



TRINITY HOUSE

flash

The Trinity House journal // Autumn 2021 // Issue 35



Waves of change

Trinity House is harnessing technological
and environmental innovations to help
mariners stay safe at sea

flash

AUTUMN 2021 | ISSUE 35

1

Welcome from Deputy Master,
Captain Ian McNaught

2-4

Six-month review

5

In brief

6

Coming events

7-10

Appointments and obituaries

11-14

Staff profile: Catherine Attwood
at Walmer almshouses

15-17

St Bees

18

Channel Lightvessel
replacement

19-20

IALA MENAS audit

21-26

Charity update

27-29

Partner organisation:
MNTB

30-33

Winners of the 2020 lighthouse
photography competition

34

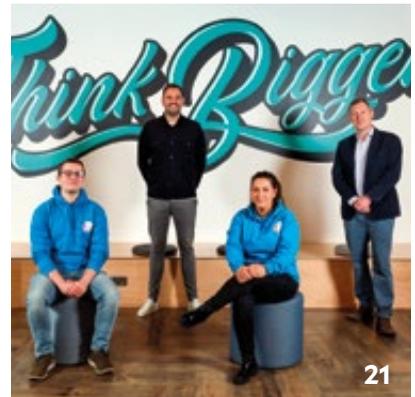
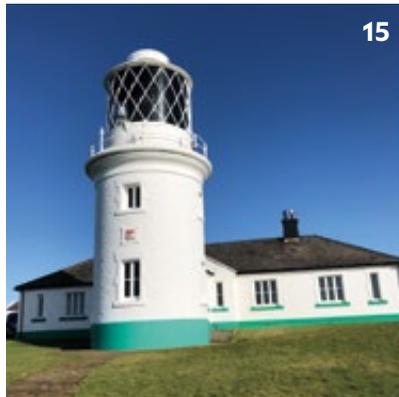
Book reviews

35

Trinity House calendar and
Christmas cards

36-37

Around the service



Pushing forward

I hope that the following pages will show that our safety at sea and charitable functions have both adapted and pushed forward throughout the course of a particularly trying period, and done so in the 'measure twice, cut once' manner that is one of our strengths.

There are of course a number of challenges to contributing articles to *Flash* while at the same time adapting to new working arrangements and making provision for the stresses placed upon all of us by COVID-19; as such I would like to thank everyone who was able to write for *Flash*.

Trinity House's essential work, our successes and our innovations could not be delivered so smoothly without an extensive list of stakeholders and partners all helping to keep shipping moving and seafarers safe, so our gratitude goes out to them too.

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Captain Ian McNaught

Deputy Master

Trinity House has taken stock of what we have learned about working arrangements during lockdown and aims to trial a ‘new normal’ that both adapts to changing times and provides the same level of safety and support for mariners

I hope that as readers of *Flash* pick up this issue in September 2021, we are all able to say that the COVID-19 infection rates have been lessened to the point where we are able to safely resume some degree of normality.

As I write this in July, I am keenly aware that many of our staff—whether at sea or on shore—are looking forward to a time when they can meet in person. As a small organisation—significantly smaller than many think—of 300 people, close co-operation between our departments, vessels and offices and even good social relationships help keep our organisation effective and our morale high.

I hope that the time is close by for us to safely reconvene our staff across London, Swansea, St Just and Harwich, as well as our ships THV *Galatea*, THV *Patricia* and THV *Alert*; not forgetting, either, our excellent contract vessel MV *Mair* and the hard-working care team at our Walmer almshouses.

That said, Trinity House has not been around for over 500 years without learning to adapt; our management team and staff have been largely working remotely and virtually since lockdown began. This has been a significant departure for the majority of staff but I am proud to say that the change has been positive and the merits of such an approach recognised by all.

As such, we convened a group of representatives from across the organisation to look at what could be learned from this period that could be taken forward for the benefit of Trinity House and our staff. As a trial period with new ways of working begins, I am confident that Trinity House will adapt and learn; I want to thank the working group for their research and proposals, and I want to thank staff for their support and hard work during this transition.

In September, we were pleased to welcome Maritime Minister Robert Courts MP to our Harwich office and buoy yard to give him a clearer idea of what we do as a General Lighthouse Authority. We took the Minister around our Planning Centre to see how we monitor our aids to navigation around the clock and coordinate our fleet; after that, we walked him through our east coast buoy yard, showing him the range and make-up of our navigational buoys. The visit worked as a great showcase for our contribution to keeping our waters safe for ships and seafarers.



The Deputy Master's flag flying at our St Just office during the annual Visiting Committee, taken in July by Senior Lighthouse Technician Nick Chappell

The Minister went away with a strong impression of the value of the aids to navigation service we provide along with our GLA partners, the Northern Lighthouse Board and Irish Lights, as well as the competence and effectiveness of our teams.

Finally, it was with sadness that the Master, the Court and the staff of Trinity House marked the passing of our Immediate Past Master HRH The Duke of Edinburgh on 9 April 2021.

He was sworn in as an Elder Brother on 6 June 1952 and elected Master on 24 April 1969; when he retired in 2011, he was the longest-sitting Master in the Corporation's long history and had overseen a long series of significant changes to the way Trinity House works. As shipping advanced, so did the practices and technologies required to keep the mariner safe, including helicopters, LED lanterns and satellite navigation systems.

On behalf of the Court and the staff, we are deeply grateful to His Royal Highness and bid him a peaceful rest.

Trinity House

Review of the last six months:

Looking back at highlights from Trinity House's calendar



MAY 2021

MCG Retraining and Redundancy Bursary Fund extended to end of year

The Maritime Charities Group (MCG), Trinity House, Nautilus Slater Fund and the Merchant Navy Welfare Board announced the extension of the MCG Retraining and Redundancy Bursary Fund until December 2021. The fund, which is administered by the Marine Society on behalf of MCG, provides

extra cash for training and refresher courses and is aimed at merchant seafarers who've lost work due to COVID-19 and want to stay in the industry. 48 applications have been approved since the fund was launched last November and over £20,000 awarded in grants, but another £20,000 is still available.

JUNE 2021

Royal Sovereign Lighthouse visit

It remains the intention to decommission the Royal Sovereign Lighthouse and work is ongoing to achieve approvals to release the tender to the market this year. The aim remains to award the contract for removal in 2022, with a window for removal of up to three summer seasons. We are working closely with our technical specialist M Waves and a recent refresh survey of the structure by our contractors RSK shows that the condition of the structure remains aligned with our project timelines.

On 7 June, Director of Operations **Rob Dorey** accompanied members of the Department for Transport's Marine team and a recently-appointed Non-Executive Director from Trinity House's Lighthouse Board to Royal Sovereign Lighthouse.

Rob described the background to the

visit with Petra Wilkinson, DfT, Director Maritime, Stephen Benzie, DfT, Deputy Director Maritime Operations, and Alan Moore, Non-Executive Director, Trinity House Lighthouse Board: *"With work progressing towards tendering for the decommissioning and removal of Royal Sovereign Lighthouse, it was timely to facilitate a visit by the Department for Transport team and Non-Executive Directors of the Trinity House Lighthouse Board who would sanction the work. Like with many things, nothing beats the ability to see something for yourself; with key members of the Engineering and Project Team in support, the group utilised the General Lighthouse Authority helicopter to fly from Shoreham Airport to Royal Sovereign, located some seven miles*



JUNE 2021

New elections

HRH The Princess Royal was re-elected Master of the Corporation of Trinity House for the forthcoming year at the Annual Meeting of the Court held on 2 June 2021.

Captain Ian McNaught CVO MNM was re-elected as Deputy Master, **Rear Admiral David Snelson** CB was elected as Upper Warden and **Captain Roger Barker** MNM as Nether Warden of the Corporation.

Captain Nigel Hope RD² MNM RNR and **Captain Steve Gobbi** were elected Wardens' Deputies.

After the meeting a representative number of Elder and Younger Brethren attended the Annual Service at St Olave's Church, Hart Street, where the preacher was The Very Reverend Nicholas Papadopoulos, Dean of Salisbury.

Because of COVID-19 restrictions, only a small number of Elder and Younger Brethren were physically present; a number of others joined the occasion virtually.



offshore and to the east of Beachy Head.

"The aim was to gain a full understanding of the structure, its location and how tenderers might approach the issue of removal. In the meantime, the station remains operational and so full checks on all the lighthouse systems were conducted and everything was confirmed to be working effectively."

FROM JUNE 2021

Seafarer safety celebrations

Trinity House was pleased to support a number of events set up nationally and globally to help celebrate, thank and raise the profile of seafarers and maritime safety, including the International Maritime Organization's Day of the Seafarer (25 June), IALA's World Marine Aids to Navigation Day (1 July), the UK Government's Maritime Safety Week (5-9 July) and Merchant Navy Day (3 September).



A tender comes alongside THV *Galatea*

SUMMER 2021

Vessel replacement tender launched

The team behind the project to procure a replacement ship for the Trinity House fleet continues to work through the added complexity of legislative and procurement regulation changes and has managed to maintain momentum through the COVID-induced limitations. A comprehensive requirements-based specification has developed further, which is very clear on what the ship must achieve, while providing scope for innovation and new thinking to improve performance. The tender

documents have been completed and approvals are being sought this summer, to release the Invitation to Tender to the market. The initial pre-selection process shows a very positive response from industry, with a good range of interest which should make for a good competition while drawing out the right balance of innovation, quality and cost. This new hybrid vessel aims to improve risk response performance and thus improve safety for the mariner while reducing its own impact on the environment.

