of the funding streams and the condition report of the vessel are contained in **Appendix 1** for Members information.

### **Resource Implications**

#### Financial

£50,000 to be released to the Nomadic Trust. This would be the third of five staged payments to the Trust.

#### Human Resources

Currently Gerry Copeland, BCC Events Manager, is an advisor to the Nomadic Trust's board.

### **Recommendations**

That the Committee recommends the third stage of funding for the restoration of the Nomadic to be released.

### **Documents Attached**

#### **Appendix 1**

- Letter from Nomadic Trust
- Noble Denton report on the condition of the ship
- Table indicating funding streams
- Letters confirming support from funders.

# APPENDIX 1

11<sup>th</sup> April 2008

Gerry Copeland  
Belfast City Council  
Cecil Ward Building  
Adelaide Street  
Belfast



Dear Gerry

**Belfast City Council funding for the SS Nomadic Charitable Trust**

We acknowledge with thanks the second milestone payment from Belfast City Council earlier this year.

We are pleased to be able to confirm to you that our restoration project is on track and that we have been having significant success in both identifying likely funders and in receiving offers for funding assistance.

**Funding progress**

Specific progress has included:

- Agreed funding from Ulster Garden Villages - £200,000
- Additional funding from the Department for Social Development (DSD) - £70,000
- Funding from National Historic Ships - £2,000

I have enclosed letters of confirmation from DSD and National Historic Ships, together with a breakdown of our current and anticipated funding successes for your attention. We are awaiting confirmation of additional funding from Better Belfast and will send you this confirmation as soon as it is received.

**Progress on project plan development**

In addition:

- We have submitted the ship to rigorous assessment to confirm hull integrity and are pleased to confirm the ship condition has not deteriorated;
- We have appointed the Central Procurement Directorate (CPD), who have developed a detailed project plan for the ship's restoration;
- We have developed a tender specification for a Conservation Management Plan (essential for Heritage Lottery Funds) and put this out to tender. We have ceased all restoration work other than essential caretaking work on board until such a plan is in place; and
- We will shortly be launching our website and fundraising plans.

28 March 2008

B.C.C.R.D.  
- 1200 -  
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Historic  
Ships

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Mr I Savage  
Ss Nomadic Charitable Trust  
McKelvey House  
25 Wellington Place  
Belfast  
BT1 6GD

Dear Ian

### **New Grants for Owners of Ships on The National Register of Historic Vessels**

I am writing to let you know the outcome of the Committee discussions on the applications under our new grants scheme.

We received a large number of applications, as a result of which, the amount of help being sought vastly outweighed the money available. Therefore, the Committee had to make some difficult decisions based on ensuring that the relatively small grants (maximum £3000) which we are able to award would have the greatest impact.

I am very pleased to say that the Committee has agreed to support your project with a grant of £2000, towards the costs of the survey.

As stated in the guidelines, your grant will be paid on proof of:

- a). receipts showing that the work has been carried out and must be submitted within 6 months
- b). the enclosed form, completed and indicating that the amount awarded has been expended on the agreed project

Please remember that awards can not be made retrospectively and that payment will be delayed if the correct documentation is not returned. Your payment may take up to 31 days to process. If you have any questions in the meantime, do not hesitate to contact us.

Please note: one of the key criteria for vessels being registered on the National Register of Historic Vessels (NRHV) is that the vessel is permanently based within the UK. Therefore, any grant awarded is subject to the vessel remaining in the UK. In the event of the vessel being sold abroad within a year of receipt of the grant, the vendor will be responsible for returning the grant to National Historic Ships. Once any vessel is put on the market, we reserve the right to withhold the award pending confirmation of the outcome of the sale. If the vessel remains for sale, we may withdraw the award after a six month review from the date of first notification.

The condition of taking up this award will be that you provide photographs of the work. We will also be requiring all projects to acknowledge the grant aid they have

## SS Nomadic Funding – Sources and Activities

Better Belfast	Application submitted, should confirm £30,000 by mid April. Funding will be used to clean up the ship and enable her to be accessed by public if needed
NITB Capital grants	£500,000. Application submitted. NITB also offered to provide us with marketing funding to help us open the ship for Easter, but the ship could not be opened due to technical reports
Heritage Lottery Fund	£1,000,000 + Conservation management plan tender initial focus, new guidelines will be out in April. Propose to tender initially for £50,000 project support grant this month
Belfast City Council	£250,000 – Propose to claim third £50k upon clarification of outcome of Noble Denton Report and sourcing of other funds – e.g. Better Belfast, DSD support for Project Manager and Conservation Management Plan
Peace III	c. £500,000 – Application being developed but will require further information on final concept. Proposal would go in fronted by DSD or other public body. April/May target date

