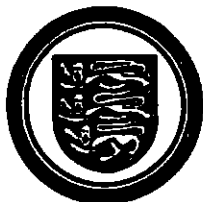


**REQUEST FOR THE GRANT OF AN ADDITIONAL
VOTE OF CREDIT UNDER THE HEADING "HISTORY
OF CHANNEL ISLANDS SHIPPING - GRANT".**

*Lodged au Greffe by the Finance and Economics Committee on
the Supply Day held on 19th September, 1978.*



STATES OF JERSEY

STATES GREFFE

275

1978.

P-114

Price : 35p.

PROPOSITION

THE STATES are asked to decide whether they are of opinion –

that the requests of the undermentioned Committees for
Votes of Credit should be voted out of the General
Reserve:—

<i>Committee</i>	<i>Vote Number and Heading</i>				<i>Supplementary</i>	<i>Additional</i>
					£	£
x	x	x	x	x		
12 Finance and Economics	0501	History of Channel Islands Shipping – Grant.				10,000
x	x	x	x	x		

FINANCE AND ECONOMICS COMMITTEE.

APPENDIX

COTE DU MONT,
GOREY,
JERSEY, CHANNEL ISLANDS.

22nd August, 1978.

*Senator Cyril Le Marquand,
President,
States of Jersey Finance and Economics Committee,
Royal Square,
Jersey.*

Dear Senator,

*History of Channel Islands Shipping : Request for a grant from
the States of Jersey.*

The desirability of having a definitive history of Jersey and Channel Islands shipping has long been recognised in both Jersey and Guernsey but has not yet been realised owing to the scale of effort and the expense involved.

For some time now John Appleby and I have been considering how this purpose might be achieved. We have now been able to evolve a project with University College, London, which is willing to undertake the task.

I enclose a Note outlining the scheme. We now only await the final approval by the Secretary of the University who may have views on the suggestions regarding trustees etc. mentioned in the last part of para. 5. These can, however, be adapted to meet their requirements.

It will be seen in the Note that although the local history societies are not able to provide any financial help it is intended that they will be closely linked with the project.

We are proceeding in the following manner:-

- (i) to seek a grant of £10,000 from the States of Jersey and a similar amount from the States of Guernsey. These grants would be an expression of local support and afford a desirable endorsement of the project for the raising of the further £50,000 that will be needed;
- (ii) establish the Advisory Committee which will include nominees of the States of each island and of the two local history societies;
- (iii) the Advisory Committee to seek to raise the £50,000 still needed from various sources, e.g. Canadian and USA interested bodies, foundations, trusts, shipping interests and private sources.

We would now submit this request for a grant of £10,000 from the States of Jersey towards the cost of the project, it being understood that no monies would be called for until the formalities with University College were satisfactorily completed.

Yours sincerely,

PHILIP M. de VEULLE.

PROJECT FOR A COMPREHENSIVE HISTORY OF CHANNEL ISLANDS SHIPPING.

1. For some hundreds of years until the turn of this century, the Channel Islands were engaged in some, or all, aspects of the international shipping industry extending to merchanting and overseas settlement. It is a remarkable story of endeavour and enterprise by the islanders and of the Islands' involvement in major happenings on the national and international scene during an extraordinary period of the Western World's history.

Down the years there has been much isolated writing on the subject, but this important part of Channel Islands history and notably its relationship with the history of the eastern coastal areas of the USA and Canada, also of other territories, has not yet been comprehensively studied and written. The fields to be covered are widespread embracing shipbuilding, ship ownership and world-wide operation, the fishing industry, privateering, trade and navigation legislation, international trading and rivalries, also the impact upon the islands themselves of these activities.

It is proposed that this task should now be undertaken.

2. There is a considerable volume of material in the Channel Islands, including English Customs records, that has not been systematically studied. In the UK there are port records and other records of coastal areas also relative records of the Public Record Offices and other official archives. Eastern Canada and New England are particularly fruitful sources while several other areas to which Channel Islands' Vessels traded can no doubt yield interesting information.

In addition to written records there are many pictures of ships engaged in the trade, many in private hands, that ought to be listed and some published.

3. The scope of the task of researching and writing the definitive history puts it outside the range of part-time activity or the efforts of the amateur. The local history societies - La Société Jersiaise and la Société Guernesiaise - are able to provide much valuable information but do not have the financial or human resources to undertake the project now envisaged. They should, however, be associated with it.

The opportunity now arises of invoking the aid of the Department of History of University College, London, that has recently set up a Maritime History Section. All UK Universities are affected by the current financial stringency and University College would not be able to make any finance available. They would, however, undertake the recruitment and supervision of the research and writing staff necessary for the project, and generally supervise the work including the preparation of the final text. Their links with the project would be of value to the new Maritime History Section and the related tutorial work.

4. The project would develop through three stages:-

Stage A.

Survey and analysis of material available in main geographical areas concerned and establishing the local contexts and relative importance of significant matters. Work leading to the planning of the contents of the final text at Stage B.

Would require the services for one year of a suitable qualified History graduate.

Stage B.

Writing of the final text with tables, illustrations, maps, etc.

Would be a joint effort of two full-time suitably qualified graduates (possibly including the person who has worked on Stage A) their work being supervised by the Head of Section who would act as General Editor.

Stage C.

Publication of final work, in sections or as a whole. A work of this nature is unlikely to be a commercially viable publication project, and a subsidy in one form or another should be provided for.

The Athlone Press, associated with University College, London, could, by agreement, undertake publication and distribution but would not be able to provide a subsidy.

5. An Advisory or Steering Committee would be formed to be generally responsible for the execution of the project. It would embrace representatives of-

	<i>Prov. total</i>
The two local history societies (Jersey and Guernsey)	2
The two island governments	2
University College	2
Persons able to make special contributions to the work (one to be specially concerned with fund-raising)	2-5

The Committee would appoint its own Chairman.

University College, responsible for the day-to-day running of the project, would be appointed trustees. The governments of the two islands would be acknowledged as the ultimate owners of the results of the work. These could be assigned to the local history societies.

6. The finance needed, allowing for 10% p.a. inflation, is:-

<i>Stage A, year 1.</i>	£	£
Salary etc. for graduate	5,000	
Travelling exes	2,000	
General exes – microfilming, Xerox, secretarial work at UC	1,500	
Honoraria for staff at UC	<u>1,500</u>	10,000

Stage B, years 2 & 3.

Salaries for equiv. of two full-time graduates	23,000	
Travelling exes	4,000	
General exes at UC	3,000	
Honoraria for staff at UC	5,000	35,000
Allow for contingencies		<u>5,000</u>
Pre-printing estimated cost		£50,000

Stage C, year 4+.

Cost of printing and publication will depend on the length of the work, number of tables and illustrations, etc.

To some extent this can be governed at the end of Stage A but cannot be established till the end of Stage B.

It is possible that a separate publication of pictures only would be a commercially viable venture that might then be undertaken by a commercial concern. This is therefore excluded from these figures of the finance needed.

To provide for the nett cost of the support in one form or another that may have to be given to fully publish the work, it is proposed to include a sum of

£20,000

Total finance needed

£70,000