JULY 2021

Visiting Committee tour

Director of Operations **Rob Dorey** offered his notes on the recent inspection tour:

The Trinity House Visiting Committee (VC) conducts inspections of aids to navigation across the estate, covering broadly 50% of lighthouses and major floating aids each year. The team is comprised of the Deputy Master, the Director of Navigational Requirements (DNR) and the Director of Operations, and accompanied by a number of the Examiners Committee and supported by Trinity House technical and marine personnel. The Examiners Committee is the group of Elder Brethren tasked under the Charge of DNR to establish the requirements for aids to navigation based on risk. The Committee also includes one of the Deep Sea Pilots, licensed by Trinity House who contributes a wealth of knowledge from current onboard practices.

VC would usually conduct two trips each year, with one period embarked in one of the Trinity House ships. This time on board

is hugely beneficial; however, at the time of planning, COVID-19 precautions were such that embarking an additional number of personnel onboard was not advisable; additionally, the PAKNET telemetry changeover—which involves swapping out the telemetry systems of around 60 stations on and offshore—would be adding the ships' workload. Instead, the inspections covering the South West, including the adjacent offshore Rock Stations, the Bristol Channel and South Wales, were conducted by road, utilising the GLA helicopter where required. As ever, it was a team effort with first class support from both St Just and Swansea teams; THV *Galatea* acted as a stepping stone to inspect the Sevenstones Lightvessel and MV *Mair* supported work in the Bristol Channel.

It was good also to see the work of the Swansea Supplies and Buoy Yard and meet personnel onsite. It was great to be joined by some of our Non-Executive Directors, who saw first-hand how we operate, the quality



Lighthouse Manager Warren Clarke (L) and East Coast Technical Manager Jim Veall inspecting Monkstone Lighthouse

of our work and the skills of our people.

At Lundy North, where the re-engineering project has just completed, the new standard twin LED long-range light is in place, back within the lantern room, with a new solar array which will be easier to access and maintain.

Many stations were in first class order, while it was equally good to understand the condition of those which would be next in line for major works or more targeted projects in the near future.

JULY 2021

College awards Trinity House 'best cadet' Prize

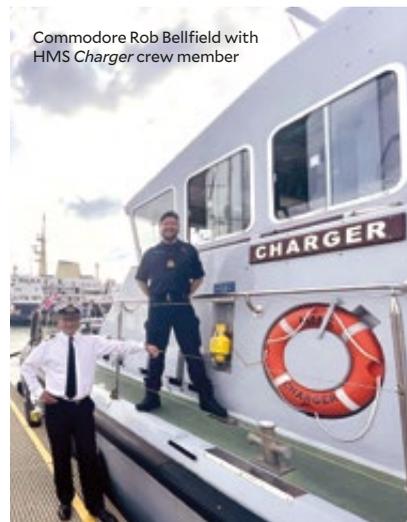
Pangbourne College—an independent, co-educational boarding and day school in West Berkshire—has awarded Daniel McMeekin its Trinity House Prize. Last



Daniel receives his award from Lord Hastings

awarded in 2018, the prize recognises 'the best cadet entering the Royal or Merchant Navies'. Trinity House was pleased to donate the prizes, which comprised a pair of binoculars and a copy of our official history, *Light Upon The Waters*; these were presented to Daniel on 3 July at the school's annual prize giving by the Guest of Honour, Lord Dr Michael Hastings of Scarsbrick CBE.

Amanda James, PA to the Head of the College, passed on the following message: "It was a lovely occasion and the graduating year group were thrilled to have the chance to mark their leaving in a special way after what had been a very challenging year for them all. Thank you again for all your help in organising the prize of the super binoculars and the kind addition of the beautiful book—Daniel was thrilled to receive them both."



Commodore Rob Bellfield with HMS Charger crew member

JULY 2021

An inspection with a difference

Our Inspector of Seamarks **Jon Kidd** routinely travels around the country to inspect over 11,000 local aids to navigation every year, working as part of the London-based Navigation team responsible for the superintendence and management of local AtoN that is an important part of our statutory duties.

In July he decided to carry out some of his inspections by bicycle instead of car, getting some great exercise and doing his bit for the environment!

Jon said: "I had been pre-warned of the traffic on the road from Eastbourne to Hastings and trying to find parking at the seaside towns during this staycation boom would be very tricky!"

"I've got a couple of charity rides coming up so had taken my bike with me

to try and squeeze a few miles in between inspections, but on that morning it seemed to be the most efficient way of carrying out the beacon inspections and one less car on the road!"



JULY 2021

THV Alert lends a helping hand to a thirsty HMS Charger

Royal Navy Regional Commander (and Younger Brother of Trinity House) Commodore Rob Bellfield wrote a note of thanks to Trinity House in July, after the crew of THV Alert were able to support HMS Charger when the latter visited Harwich and needed a resupply of water.

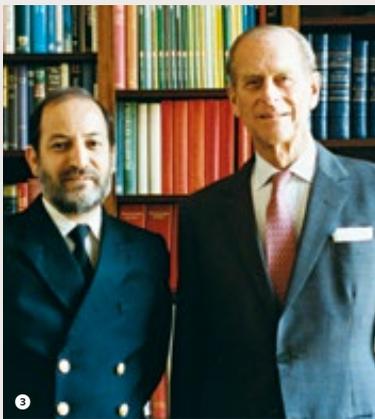
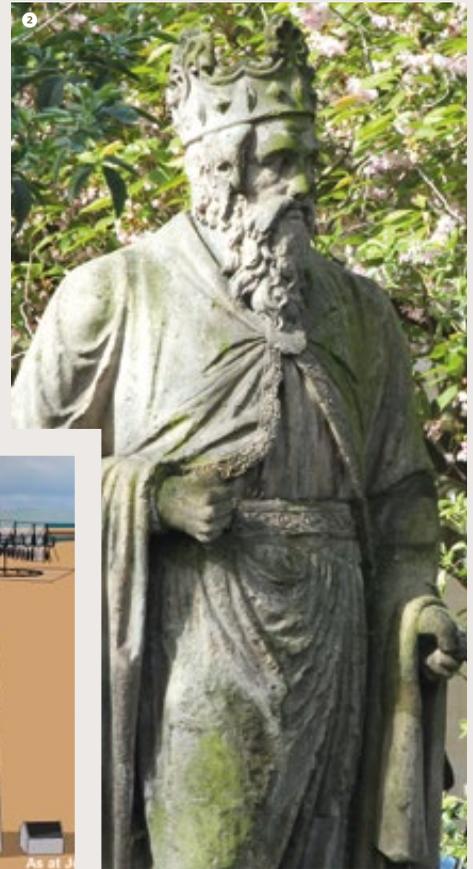
Commodore Rob Bellfield said: "Can I pass on a sincere thank you from the CO of HMS Charger for the support that your team in Harwich gave him yesterday. The Master and his crew in Alert were extremely helpful in facilitating Charger being able to take some water... and this then led to respective ship tours and discussions. Great to see the RN and TH sharing thoughts and ideas - mariners working together!"

Correction to Flash spring 2021, page 30

From Commodore Peter Melson CVO CBE: In the spring 2021 edition of *Flash* I wrongly said that the 1938 THV *Patricia* had no role other than to embark the

Elder Brethren for their frequent tours of inspection. In fact, while this is what she did during the summer months, in the winter she was very much a working ship and I am grateful to Captain Woodman, Elder Brother, who served in the ship as both Second and First Officer at various times, for pointing this out.

According to Captain Woodman, among her roles were the servicing of Class 2 and 3 buoys; lifting and servicing lightvessel moorings; and replenishing offshore lighthouse. She was also involved in a major salvage operation and fighting a fire on board a coaster amongst other unplanned operations.



1
RESILIENT OCEAN

During the summer, Trinity House was a key feature of a major video made by IMarEST (Institute of Marine Engineering, Science and Technology) to explore sustainability in the marine environment.

Deputy Master Captain Ian McNaught and Director of Operations Rob Dorey joined one of our Merchant Navy Scholarship Scheme Cadets to talk about the ways in which we safeguard and train mariners, protecting the sea and the environment by reducing the risk of pollution caused by marine casualties.

Look out for the 'Resilient Ocean' video on IMarEST's website and social media later in the year.

2
TRINITY CHURCH SQUARE SURPRISE

A project started and part-funded by Trinity House's Corporate Charity to restore a statue of King Alfred has revealed that part of the statue is far older than initially believed.

Trinity House bought the Newington estate in 1660 as an investment for its charitable works; the estate is now a leafy Southwark suburb. The statue is in the grounds of Trinity Church Square.

The recent restoration work has revealed that the lower half of the statue is Roman, rather than medieval. Work is ongoing but we will cover the story in a future edition of *Flash*.

3
LIGHTHOUSE KEEPER VIDEOS

During the last few years of manned lighthouses, Assistant Keeper Peter Halil set out on a quest to try and record on video as much as possible of the life of the lighthouse keeper.

His efforts won the 'Heritage' section of the Ford British Conservation awards in 1992, for documenting the insides of most of our lighthouses and interviewing several keepers, and even going to Buckingham Palace to interview the then Master of Trinity House, HRH Prince Philip.

His videos can now be viewed on his YouTube channel. Search for 'Peter Halil' on YouTube.

4
ORFORD NESS RESEARCH REQUEST

David Warren, Independent Research Group Orford Ness, writes: Did you visit Orfordness Lighthouse in the late 1950s or 60s?

We are a group researching the military trials that occurred on Orford Ness. Anyone visiting the lighthouse in the 1960s may have seen an Over The Horizon radar system adjacent to the lighthouse track, which was diverted because of a new 'curtain' aerial (see graphic).

We know much about the structures on this shingle area between 1965-68 but little about the period 1959-64. Can you help?

Please contact us with any information so that we can publish a more complete history: www.irgon.org.uk/contact-us

© Scott Tacchi



COMING EVENTS

A brief look at selected highlights from our forthcoming calendar

London International Shipping Week

13-17 September

LISW21 will be the 'must attend' event of 2021, offering up to 250 industry functions and unique networking opportunities for leaders across all sectors of the international shipping industry—regulators, charterers, ship owners, ship managers, bunker suppliers, lawyers, ship brokers, bankers, insurers, insurance brokers, commodity traders and brokers, ship suppliers, port operators, shipping service providers and many more.