## SS Nomadic Funding – Sources and Activities

DSD Modernisation fund and other funding	Application for £100,000 submitted in October to purchase artefacts-Decision not expected until Easter/Summer and will be subject to economic appraisal. Application unsuccessful, awaiting feedback
Belfast City Council	£30,000 – Application submitted to cover Arts and Events officer salary to co-ordinate three events over the year. We should know outcome in March – no decision yet.
Interreg	New call for tourism related projects advertised last week. Application will be submitted later this year – will require agreement on final concept
Esmee Fairburn Foundation	Application will be submitted April 2008 for £50,000
National Historic Ships	Application submitted for £3k to assist in conservation management plan costs – we have been successful for £2k



Mr Gerry Copeland  
Events Manager  
Belfast City Council  
Linenhall Street  
Belfast City Council  
Belfast  
BT1

**Belfast City Centre Regeneration Directorate**  
McKelvey House  
25 Wellington Place  
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Date: 11<sup>th</sup> April 2008  
Tel No: 9027 7651  
E-Mail: [ronan.corrigan@dsdni.gov.uk](mailto:ronan.corrigan@dsdni.gov.uk)

Dear Gerry,

### **SS Nomadic Restoration**

By way of an update on the SS Nomadic Restoration I am writing to advise you of the Department for Social Developments continuing commitment to the SS Nomadic Restoration project. The Department have agreed to pay the following necessary maintenance and management expenses that have arisen in 2008.

Noble Denton Condition Assessment Report	£29,000
DFP CPD Project Management Fees (two engineers)	£20,000
Maintenance/Vessel security with Quay Marinas	£23,800
Conservation Management Plan	£10,000
Tarpaulin and Fitting	£3,000
Installation of Electric Pumps and Patching of Watertight Bulkheads	£6,000

The above work will be undertaken as soon as possible and I am looking forward to obtaining a positive report from Noble Denton which I will copy to you on receipt.

Yours Sincerely

*Ron Corrigan*  
PP **Ronan Corrigan**



Together, tackling disadvantage, building communities



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25 Wellington Place  
BELFAST  
BT1 6GD

B . C . C . R . D .

19 DEC 2007

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18<sup>th</sup> December 2007

Dear Mr Savage,

***SS NOMADIC CHARITABLE TRUST  
RESTORING THE SS NOMADIC AS A FLOATING STATIC VISITOR ATTRACTION***

Thank you for your Application dated 8<sup>th</sup> November in connection with the above.

The Committee of Management met recently and considered your request for financial assistance toward your Project "Restoring the SS Nomadic as a Floating Static Visitor Attraction". Based on the information disclosed within your Application, we agreed to grant the sum of £200,000 spread over two years, specifically for this purpose. This grant is conditional upon SS Nomadic Charitable Trust successfully raising the remainder of the funding from other sources and the project proceeding as outlined by you. When you are in a position to let us have satisfactory documentary confirmation of your funding we will be happy to release our grant to you.

In view of the substantial amount of our funding we would expect appropriate recognition and perhaps we could discuss this matter prior to any draw down.

I would also advise that this offer of grant will remain in place for a period of two years from today's date and failing initial draw down prior to 18<sup>th</sup> December 2009 our offer will be withdrawn and, additionally, Ulster Garden Villages reserves the right to reconsider our decision prior to the award of our grant.

I look forward to hearing from you in due course and I would take this opportunity to wish you every success with the project.

Yours sincerely,

MRS MARTIE BOYD MBE  
EXECUTIVE DIRECTOR





Noble Denton Consultants Ltd  
Marine and Engineering  
Consultants and Surveyors

## REPORT

### DEPARTMENT OF SOCIAL DEVELOPMENT FOR NORTHERN IRELAND

### S.S. NOMADIC

#### HULL CONDITION ASSESSMENT

Report No: L23300/NDC/GRP

## DRAFT

15.04.08	00	Provisional Report	GRP	DTS
Date	Rev.	Description	Prepared by	Authorised by

Distribution  
DSDNI

Attn: Mr. R. Corrigan

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**1 INTRODUCTION**

Following upon a meeting on 05 March 2008 at Belfast with DSDNI a full in-water hull condition assessment was requested. The purpose of this was to assure the vessel's insurers, Belfast Harbour Board that the condition of the Nomadic's hull was such that its water-tight integrity was being maintained and that it could remain in-water until the next dry-docking, which would be determined from the condition assessment.

Noble Denton's remit was to engage a company certified to carry out in-water UTM (ultra-sonic thickness measurement) readings. Noble Denton were to carry out survey of the vessel's internal structure. There are several companies in Northern Ireland that had the capability to carry out the underwater UTM readings, but due to work commitments they were unable to carry out the required work within the time period requested.

UMC International were engaged for the in-water UTM readings. The company is ISO 9000 certified and is approved by the leading vessel classification societies, e.g. Lloyds, DNV and ABS.

