ENGINEERING HERITAGE AWARDS.

John R Wood MBE, FIMechE
Chairman,
The Heritage Awards Committee
The EHAs seek to:

1) Recognise sites, artefacts and collections of significant engineering heritage.
2) Raise public awareness of our great engineering past.
3) Raise the profile of the recipient with media and politicians.
4) Inspire future generations into engineering.
5) Provide an additional membership benefit.
6) Long-term: create a community of sites and artefacts who can work together to improve the sector.
The British Heritage Industry

Contributes £7.4 billion to the economy

190,000 full time jobs

80% believe industrial heritage as important as castles, houses etc. (EH Survey)

Peace Engine at Queen Street Mill
59th EHA Recipient
25 November 2010
EHA Plaque

Tees Transporter Bridge

This award was rededicated during the Bridge's centenary year.

Since its opening in 1911 it has provided a reliable crossing of the Tees, without the need for approach embankments, allowing freedom of passage to ocean-going vessels. Designed by Mr G C Isambard of Cleveland Bridge and Engineering Co Ltd and built by Sir William Arrol and Co Ltd

2 December 1982
(Re-dedicated 10 October 2011)

Tower Bridge: 11th EHA Recipient. 28 April 1987
HMS Belfast: 60th EHA Recipient. 1 December 2010
Titan Crane, Glasgow

Titan Crane
74th EHA Recipient
5 July 2012
Short SC1 VTOL Aircraft, Belfast

IMechE President, Isobel Pollock Presenting to EH Award to Dr Jim McGreevy from NMNI
The Falkirk Wheel
The Criteria - Some Common Dilemmas

1. What constitutes “Significant”?
Lacey Green Windmill, Bucks

Lacey Green Mill
The oldest smock mill
Holgate Windmill, York.

Awarded “Listed Status”

Holgate Windmill
Listed
Sept 2013
The Criteria - Some Common Dilemmas

2. **Accessibility.** It doesn’t matter how significant it is, if the public can’t get to see it what’s the value of giving it an EHA?
Willans Central Valve Steam engine
The Criteria - Some Common Dilemmas

3. Do we include replicas and reproductions?
Tornado – A recreated A1 class loco

Tornado A1 Locomotive
EHA 23 May 2009
Beyond the Plaque?

The issues facing the Engineering Heritage Sector and what we can do to help?

Crossness Engine House
48th EHA Recipient
20 January 2009

In 2010, the British heritage sector contributed £7.4 billion to the economy and provided more than 59,000 full-time jobs. The word 'heritage' is often associated only with the built environment or fine and decorative art. Yet industrial heritage contributes significantly to the UK's overall cultural legacy.

Our nation's industrial heritage provides a tangible link to our manufacturing history and, most notably, the great technical innovations of the last 200 years which helped transform the world and shape the modern society. Industrial heritage also defines our engineering history and has the potential to shape our future.

The UK's established national heritage framework has been continuously underpinned and supported by the voluntary sector. However, many of these voluntary initiatives exist on a marginal, unsecure footing with limited specialist conservation knowledge and skills transfer programmes in place.

A key challenge facing the industrial heritage sector is how to retain the technical skill, specialist knowledge and conservation expertise required to maintain the conservation of our industrial legacy.

Currently, the UK is experiencing a traditional engineering skills gap, in part caused by a generational gap.

Improving the world through engineering

This has the potential to significantly compromise our ability to preserve our industrial heritage in the future. Knowledge transfer is key to working towards a more sustainable and self-sufficient nation.

The Institution endorses the work of the many national, regional and local organisations in preserving our nation's industrial heritage. It also acknowledges concern regarding issues such as funding, volunteer numbers, knowledge and skills transfer, and specialist training.

The Institution recommends that:

1. The industrial heritage sector work together to share best practice. The Institution of Mechanical Engineers would welcome an opportunity to facilitate in the connectivity between societies, either in general or by specialism or sector (e.g. mechanical).

2. National organisations act to provide advice and guidelines to all industrial heritage structures on how to maintain and preserve structures and establish best-practice guidelines. It is in the national interest that these structures and sites are monitored, and these organisations are best placed to help establish core values.

3. The ILM3 encourages the relevant national bodies to recognise the importance and potential value of the nation's industrial heritage.

4. The Institution's membership, where possible, be encouraged to help in the preservation and maintenance of industrial heritage structures and equipment in their localities. The Institution should actively encourage its 300,000 members to make a valuable part which could make real improvements in preserving industrial heritage for the future.
Our Future Activities

Through the Engineering Heritage Awards, the IMechE seeks to support those sites which need help or are struggling with appropriate publicity, raised awareness and knowledgeable volunteers.

Ellenroad Mill Engine
What do we save?

And how can we fund it?
Some sites and artefacts are just too big and expensive to preserve......

......such as Steel Works, Collieries and Power Stations

Astley Green Colliery, Lancs
Councils and other public bodies have many conflicting calls on their limited funds......heritage sites are often the first to lose out.
Early efforts by Whitehaven Council to preserve the winders were encouraging but.....
…..the money has had to go to other “more important” things and the site has been allowed to fall into decay.
Lindby pit has long gone but the winder was saved and moved to Papplewick where it can still be seen running “in-steam”
Funding in Difficult Times

Even some of the best known sites are now under threat

Queen Street Mill, Burnley – The last operational steam powered weaving mill may close
A consideration for the Future

- Volunteer / Trust/ Enthusiast Group owned and run sites seem to have a more secure future at present than those owned and run by local councils, etc
A consideration for the future

Some sectors have proved very capable of looking after themselves and need little help....preserved railways, historic cars, wind and water mills.

GWS Engines, Didcot, Oxon.
We need Training in Traditional Skills

South Devon Railway
GWR 0-6-0PT Locomotive 6412
Some sites will survive because alternative uses have been possible – e.g. Castle Bromwich Spitfire Factory and the Catesby Tunnel.
But.....
The Engineering Heritage of the UK still provides a valuable legacy to inspire young engineers and to be a valued member benefit.
We only have 5 EHAs in Wales

Three of these are related to the narrow gauge railways and one is for the “pocket” power station at Tanygroes

Despite the wealth of industrial heritage, there is only one in S Wales (The Penydarren Locomotive at Swansea)........ WHY?
The British Isles are home to an extraordinarily rich engineering heritage.

Many sites are currently under threat and we risk losing irreplaceable artefacts.

We can’t save everything but we must ensure the next generation can still marvel at our industrial past.