London International Shipping Week's Headline Conference will be held at the impressive headquarters of the International Maritime Organization—the heart of global maritime regulation. www.londoninternationalshippingweek.com

Armistice Day and Remembrance Day Wreath Laying

11 and 14 November

The Remembrance Day wreath laying service will take place at Tower Hill Merchant Navy Memorial on Sunday

14 November 2021 in a ceremony remembering those who have lost their lives at sea.

Armistice Day marks the agreement to end the fighting of the First World War as a prelude to peace negotiations; the act began at 11am on 11 November 1918 and continues today with two minutes' silence at 11am on the 11th day of the 11th month.

The National Service of Remembrance at the Cenotaph in London is held on Remembrance Sunday, the closest Sunday to 11 November.

Deputy Master Captain Ian McNaught will represent Trinity House.

Carol Service

1 December

The annual Trinity House Carol Service is to be held at St Olave's in December 2021, open to the family of the Corporation: staff and their partners, beneficiaries from the Walmer almshouses and the Elder and Younger Brethren of the Fraternity.

St Olave's Church is one of the few surviving mediaeval buildings in London with a rich history and many links to historical City organisations, and plays an important role in the annual Trinitytide programme.

Merchant Navy Medal for Meritorious Service ceremony

Early December

The Merchant Navy Medal for Meritorious Service is a state award within the British honours system, awarded to those who are serving or have served in the Merchant Navy and fishing fleets of the UK, Isle of Man or Channel Islands for exemplary service and devotion to duty, rewarding those who have set an outstanding example to others.

The names of the recipients are announced each year on Merchant Navy Day (3 September) and the medals are awarded on, or around that date, by HRH The Princess Royal in her capacity as Master of Trinity House.

The ceremony is hosted proudly by Trinity House at our London headquarters, and Trinity House recipients have included **Deputy Master Captain Ian McNaught**, former Director of Navigational Requirements **Captain Roger Barker**, Director of Maritime Training **Captain Nigel Hope** and retired **Chief Engineer Officer Phil Dick**.

www.merchantnavymedal.org

New Younger Brethren as at 14 July 2021

We extend a warm welcome to the following who have been admitted to the Fraternity:

Captain Michael John Hawthorne OBE RN, CEO Cobweb Cyber.

Commander Maryla Krystyna Ingham RN, Military Assistant to the Minister for Armed Forces.

Mr James Kenneth Norwood Executive Vice President EMEA – Proudfoot Management Consultants.

Captain Justin Bruce Osmond RN, Chief Executive, Shipwrecked Mariners' Society.



Neil Glendinning

Readers may wish to be aware of the following recipients in the maritime community to whom we send congratulations:

CVO
Brigadier Archie Miller-Bakewell, Private Secretary and Treasurer to HRH The Immediate Past Master.

MBE
Captain Georgina Elizabeth Carlo-Paat, Harbourmaster Ilfracombe.
Annette Picton, lately Trustee, The Royal Navy and Royal Marines Charity.

speaker at many international conferences and the IMO. From October 2014 he was Managing Director of Hydra Consulting Ltd, an organisation focusing on risk management, management audits, ship and owner vetting, environmental performance and asset advice. From June to October 2014 with Noble Chartering Hong Kong he was Head of Global Operations, managing a team of approximately 60 with responsibility for all aspects of operating a fleet of 150 vessels.

At Cargill, which company he served for 20 years from 1994, he was Environment & Compliance Manager, heading up a technical and response team globally embracing all technical matters, ship vetting, corporate social responsibility (CSR) and various special projects. He was also a director of Rightship Pte, a director of The Sailors' Society and represented Cargill at OCIMF, INTERTANKO, INTERCARGO, the UK Chamber of Shipping, and The Sustainable Shipping Initiative. (www.sustainableshipping.org).

Commander Rupert Best MNI MCIT DL RN on 3 February 2021 aged 77, Younger Brother No 106. He was admitted in 1995.

He commenced initial training in 1961 and served in *Vigilant*, *Chawton* and *Hermes* over 15 months as a seaman officer. During this time, in 1962, for service in Brunei waters during the insurrection he was awarded the Pingat Perjuang. For a year in 1965 he served in *Whitby* and from 1966 to 1979 in the submarines *Ocelot* and *Sealion*, was second-in-command of *Trump* and *Opportune* followed by *Courageous* and as second-in-command of *Sceptre*. His first command was *Ocelot* in 1974/1975 followed by two years in command of *Courageous*.

For six months in 1976 he served at Fleet Headquarters in Northwood followed by an attachment to Commander, Submarine Development Squadron Twelve at New London, Connecticut as Joint US/UK Project Officer and coordinated activities concerning exercise design conduct and analysis. This was followed by a return to Northwood as Submarine Operational Planning Officer then CO and later as Chief Executive at ARE Teddington and DRA Farnborough.

On leaving the Royal Navy, Rupert joined Carmichael & Sweet, Clendale Associates, an independent management consultancy in the business of defence diversification, transport and general industry. From late 1992 to the end of 1994 he was with Portland Development Partners on a port development project. This was followed in the position of director of Portland Port

Honours

HM The Queen's Birthday Honours List 2021 published 11 June 2021

We send our congratulations to the following Members of the Fraternity:

KCB
Admiral Antony David Radakin CB ADC (Younger Brother No 437)

CB
Rear Admiral Andrew Paul Burns OBE (Younger Brother No 336)

CBE
Commodore Robert James Astley Bellfield (Younger Brother No 410)

OBE
Neil Glendinning, CEO, Harwich Haven Authority (Younger Brother No 338)



Admiral Sir Tony Radakin

Appointments

We send our congratulations to the following Members of the Fraternity who have new Appointments:

Rear Admiral Andrew Burns CB OBE (Younger Brother No 336) to be promoted Vice Admiral and to succeed Rear Admiral Jerry Kyd (Younger Brother No 287) as Fleet Commander in September.

On 13 July 2021 **Admiral Sir Tony Radakin** KCB ADC, First Sea Lord and Chief of Naval Staff, Barrister, Called as Master of the Bench of The Honourable Society of The Middle Temple, Younger Brother No 437.

Obituaries

It is with regret that we report the deaths of the following members of the Fraternity:

Captain Jonathan Robert Stoneley FNI on 25 November 2020, aged 59, Younger Brother No 279. He was admitted in 2011.

He spent 14 years at sea from Cadet to Master in a variety of ship types followed by three years with London law firm Norton Rose and one year with Lloyd's Register. Without doubt he was a recognised global industry figure and

Limited where he was concerned with the acquisition and development of the commercial port, a marina, tank farm, fish harbour, ship repair and leisure facilities and light industry.

In addition, Rupert was a Member of Royal United Services Institution, the Navy Records Society, the British Maritime League and the British Maritime Foundation and was a founder Member of the British Maritime Charitable Foundation. He was Deputy Lieutenant for Dorset, was a keen and successful cider apple grower and an energetic promoter of all things Dorset.

Commander Christopher Lee RD* MA RNR on 17 February 2021, aged 79, Younger Brother No 172. He was admitted in 2003.

He served time as a deck apprentice with Mitchell Cotts' Saint Line and as a Third Mate in *Cedar Hill* of Counties Ship Management. His semi-autobiographical *Eight Bells and Top Masts* is an account of his time afloat and circumnavigation of the globe. In his twenties he read history at London University then joined the BBC as a defence and foreign affairs correspondent being posted to Moscow and Washington. At the same time he had been recruited as a Soviet Navy specialist and assisted as a naval interrogator specialising in the Soviet Northern Fleet. In academia he was a Cambridge Fellow and re-wrote the Combined Maritime Operational Plan for NATO in an attachment to Northwood under the then C-in-C Fleet, Admiral Sir Nicholas Hunt. In broadcasting he directed the BBC's Falklands War coverage and became an adviser to BBC Radio 4 during the Gulf War. Following the Falklands conflict he was tasked by Admiral Sir William Staveley, C-in-C Fleet, to create the Naval Public Affairs Branch and produce a Naval PR Plan and recruit suitable officers into the RNR. He was appointed the first CO of the Public Affairs Branch and integrated Public Affairs into the Greenwich Staff Course. He lectured at Dartmouth, at Camberley Staff College, the Foreign & Commonwealth College, at the Home Office and with the US Federal Emergency Management Agency in Washington. He was adviser to the C-in-C Naval Home Command on the future of RNR COs and integration of List 1 officers with command experience into the general RNR system. Before his retirement he was CO of HMS *Wildfire* and received a bar to his RD.

A prolific writer he delivered more than a hundred Radio 4 plays and was originator and writer of the BBC Radio 4 trilogy *This Sceptred Isle*, which amounted to 216 episodes totalling 46 hours.

James Gresham (Jim) Davis CBE K(DK) MA on 20 March 2021 aged 92, Younger Brother No 74. He was admitted in 1989.

A major contributor to the maritime forums and a former Director of P&O, and Shipping Director of Kleinwort Benson, Chairman of DFDS and of Wigham Richardson, shipbrokers. His interests in shipping were far and wide and included the position of President of the Institute of Export and Past President of the Institute of Chartered Shipbrokers. He was a Member of the Worshipful Company of Shipwrights and Liveryman of the Worshipful Company of World Traders. Other directorships included of Pearl Cruises of Scandinavia, Rodskog Shipbrokers of Hong-Kong and of Global Ocean Carriers. He was member of the Bureau Veritas General International Committee.

One tribute on his passing reflected that Jim was one of the pillars and beacons of British and international shipping and the most iconic shipping man for over seven decades. In the late 1970s, against a backdrop of unprecedented tonnage oversupply, excess shipbuilding capacity, lack of finance and general pessimism the shipping industry had enormous problems to be solved and so was formed the International Maritime Industries Forum (IMIF) to bring all the players together.