**2 SURVEY OF NOMADIC**

UMC International mobilised from the mainland on 08<sup>th</sup>. April and arrived on site on 09<sup>th</sup>. April, 1400 hrs. The attending NDC surveyor arrived on site shortly thereafter. Mr, Rupert Kayzer, the vessel's caretaker, was on hand to assist with pre-survey preparations. Survey work commenced shortly thereafter and ceased for the day at 1830 hrs.

Work continued through the next two days and the work was completed on 11<sup>th</sup>. April, 1800 hrs. UMC were expected to complete de-mobilisation on 12<sup>th</sup>. April.

### 3 INTERNAL SURVEY

The internal survey was commenced at the after end of the vessel, in the bosun's store, above the after peak. The reasoning for this was that the steelwork in the compartment was in excellent condition and had been cleaned back and painted with a coat of red lead. The measurements from this compartment could then be used as a good comparison for other areas of the ship.

#### Bosun's Store

Hull plating thickness readings gave measurements of between 9.0 and 7.6 mm.

Transverse hull frames had a thickness of 10.4 mm.

Transverse deckhead frames thickness 9.0 mm.

Vertical bulkhead stiffeners thickness 8.4 mm.

There was negligible difference in the above measurements throughout the compartment.

#### Shaft Tunnel (After most Compartment, Fr.55 to 34)

Transverse framing was measured as being between 9.2 and 7.6 mm.

The starboard shaft seal was wet. The seal is leaking but the water ingress is minimal.

The port shaft seal was dry, with no evidence of leakage.

Forward bulkhead thickness 12.3 - 12.8 mm.

#### Shaft Tunnel (Fr. 34 to 17)

Transverse frames 10.2 to 9.0 mm., these measurements drop to between 5.4 to 6.4 mm. where the frames enter the concrete bottom cladding.

Forward bulkhead thickness 8.0 mm.

Vertical bulkhead stiffeners 8.0 mm. at bottom.

Deck longitudinal bracket to transverse bulkhead 11.0 mm.

Transverse deckhead knee brackets 9.0 mm.

Welded shell plating was found at about 2 m. and 5 m. from the after bulkhead. There is no sign of corrosion occurring in the weld areas or the adjacent plating.

#### Machinery Space (Fr. 17 to 01 forward)

Transverse frames 7.8 to 8.6 mm., these measurements drop to between 5.4 to 6.6 mm. where the frames enter the concrete bottom cladding.

Forward bulkhead thickness 8.5 mm.

Vertical bulkhead stiffeners 7.0 to 7.3 mm. at bottom.

Deck longitudinal bracket to transverse bulkhead 8.4 mm.  
Transverse deckhead knee brackets 7.0 mm.

Hold (Fr.01 forward to 42 forward)

Transverse frames 5.8 mm to 8.6 mm., these measurements drop to between 4.2 to 5.5 mm. where the frames enter the concrete bottom cladding.

Forward bulkhead thickness 8.0 mm.

Vertical bulkhead stiffeners 6.2 mm. at bottom.

Store (Fr.42 to 47)

Deckhead plating 7.1 to 4.4 mm.

Transverse frames 5.8 mm to 8.0 mm.

Aft bulkhead 7.3 to 7.8 mm.

Forward bulkhead 7.8 mm.

Chain Locker (Fr. 47 to 49)

Not accessible.

On viewing the port and starboard lockers through the after access manholes it was found that the port chain had dropped through the drainage floor on to the shell plating. N.B. the drainage floor is a false floor and as such does not contribute to the structure of the vessel.

Fore Peak (Fr. 49 to 54)

This compartment was found to be in very good condition with the transverse bulkheads and horizontal brackets having a thickness of about 10 mm.

**4 CONCLUSION**

From the under water UTM readings obtained it appears that the majority of the shell plating is between 8 and 10 mm. in thickness. There are some small areas of 5 to 6 mm. thickness. There was also a reading of 3.2 mm. obtained where a hull opening had been covered over with a plate. This is not considered to be an area of concern.

While we await the definitive results from UMC, I consider that from what I have observed so far that the thickness readings are little changed from those obtained in 2002.

There were no active leaks observed from any rivets.

The forward hold, which houses the sewage tanks and other sanitary equipment should be considered as a first area of attention. This is due to the small leakages in the systems and the presence of insulation on the floor, which are combining to create water traps and accelerate corrosion.

As a first pass I consider the vessel to be water-tight and has sufficient remaining steel strength to remain in the water for at least another year.

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NOBLE DENTON CONSULTANTS LTD.

Signed: \_\_\_\_\_



Capt. G.R. Phillips

Marine manager, NDC London.

Countersigned: \_\_\_\_\_



D.T. Sim

Senior Naval Architect

Dated : 16 April 2008; London,



APPENDIX A - ELEVATION S.S. NOMADIC