In 2011 he received the Lloyd's List Global Lifetime Achievement Award after 60 years in the industry and an era ended at the 40th anniversary dinner of the IMIF in 2015 when he stepped down from the post of chairman.

Captain Robert Neil Blair CVO RN, on 17 April 2021 at the age of 84, Younger Brother No 80. He was admitted in 1991.

He served widely in the Royal Navy from 1954 until 1989, including appointments in HMSs *Triumph* (1955), *Gambia* and *Kenya* (1955 and 1956). He served in HMY *Britannia* in 1958-1959 and 1970-1971. From 1961 to 1963 he served in *Ark Royal* and from 1965 to 1967 commanded *Shavington*. From 1972 to 1974 he commanded *Ashanti*.

Ashore, he had command of HMS *Royal Arthur* and was the Commander at Britannia Royal Naval College Dartmouth.

He was Private Secretary and Treasurer to HRH The Duke of York from 1990 to 2001, and also Comptroller and Private Secretary to Princess Alexandra, the Honourable Lady Ogilvy, between 1996 and 1997.

Commodore Malcolm Stephen Williams CBE RN, on 20 April 2021, aged 69, Younger Brother No 337. He was admitted in 2015. He died in a road traffic accident. His wife Sally, who was with him, was seriously injured.

Malcolm joined the Royal Navy in 1972 and to 1974 served in HMSs *Intrepid* and *Eastbourne*. Subsequent appointments were to *Zulu* (1974-1976), *Eskimo* (1977 to 1979), *Ambuscade* (1980 to 1982) and from 1983 to 1984, *Broadsword*. In 1986 he served in *Illustrious* as Navigator. Various shore appointments followed.

With regard to commands he had *Andromeda* and *Scylla* from 1989 to 1991 and *Fearless* from 1996 to 1998.

From 1985 to 1987 he was with FOST as Staff Navigating Officer then was appointed Fleet Navigating Officer to 1979. To 1994 he was in a post responsible for the Warfare Officer promotions' process. From 1994 to 1996 he was Assistant Chief of Staff Policy & Programmes at HQ Royal Marines with responsibility for the RM budget and equipment plans. From 1999 to 2001 he was ACOS (OPS) & ACOS (Maritime) responsible for day-to-day Fleet Operations as the maritime Assistant Chief of Staff within Permanent Joint Headquarters responsible for maritime advice and action on behalf of the Chief of Joint Operations.

His final appointment before retiring from the Royal Navy in 2003 after 31 years' service was as CNO(A)/DNOA(X) responsible for the oversight of all appointing and promotions below the rank of Captain (RN)/Colonel (RM). Specifically he was responsible for the appointment of all Seamen officers.

In March 2004 he was appointed Chief Executive of the Shipwrecked Fishermen and Mariners' Royal Benevolent Society (The Shipwrecked Mariners) in Chichester, retiring sixteen years later in March 2020. He was also Chair of the RN&RM Children's Fund, and a trustee of the Merchant Navy Welfare Board, and of St Wilfrid's Hospice.

Dag Pike FRIN, FIMarEST, AFNI, FRmetS Readers may wish to learn of the passing on 29 May, aged 88, of Dag Pike, yachting journalist, writer and high-speed craft navigator.

From 1955-63 he served on our support vessels, eventually becoming First Officer. Later became an RNLI Inspector and was part of a team that conceived the rigid inflatable boat (the RIB). As an accomplished author he wrote *The History of Navigation* (2018, published by Pen & Sword).

In Branson's 72-foot monohull *Virgin Atlantic Challenger II* he crossed the Atlantic in three days, eight hours and 31 minutes, beating the record holder, the liner *United States*, by two hours yet Branson did not win the Blue Riband as the boat's passage was not regarded as commercial.

HRH The Prince Philip, Duke of Edinburgh (1921-2021)

It is with sadness that the Master, the Court and the staff of Trinity House marked the passing of HRH The Duke of Edinburgh on 9 April 2021.

His Royal Highness was highly prominent in the life of the Corporation throughout the second half of the 20th century and the start of the 21st, initially as an Elder Brother and later as the Master.

He was sworn in as an Elder Brother on 6 June 1952, and accompanied Her Majesty Queen Elizabeth on the occasion of the opening of the newly-rebuilt Trinity House on 21 October 1953.

The members of the Court elected him Master on 24 April 1969 on the retirement

of HRH The Duke of Gloucester, and re-elected him to the same position for every consecutive year until 2011, when he retired, making him the longest-sitting Master in the Corporation's long history.

During his time as Master, His Royal Highness oversaw a long series of significant changes to the way Trinity House works; shipping advanced, as did the requirements to keep the mariner safe and the technology available to Trinity House for its provision of aids to navigation.

The advent of telemetry, helicopter access and the construction of Royal Sovereign Lighthouse were all noted keenly by the ever-interested Master, and indeed

on 30 July 1974 the Duke of Edinburgh flew the helicopter to the offshore Royal Sovereign Lighthouse to carry out his inspection of the station. After his inspection of the station, HRH flew the helicopter to Eastbourne and transferred to THV *Patricia* which took him out to Beachy Head Lighthouse where he carried out a similar inspection.

When the three General Lighthouse Authorities of the UK and Ireland hosted the IALA Conference in 1985, it was the Duke who presided over, welcomed individually and made a speech to the guests assembled from around the world. As such, he would be President of IALA from 1985-90.



With HM The Queen at THV *Galatea* naming ceremony in Pool of London

As Master he also oversaw the great phase of lighthouse automation that concluded in November 1998 when he attended the ceremony at North Foreland Lighthouse to bid farewell to the last lighthouse keepers when the station was converted to automatic operation, the last Trinity House lighthouse to be demanned.

Bringing Trinity House into the 21st century, and mirroring his early association with the Corporation, the Duke opened the newly-built Trinity House offices and depot in Harwich in 2005 and accompanied HM The Queen on the occasion of the launch of THV *Galatea* in the Pool of London on 17 October 2007.

Deputy Master Captain Ian McNaught marked the passing of the Immediate Past Master with the following words: *“His Royal Highness’ long association with—and keen interest in—Trinity House is a point of enormous pride for us. It is really quite difficult to fully grasp the changes to Trinity House through which he steered us as Master of the Corporation between 1969 and 2011. He became Master of an organisation with almost 2,000 people and a long chain of coastal depots, ships, workshops and stores.*

“When he passed the baton to HRH The Princess Royal in 2011, he had been an integral part of our transformation into a lean organisation of 300 people making full use of technology and overhauled working practices to deliver the best possible service for the safety of the mariner, including LED lanterns, helicopters and satellite navigation systems.

“On behalf of the Court and the staff, we are deeply grateful to His Royal Highness and bid him a peaceful rest.”



HRH Duke of Edinburgh portrait by Chen Yan Ning



Master on Royal Sovereign Lighthouse with Principal Keeper Whitson



Re-opening Trinity House with HM The Queen on 21 October 1953

No two days are the same ... and I really like that about my job!

Continuing our look at various roles around Trinity House, **Catherine Attwood** describes her work as General Manager at the Trinity Homes almshouses at Walmer

The history of Trinity Homes

An almshouse is accommodation belonging to a charity which is provided exclusively to meet the charity's purposes, which in the case of Trinity Homes is the relief of financial need for retired mariners (both Royal Navy and Merchant Navy) and their wives or widows. The history of the almshouse movement stretches back to medieval times, when religious orders cared for the poor;

many almshouses are splendid historical buildings with long and interesting histories.

Trinity House's oldest duty is to provide almshouses for mariners and their dependants. The original almshouses were built in Deptford prior even to our incorporation in 1514, with expansion into a number of other sites in London over the following centuries. In the Second World War, the last remaining almshouses at

Mile End in London were damaged beyond repair, so the Elder Brethren seized the opportunity to re-build in a location more suitable for older people than central London. On 9 May 1958, HRH The Duchess of Gloucester opened the new Trinity Homes in Walmer, in a beautiful location close to Walmer Castle, not far from the sea. Trinity Homes remain the only almshouses of Trinity House.



Catherine Attwood, General Manager of the Trinity Homes almshouses at Walmer which provide for the welfare of aged mariners and their dependants



In the main building. Below: the exterior of the main building, entrance to the site and communal gardens



What are the homes like?

The main objective of almshouses is to provide a safe, secure and warm home for residents, in an environment with good friends and neighbours, ideally in a beautiful setting. Trinity Homes certainly meets all three of these objectives.

Each of the 18 homes is a two-bedroom bungalow, with a kitchen, living room, bathroom and back garden. Each bungalow is equipped with an emergency call system that allows residents to raise the alarm in the event of an emergency. There are also nine garages available for use by residents.

There is a main building which houses the office, a staff flat (used by our Night Attendants when they're on duty) and a large common room for residents that is equipped with a large TV, snooker table, a small library and a computer for residents' use. The common room also includes a dining room, in which a midday meal is served from Monday to Friday for those residents who would like one.

But it is the grounds of Trinity Homes which is often the talking point of any visitors and passers-by. We are blessed to be surrounded by beautifully manicured gardens. There is also a pond, and a number of raised beds used by our more green-fingered residents to grow vegetables, herbs and more. There is also a large meadow, and in keeping with our maritime traditions, a flagpole acts as the main focal point in the centre of the gardens.

Who works at Trinity Homes?

The Trinity Homes team exists to support our residents. We are a small team of six people: four Night Attendants (Karen, Nikki, Larry and Inga) who work from 9pm each night to provide on-site support for residents when needed; our Resident Services Coordinator (Mary) whose primary role is catering the weekday midday meal for residents, as well as coordinating social events for residents; and me as General Manager.

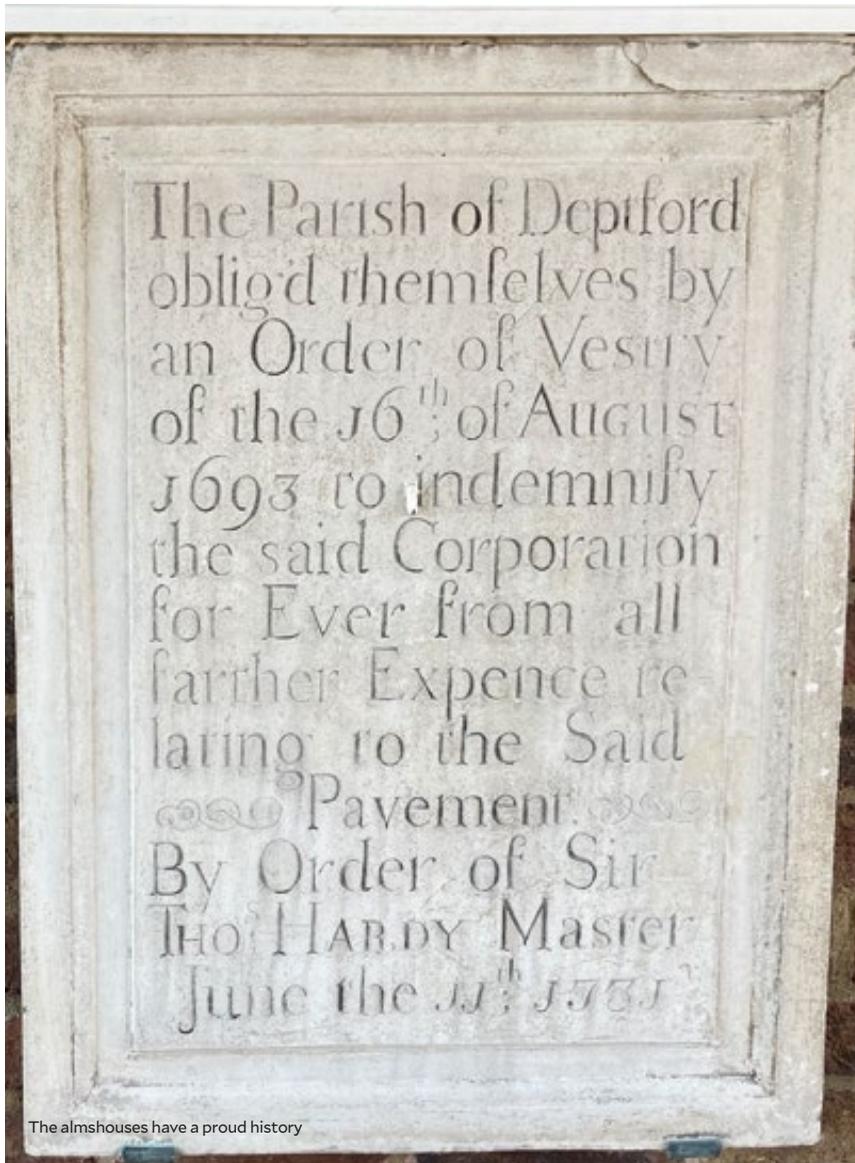
What does the General Manager do?

In short, the GM is responsible for the day-to-day management of Trinity Homes, to provide a safe, secure and comfortable environment in which our residents live, and to deliver a resident-focused service which promotes and facilitates independent living.

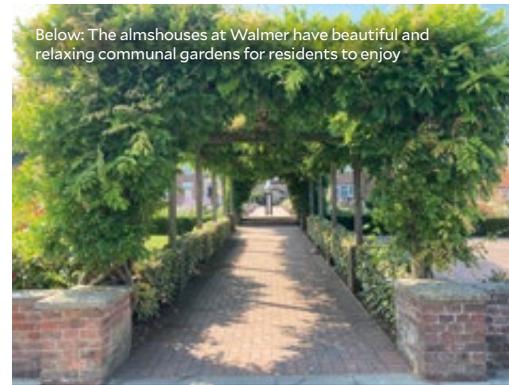
Supporting our residents to live independently is an important part of the job for everyone who works at Trinity Homes, including the GM, and sign-posting residents to other services (such as social care agencies, the NHS, local volunteer organisations or other charities) is part of this. But it is the pastoral care service which we provide which really makes a difference to our residents; very often, a cup of tea and chat with a friendly person who has time to listen can make the world of difference to a resident if they are experiencing a difficult time.



Catherine is responsible for the day-to-day management of Trinity Homes which supports residents to live independently



The almshouses have a proud history



Below: The almshouses at Walmer have beautiful and relaxing communal gardens for residents to enjoy



Having said that, the role of GM covers a number of other tasks, with a large part of the role focusing on property management of the buildings and grounds, including health and safety compliance and contractor management. Policies and procedures and budget management also make up a big part of the job. Planning and resourcing training for the team, in areas such as safeguarding, mental health awareness and health and safety, is also important.

What does a typical day look like?

There really is no such thing as a 'typical day' in my role – and, to be honest, that's what I enjoy most about it.

The role is really varied from one day to the next. There are a number of routine tasks, of course, but a large part of the role is to be responsive to residents' needs, many of which arise with no advance warning. For example, I can go from doing standard office-based tasks such as budget forecasting, writing reports or liaising with our many suppliers and contractors, to retuning a resident's TV, helping a resident to phone their insurance company or trouble-shooting a resident's new mobile phone within a moment!

Why did you decide to work at Trinity Homes?

I knew I wanted my next employer to be a charity, but I was open-minded as to what



IT FEELS REALLY GOOD TO COME TO WORK EVERY DAY KNOWING THAT I AM PLAYING MY SMALL PART IN CONTRIBUTING TO THE LONG HISTORY OF THE CHARITY'S ALMHOUSES



field the charity might work in. In our little corner of East Kent, there aren't that many large charitable employers, and with a background in housing, I had assumed that I would need to travel further afield, perhaps even to London, to find the right job.

Imagine my surprise when I saw the role at Trinity Homes advertised – just a 10-minute walk from my front door! When I read the job description, I couldn't believe that my ideal job was so close to home.

The application process was rigorous, with a video interview and two face-to-face interviews, and included a lunch with residents so that they too could have a say in who the next manager might be. I accepted the job in early 2020 to start in May, when the pandemic was in full swing.

Starting a new job in the middle of a pandemic has been interesting to say the least, especially in such a people-focused role. Keeping residents and staff safe was my first and most important priority, and 15 months on it still is. I am so pleased to be able to say that none of our residents or staff contracted COVID-19—making us much more fortunate than many other similar housing schemes for older people in our local area—and this is down to the collective actions of our residents and staff to keep everyone safe.

It feels really good to come to work every day knowing that I am playing my small part in contributing to the long history of the charity's almshouses, to ensure that Trinity House can continue to provide its almshouses for many more years—perhaps even centuries—to come.





Lighting up the future

Our west coast Technical Manager **Jim Veall** describes the creative approach used to modernise St Bees Lighthouse during lockdown

Perched on the red sandstone cliffs of the Cumbrian coast, St Bees Lighthouse was established in 1718, although the current tower dates from 1866. The height of the cliffs mean that despite the modest stature of the tower, the light is the highest in England, at 102m above sea level. From the vantage point of

the tower, the views across the Irish Sea extend to Scotland to the North and to the Isle of Man with Ireland beyond to the West. The lighthouse is managed and maintained from Trinity House's Swansea Depot.

Since 1999, the 18NM (nautical mile) light has been provided by a cluster of three 250W halogen lamps mounted in the original 1866 lens. The life of the halogen lamps is short, needing to be replaced every three months before the light output degrades. The lamps are fitted into bases with spring terminals, and the repeated heating and cooling as the lamp flashes means the springs lose their tension and the bases have to be replaced annually. The bases are no longer manufactured and so the practical life of the light system was limited. It was time to find an alternative.

In late 2019, an LED alternative to the

halogen lamps was identified and so we made plans to install a new light source in 2020. As we all know, plans for anything happening in 2020 were thrown into disarray by the onset of the COVID-19 pandemic. This required a creative approach to the project.

Whenever new equipment is to be fitted to a lighthouse, one of the first tasks is to visit the station to take measurements and establish where the new kit will go. We have drawings which detail a certain amount of the information, but representing a circular room on a flat sheet of paper (or a flat computer screen) has limitations. The travel restrictions imposed by the pandemic meant that travelling over 300 miles from Swansea to St Bees was not possible. Fortunately since the advent of digital photography we have a large library

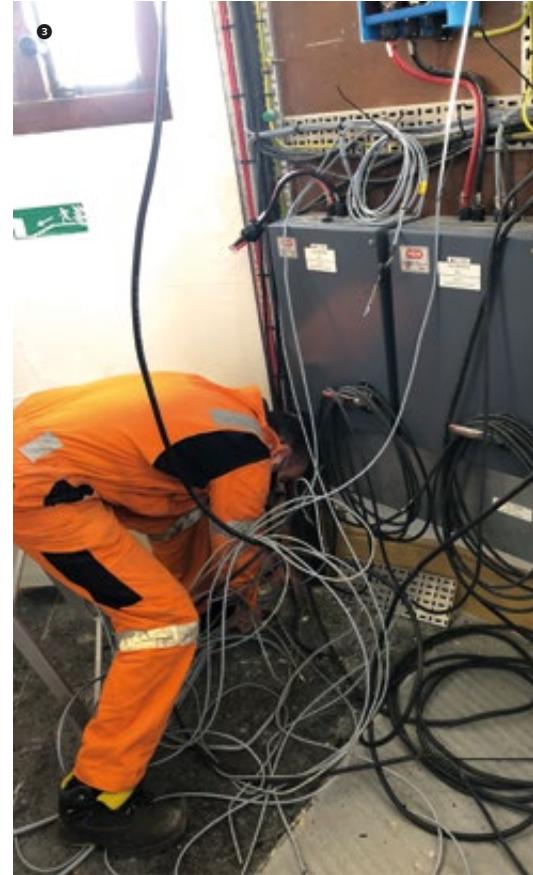


View of St Bees Lighthouse from the south west

WHENEVER NEW EQUIPMENT IS TO BE FITTED TO A LIGHTHOUSE, ONE OF THE FIRST TASKS IS TO VISIT THE STATION TO TAKE MEASUREMENTS AND ESTABLISH WHERE THE NEW KIT WILL GO



1 The old light at night
 2 The old light source
 3 Wrestling with cables
 4 Ian Arthur at work
 5 LCS board
 6 The new LED in place



of images that help to jog the memory and give context to the drawings. Being based in Swansea, remote access to the library and electronic transmission of drawings to Harwich is established practice. Working from home was not significantly different. Once the design was complete and equipment was purchased and delivered however, the process became a little more unusual.

New equipment is usually assembled and pre-commissioned in the depot. It allows settings to be verified and performance to be checked before taking it to site. It is set to run for a period of time so it can be monitored for any failure. When you're in the depot daily, monitoring is simple. With reduced numbers of staff in the depot, it's not so straightforward. As a result, I ended up with a lighthouse in my study at home. The light source, control equipment and a power supply sat behind my computer and enabled my teenage son to see his way to the kitchen for midnight snacks. A cardboard tube around the light prevented me from being dazzled when the light came on in the darker evenings. By Christmas 2020, everything was ready to be installed.

Planning the installation had to take into account the fact that COVID-19 restrictions were still in place. The set-up of the lighthouse meant that the three of us were usually working in three separate rooms, we stayed in separate accommodation and with no pubs or restaurants open, take-aways or self-

cooked food was the order of the day. Lunch breaks were taken sat in vehicles instead of sharing the small kitchen area.

By leaving the original light system connected but moving cubicles to the floor or temporary supports, the new system was able to be fixed in place and connected up ready to be changed over. On 26 February 2021, the old halogen lamps were removed and the new LED light was installed.

The time spent poring over drawings and photographs paid off, dimensions matched up, cables were long enough and the new equipment all fitted where it was meant to. All that remained was to remove rather a lot of redundant equipment and cables and tidy up the installation.

The new LED uses 90W compared to the 250W of the old lamps while achieving the same range. Only half of the LEDs are in use at a time. If one should fail, the other half come into play. If a further failure occurs, a spare unit kept at the lighthouse can be changed out as quickly as changing a conventional light bulb. The life expectancy of the LED is somewhat greater as well. The predicted life is ten years and while we haven't had one running that long, a similar unit measured after five years showed no signs of deterioration.

Shortly after the installation, a viewing trial by THV *Galatea* reported that the new light was clearly visible from 20NM on a particularly clear night. The station is ready to shine out across the Irish Sea for another 20 years.







Channel Lightvessel replaced with Type 1 Safe Water Mark buoy

Trinity House's move to replace lightvessel with a Safe Water Mark buoy is a project that will use modern technology and green engineering, so it's good for the planet too

Trinity House has replaced the Channel Lightvessel with one of its largest Safe Water Mark buoys, after the lightvessel position had successfully established a marine traffic pattern in the area.

The operation to tow the lightvessel and deploy a replacement buoy took place in August.

Background

Following the grounding of the *Amoco Cadiz* in 1978, the International Maritime Organization (IMO) adopted the Off Casquets Traffic Separation Scheme (TSS) in 1979; Trinity House established the Channel Lightvessel so as to clearly define the new TSS to all mariners at a time when such schemes were a relatively new maritime feature.

As part of the continuous review of its provision of aids to navigation—and further to the discontinuation of the East Channel buoy in 2018—Trinity House has carried out extensive analysis on the requirement for the Channel Lightvessel.

It has been determined that as the lightvessel marks only the end of the TSS and not any physical hazards to navigation, it could be removed now that the marine traffic patterns in the area are well established.

Recognising that the Channel Lightvessel had become a prominent physical mark for all sectors of the marine community, Trinity House decided to replace the lightvessel with one of its largest Safe Water Mark buoys in order to enable position verification in the area.

The new aid to navigation

The replacement buoy for the Channel station is based upon a standard Type 1 modular format and incorporates a bespoke electrical design that independently powers the buoy's aid to navigation equipment and also the array of sensors and communication equipment required for the Met Office's meteorological and hydrographic equipment. The AIS and RACON features



The Channel Lightvessel

have been retained to enhance conspicuity through a range of equipment fitted on board a passing vessel.

The aid to navigation is a standard monitored buoy that communicates over a roaming 4G network (with a fall back satellite-based communications unit) allowing Trinity House's 24/7 Planning Centre in Harwich to ensure the 9NM lantern exhibits a light during periods of darkness, to monitor its position via a GPS receiver and to give regular updates on battery condition and state of charge.

Weather monitoring

The meteorological and hydrographic equipment has been developed in close cooperation with the Met Office, collaborating on a system that utilises modern technologies to accommodate the required equipment in a way that makes optimal use of the limited available space.

The lightvessel at the Channel position has been a reliable platform for meteorological observations for many years and this service will continue on the Channel buoy. The new meteorological

observations set-up will have a full back-up system to maintain service year-round and will report the same parameters as the lightvessel. Visibility sensors are deployed and monitored for changes, and the new set-up affords the opportunity to collect full spectral wave measurements. The visibility measurements will be published once verified as accurate by the Met Office.

Green engineering

Being able to recreate the systems that once required a large lightvessel on a much smaller buoy is in many respects thanks to the technological advances made in recent years. The 9NM navigational light now comes from an LED source that requires only nine watts of power and lasts ten years.

Battery technology to store the solar-generated power is also constantly improving; when these technologies are combined it results in less maintenance and fewer visits from Trinity House's ships with a positive impact on the marine environment while still providing the essential visual navigation mark for all passing mariners.

Simon Millyard (top left) presents the certificate to Mahdi Al Mosawi (bottom centre) at the virtual award ceremony



Training decision will help provide the best possible education for technicians

Former Head of Engineering and Operations **Simon Millyard** describes how Trinity House was able to support aids to navigation training in the Gulf region

After a rigorous audit process, Trinity House has approved the Middle East Navigation Aids Service (MENAS) as an Accredited Training Organisation to deliver IALA training courses for technicians.

This follows Trinity House's accreditation in 2018 and the subsequent successful delivery of both manager and technician courses.

MENAS manages aids to navigation in large parts of the Gulf region and has a well-established operation based in Bahrain. MENAS was looking to formalise its technician training and also offer

internationally-recognised training to ports and harbours in the Gulf for its technical staff.

With its parent organisation the International Foundation for Aids to Navigation (IFAN) being based in London, it was logical to ask Trinity House as the Competent Authority to conduct the audit for Accredited Training Organisation status.

With the recent restrictions on travel and meeting, the audit was conducted online with many documents being sent back and forth with updates and suggestions. There was also a live video audit of the MENAS training establishment in Manama, Bahrain.

Omar Frits Eriksson, Dean of the IALA World-Wide Academy and Deputy Secretary General of IALA, said: *"We are delighted to see the accreditation by*



MENAS manages aids to navigation in large parts of the Gulf region



Trinity House of MENAS to deliver IALA courses in the Gulf region, this supports the IALA goal to deliver a sustainable and efficient global network of Marine Aids to Navigation through capacity building and the sharing of expertise. This is turn will translate to safer shipping; congratulations to all who worked to deliver this achievement."

The award ceremony—like the audit itself—took place virtually, on 23 April. The video meeting was attended by Mahdi Al Mosawi as the representative for MENAS, as well as Simon, Deputy Master Captain Ian McNaught, Peter Stanley (IFAN), Omar Frits Eriksson (IALA) and Kevin Gregory (IALA).

Trinity House continues to deliver IALA-approved courses for AtoN managers and technicians for our own staff and also for external candidates.

Editor's note: Simon Millyard was previously Trinity House's Head of Engineering and Operations until his retirement in 2019. He is retained as Course Supervisor and Principal Lecturer in support of Trinity House's IALA-accredited training and capacity-building programme.



All photos courtesy of MENAS

Maritime Charity update

The **Trinity House Maritime Charity** continues to ensure that young people are getting access to maritime training and that mariners and their dependants are well looked-after



High Tide Foundation.
Front: Owain Brennan (Programme Co-ordinator) and Lauren Bywater (General Manager)
Back: Kirsten Donkin (PD Ports), Mark Easby (Chairman, High Tide), Michael Shakesheff (Casper Shipping)

CHARITABLE GRANTS

HIGH TIDE FOUNDATION

Teesside-based charity High Tide Foundation has partnered with local shipping, logistics and maritime businesses to transform their career programmes to reach more young people digitally. Their successful industry-led cadetship was put on hold when the pandemic struck last year. However, the new online and interactive programmes connect students with businesses and help young people explore the world of maritime and shipping directly from their classrooms. From snapshot days and bite-sized taster sessions to immersive deep-dive programmes, the insightful courses provide an engaging glimpse into the sector and opportunities taking place in the Tees region.

The programmes are designed and delivered with key industry partners, including the foundation's founding corporate partners, PD Ports and Casper Shipping. Lauren Bywater, General Manager at High Tide, said: "After pausing our workplace-based programmes, we had to

develop new ways of offering life-enriching experiences for young people in our region. By delivering this virtually, we're now aiming to reach over 4,000 students per year."

Long-time supporter Nikki Sayer from Casper Shipping added: "It's a great way to showcase our sector and our business to students who've never even heard of shipping or maritime. They often have no idea about the number of careers and opportunities that are right here in Tees Valley. We also find it's a really enjoyable way to help the team feel involved in giving something back."

The Trinity House Maritime Charity has supported the Shipping Cadetship for a number of years and was delighted to offer further support to move the programme online, both through awarding a grant and the participation in the delivery of the session by Younger Brother Lt. Cdr. David Carter. Feedback from the participants included: "Thank you for this fabulous experience, I have learnt a lot of information especially from David" and "This was such a lovely experience and I learnt soooo much, thank you."

www.hightidefoundation.co.uk

THE SCOUTS

The partnership between Scouts and Trinity House is helping young people gain the skills they need for the future, as the maritime sector is big, and getting bigger. Maritime careers are responsible for supporting an incredible 95% of the UK's global trade. With global trade increasing, the sector is expected to double in size to \$3 trillion by 2030.

With this increase, there is a need to introduce a new generation to the exciting challenges and opportunities of a maritime career. There is such a broad range of careers, from engineering, fishing, and the Merchant Navy, to legal, HR and marketing. That means a wide range of skills are required, and Scouts are well placed to prepare young people for these roles.

That is why a partnership between Trinity House and the Scouts makes perfect sense. After years of providing valuable grants and support to Scouts, helping hundreds of young people have positive experiences on the water, in 2020 the partnership went up a level. The Scouts were embarking on their own ambitious venture to create high-quality, off-the-





Cubs enjoying a river raft

shelf activities. These would help young people aged six-14 (Beavers, Cubs and Scouts) meet every one of their badge requirements.

Trinity House's financial support meant that the Scouts could create 36 activities for the Nautical Skills Staged Activity Badge. As well as encouraging young people to have great experiences on the water, the activities helped them gain skills that would lend themselves to a maritime career. They have been designed in a way that even without specialist equipment or expertise, participants can get a good feel for buoyancy aid skills, rescue techniques and the mechanics of water crafts. In what has been a challenging year for us all, Scouts responded by adapting many of its activities so they can be tackled at home, in a campaign called #TheGreatIndoors. This was promoted widely to both Scouts and non-Scouts, supporting half a million families up and down the country.

At a time where the maritime sector is set to undergo a significant growth, collaborations such as this are giving young people an introduction to the skills and experience they need for the future. scouts.org.uk

BROUGHTON HOUSE

Established in 1916, Broughton House Veteran Care Village (formerly 'East Lancashire Home for Injured Sailors and Soldiers') has cared for over 8,000 military veterans in just over a century. On 31 October 1918 Broughton House and its 'Jellicoe Ward' was formally opened by Admiral of the Fleet, Earl John Jellicoe, after making an official visit to Manchester. He then met with the 43 residents and members of staff who lined up outside the home to greet him. Upon declaring the home open, Admiral Jellicoe said that: "he hoped that it would offer a restful and

peaceful residence for those who during the Great War had given so much for their country. It was a debt owed to them and he was sure it would be repaid in full."

It recently opened a state-of-the-art care home on the original site in Salford, providing nursing, residential, dementia and respite care to veterans from all branches of the Armed Forces and Merchant Navy. Broughton House has always had a strong Naval connection, having been honoured to care for over 1,500 Royal Navy and 700 Merchant Navy ex-servicemen and women during its 105-year history.

One of the newest residents is 94-year-old Derrick Corfield, who moved into Broughton House following a fall from his electric scooter. He had been living nearby but after his fall thought it was the right time to move into a more supported environment. Derrick was too young to serve in the armed forces before the Second World War so at the age of 15 he joined the Home Guard. Having previously been a Sea Scout, he volunteered to join the Merchant Navy at 16 and set sail in February 1944 as a crew member on RMS *Orion*. In the run-up to D-Day, Derrick and his comrades ferried US and Canadian troops across the Atlantic to Liverpool for the invasion of Europe. He also manned one of the anti-aircraft cannons after undergoing a 'crash' gunnery course with the Royal Navy. After D-Day, RMS *Orion* continued to sail all over the world, ferrying troops. Derrick stayed at sea until 1948. Derrick said that he was "well looked after at Broughton House, and that's the main thing".

Broughton House stands ready to support veterans long into the future and while ex-service men and women vary in ages, from those who served in the Second World War to those who have served in

Iraq and Afghanistan, the long-term major recruiting area of the north west means that veterans' needs will continue for many years to come.

www.broughtonhouse.com

NATIONAL COASTWATCH INSTITUTION

The National Coastwatch Institution (NCI) station at Wells-next-the-Sea, Norfolk, is unique in that, on the edge of The Wash, it is NCI's only north-facing station. It has been operational for over 20 years and it is currently engaged in a major building refit project. Part of this programme was to re-equip the station with better technology and it has benefited from a £5,500 grant from Trinity House to replace its aging optical and communications equipment, including binoculars, VHF radios, high-powered telescope and automatic ship recognition system.

This new equipment recognises the importance of this station to coastal users of all kinds, particularly as it overlooks the Race Bank and Sheringham Shoal wind farms and its work boats and the very difficult navigation into Wells harbour. Communications with Her Majesty's Coastguard and the Wells Harbourmaster are now greatly improved benefiting both leisure and commercial traffic. The station is now fully compliant with the HMCG demands required to maintain its Declared Facility Status.

NCI Deputy Chairman Ian Whalley said: "NCI Wells is an extremely important station as is its local campaign of sea safety. We are very grateful to Trinity House for their continued support and for the provision of this new equipment which enormously improves the Watchkeepers' capabilities."

www.nci.org.uk



Broughton House resident Derrick Corfield



Keighley Sea Cadets (from left to right): representative from the minibus supply company, Younger Brother Lt. Cdr David Carter, The Mayor of Keighley, the Mayor's Consort, and Corinne Metcalf, Chair & West Yorkshire District Chair, Keighley Sea Cadets & Royal Marine Cadets

REGIONAL GRANT COMMITTEES

KEIGHLEY SEA CADETS

The Northern Regional Grants Committee has been supporting a number charitable causes coast to coast across Northern England. Keighley Sea Cadets is rather landlocked up in the Pennines but active on the water. If not out on the Leeds Liverpool Canal, they are now boating on a local reservoir. A key enabler for their waterborne activities has been the need to transport their growing number of cadets to the water and to supplement their current ageing minibus. During the 2019-20 financial year, Trinity House contributed to their newly acquired, fully refurbished, minibus and Lt. Cdr. David Carter was invited to attend on the delivery day in the photograph. The quality of the refurbishment of their reconditioned minibus acquisition was truly like new and our donation has been a key milestone for them. Credit also due to the minibus provider who supported the charity by going the extra mile. Delivery has been considerably delayed during the pandemic but as the Sea Cadet unit has needed to suspend its training nights the arrival has now coincided with pandemic recovery reopening.

For the 2020-21 financial year the

Committee has again funded the unit, this time for water craft and training aids that will be carried on the minibus roof rack to their training venues. As with all Sea Cadet units, Keighley progresses towards RYA qualification outputs. We have a quality maritime focus in a location as far removed from the sea as likely possible in this former Northern industrial mill town in Yorkshire. Most recently better known as the birthplace of Captain Sir Tom, we are contributing to the recovery of this vibrant town and its youth with a focus very much on the sea. The enthusiasm of the staff and cadets and the outputs to follow give Trinity House much to rejoice of by lending a hand.

HAVANT YOUTH SAIL TRAINING SCHEME

Founded to provide fun and personal development benefits to young people from a large London overspill estate in Havant, for over 40 years Havant Youth Sail Training Scheme (HYSTS) has provided professional instruction on the beautiful and safe waters of Chichester Harbour. The charity focuses on young people aged eight to 18 who are encouraged to progress through the RYA primary stages of dinghy sailing at their own pace. The boats, buoyancy aids, foul weather clothing and bump hats are supplied by HYSTS;

all the young person needs is stacks of enthusiasm. The scheme operates as an RYA training centre and is inspected annually.

Sailing provides young people with a source of personal development, teamwork and there is little to compare to the joy and pride on the face of a nine year old at the helm of a small dinghy with parents nowhere to be seen. We have a small fleet of Toppers, RS Fevas and a Hartley 15, an elderly clubhouse and a group of volunteers, several formerly in the RN, WRNS, and RFA, but all keen sailors passionate about the benefits of the charity, proud of the young people we



Newport Sea Cadets' flooded premises



Torbay Youth Sailing Trust

support and especially of those who left school and went to sea in a number of roles.

HYSTS is one of a small number of sailing charities in the eastern Solent formed to support young people from families which may not have considered sailing as an accessible activity. We are working to collaborate with the others to access these youngsters, some of whom seem hardly aware of anything to do with the sea, even living within a short bus ride.

Above all we aim to provide fun for the young sailors and look forward to getting on the water again after missing last season. The continued generous financial support of the Trinity House Maritime Charity ensures the scheme meets its major core costs, thereby ensuring the continual learning and character building of young people in an environment where enjoyment is virtually guaranteed, and friendships are made.

www.hysts.co.uk

NEWPORT SEA CADETS

Newport Sea Cadets aims to give their young people, aged 10 to 18, the best possible start in life through taking part in their many skills-based activities based on a nautical theme. They are run totally by volunteers and raise all the money they require for operational costs and purchase equipment. The Marine Society & Sea Cadets supports a wide curriculum of training opportunities for their members but the unit has to find or train their Instructors who can pass on these skills and of course purchase the necessary equipment. The West Committee grant enabled the unit to offer three new

disciplines (Navigation, Metereology and Radio communication) and for their Instructors to update and revalidate their qualifications.

Newport Sea Cadets has a thriving membership who meet at least twice weekly at their premises which they own. A very old, dark and quite cold building for which the Committee has raised a substantial amount of money in the past year to undertake a huge refurbishment and renovation project to transform into a brighter, warmer, more welcoming environment for their members. Work was well underway until a fateful day, 23 December 2020, when storms hit and the building was completely flooded out to over twelve inches in depth of polluted drain water. So much of their equipment, piled up on the floor of the main hall, from the classrooms, offices and storeroom (undergoing renovation) was damaged by the flood water and has had to be destroyed. Alongside this, the fabric of the building, including much of the refurbishment of the walls and doors was ruined. The kitchen, a step down to a lower level, bore the brunt of the water and had to be completely stripped of cupboards and white goods.

On the upside, because their storeroom was being extended and renovated, they did not proceed to buy the new equipment our grant was funding so the money remains available for when restoration is complete and they can re-open their building. While the pandemic has meant that there was no face-to-face activity at their premises, the unit continued on a virtual platform the team set up, so their

young people have been able to continue with their Sea Cadet experience as far as is possible for throughout this period.

All Sea Cadet units have a training ship name; theirs is *TS Resolute* and that is most certainly what they are: Resolute by name, Resolute by nature. The building is being restored and they have reached out to local businesses and within the organisation to help replace their lost equipment; insurance money only goes so far, a lesson to be learnt here. As lockdown restrictions were eased, they were not far behind everyone else in re-opening, and their premises will rise out of the flood water looking all shiny and new and welcome back their cadets who are excited to see the changes they have managed to make and to meet with their Sea Cadet friends.

TORBAY YOUTH SAILING TRUST

Torbay Youth Sailing Trust was delighted to have its application for a grant accepted by the South West Regional committee in October 2020 after a challenging year of lost sailing and income due to COVID-19. The Trust needed to update the equipment in its fleet of two RS Fevas and six Quba dinghies. This ensured that they are now in excellent condition as sailing and training restarts in 2021. The equipment was based on an assessment of each boat's requirements and included two spinnakers, seven mainsails, eight jibs and seven covers.

The grant from Trinity House alongside some other donations has enabled Torbay Youth Sailing Trust to complete all the updates and be in a great position in 2021. We are extremely grateful to Trinity House. www.tyst.org.uk



One of Newport Sea Cadets youngest members



CHARITIES WE SUPPORT

COVID-19 Redundancy and Retraining Bursary Fund

Financial support for training is helping mariners get back into employment

The Maritime Charities Group (MCG) was established in 2003 to foster collaboration between maritime charity funders, to share information and encourage best practice. Founding members included Trinity House, the Merchant Navy Welfare Board (MNWB) and Nautilus International. The current MCG Chairman, Commander Graham Hockley, was Trinity House's Secretary for ten years until he retired in 2019, so the links with Trinity House are strong and the roots are deep.

Here, Cdr Hockley shines a light on one of their current projects: the MCG redundancy and retraining bursary fund.

THE FUND

At the beginning of November last year, at the height of the COVID-19 pandemic, MCG launched its redundancy and retraining bursary fund to help seafarers who had lost work due to COVID-19 get back into employment in the maritime sector. MCG members Trinity House and MNWB each contributed an initial £10,000

to the fund and further contributions from the Nautilus Slater Fund and Trinity House brought the total to £40,000. The fund is now very much up and running and we want to spread the word as far and wide as possible.

WHO IS ELIGIBLE?

The fund is aimed at UK-based Merchant Navy seafarers who have been made redundant or lost work due to COVID-19. A maximum of £500 is available to fund training that will help them secure a new job in the industry, including refresher training for certification, CV writing and interview skills, training in a new skill or even training for a different part of the industry such as wind farms or renewables.

WHAT HAS THE RESPONSE BEEN?

At the end of April, six months after the fund started, almost £23,000 had been awarded to 48 applicants, and the numbers are continuing to rise. The funders are particularly keen to see more applications

from ratings, women and ferry crew, so our aim over the next few months is to target those under-represented groups.

WHAT DIFFERENCE DOES IT MAKE?

So what difference has the fund made to seafarers who've been made redundant or lost work due to COVID-19? Has help with the cost of training enabled them to get a new job? That's the crucial question.

The answer is yes, it is making a real difference. By the end of June, we knew of 18 out of 48 successful applicants who had got back into employment in the sector. That's a 37% success rate and we anticipate more to come. It is not just the numbers that are important - the feedback from beneficiaries has been overwhelmingly positive:

"Once I got your help to pay for the tuition on my Ship Security Officer, I applied for my licence on 10 February, it was granted on 15 February, and since then my career has taken off. So I am grateful to you and the fund for the help received and look

forward in the future to contributing back to the fund.” FS (Chief Officer Unlimited).

“I completed the STCW refresher courses at the Maritime Training Centre. As a result I had a call from my existing cruise company and started my three-month contract on 11 May. I would like to express my thanks for the funding which provided me with a platform when I needed it most.” TH (Ship Security Officer).

SPREADING THE WORD

Maritime charities often struggle to reach potential beneficiaries, especially Merchant Navy seafarers. Unlike fishermen and their families, they don’t necessarily cluster around certain areas and can live far from any port. We know that word of mouth and recommendation is what works best in the sector so we’re asking our partners to help us spread the word. If you or anyone you work with can help us reach out to our target group please let us know. In the meantime: “Tell your crew, tell your colleagues, tell your mates”.

HOW TO APPLY

Originally open for just six months, the fund has been extended until the end of 2021. Applications to the fund are managed by the Marine Society on behalf of MCG. To find out more about the scheme and how to apply go to www.marine-society.org/redundancy-fund

A COUPLE OF SEAFARERS HAVE BEEN HAPPY TO TELL US THEIR STORIES.

Peter Strachan

“I’ve been at sea since I left school over forty years ago. I started out as a fisherman then moved on to standby, supply, dive ships and then drill ships, where I’ve been working for the last 12 years.

In October 2020 my contract came to an end. That was the first time I’ve ever been unemployed. I want to move into offshore wind — I think it’s a good direction to go in as opposed to oil and gas.

Almost all the work at the moment is through agencies and you need to have all your certificates up to date and ready to go. At over £1,000 a time this is a considerable expense with no guarantee of a job. So when I heard about the grant I applied straight away for help with the windfarm industry courses.

Applying for the fund was easy even for a technophobe like me. I used the grant towards the GWO basic course which cost almost £1,300.

At the moment I’m still trying to get into the windfarm industry but thanks to the MCG bursary I think I have a much better chance now.”



The growing offshore wind farm industry is providing new opportunities for mariners

John Jess

“I’ve been a marine engineer since I left school, working mainly in the deep sea merchant fleet and more recently in oil and gas, specifically offshore drilling.

With the onset of COVID-19 the company I worked for made everyone on my rig redundant by October 2020.

Having been at sea for over 20 years I thought about getting a job ashore but decided I should renew my STCW courses and continue working at sea in some capacity, either in oil and gas or back within shipping.

I saw the adverts for the bursary fund in the Nautilus Telegraph and, as my certificates were due for renewal in March, thought I would apply. I was unemployed at the time and had an offer to start work again soon but needed to get my STCW courses refreshed urgently.

So I paid for the courses myself and applied for the grant at the same time. The process was quick and easy and very flexible. Everything was clearly explained on the Marine Society website and in the application form. I filled in the forms

and sent them off then Carla replied and explained the process and time frames.

Thankfully I heard very quickly that my application had been successful. I received £500 towards my STCW refresher courses—four of them in total—and this paid the majority of the fees.

Having passed the courses I was then able to accept a contract with Stena drilling.

The grant has enabled me to continue to work at sea. Without STCW courses I wouldn’t be able to maintain my 2nd engineers certificate and stay in the maritime industry.

I’m still working through an agency but in the long term I hope to find a permanent position in oil and gas or within the merchant sector, neither of which would be possible without having refreshed my courses.

I’d say to anyone in a similar position, take this opportunity and apply for a grant either for a refresher course or towards training for something new in the sector. It’s a really good way to enhance your skills and improve your job prospects in these hard times.”

Our search for future seafarers

The Merchant Navy Training Board's Training and Careers Manager **Rachel Gurnett** writes about her organisation's work to promote careers at sea and drive up the number of young people joining this vital sector



Loren Trevorror enjoys her role as a Careers at Sea Ambassador for the Merchant Navy Training Board

We are not the first to shout about how important the shipping industry is to the UK's economy and its role in keeping us supplied. Not only with goods, but with the additional support offered in various ways, from keeping the coastlines safe, to elements relating to navigation as well as worldwide research. In short, we need seafarers.

For many years, the Merchant Navy Training Board (MNTB) has been working on promoting the work of our seafarers and how people can join the maritime industry through the Careers at Sea programme.

From interest to application, Careers at Sea is a source of advice and guidance to those new to maritime as well as those familiar with its work. Working alongside shipping companies, nautical colleges and of course our Careers at Sea Ambassadors, we are able to share insights into the training and working life of seafarers, giving a glimpse of some daily routines (loosely speaking) for those working on board ship; 'no two days are the same' but here are some of the experiences and adventures you can expect. We put the content together, but the parts of real interest come from our volunteers. I am consistently humbled by those in the industry who really want to encourage the next generation of seafarers

and freely give up their time to achieve this. The stories they share are an unmatched resource in all that we do. In short, to do what we do, we need seafarers with passion.

At the MNTB, we are in the business of supporting seafarer training, alongside other industry experts. We keep up to date with the latest developments and make sure the who (trainers and sponsors), the where (colleges and events) and the how (to apply) are current. Careers at Sea also partner with various organisations and platforms to reach as many people as possible. National Careers Week, Maritime Careers (Maritime UK) and National Careers Service are among those we have



PARTNER PROFILE

already worked closely with, utilising platforms and reaching those who may have never heard of the Merchant Navy. What really makes our promotions come alive are the first-hand experiences. In short, what we need are seafarers' stories.

We need seafarers, and they have answered our call. I am privileged to work alongside volunteers who provide inspiring stories, shared experiences and support for our campaigns. From videos to profiles, personal experiences to sharing about the first time they stepped on board, seafarers have delivered. You've no doubt heard 'no two days are the same', but I've also found that no two stories are the same. Different backgrounds, different routes, different vessel experiences and training pathways. It's that variety that keeps our promotions fresh and the volunteers in high demand. There are always stories to tell, we need seafarers to tell them.

Here's a couple to show you what we mean.

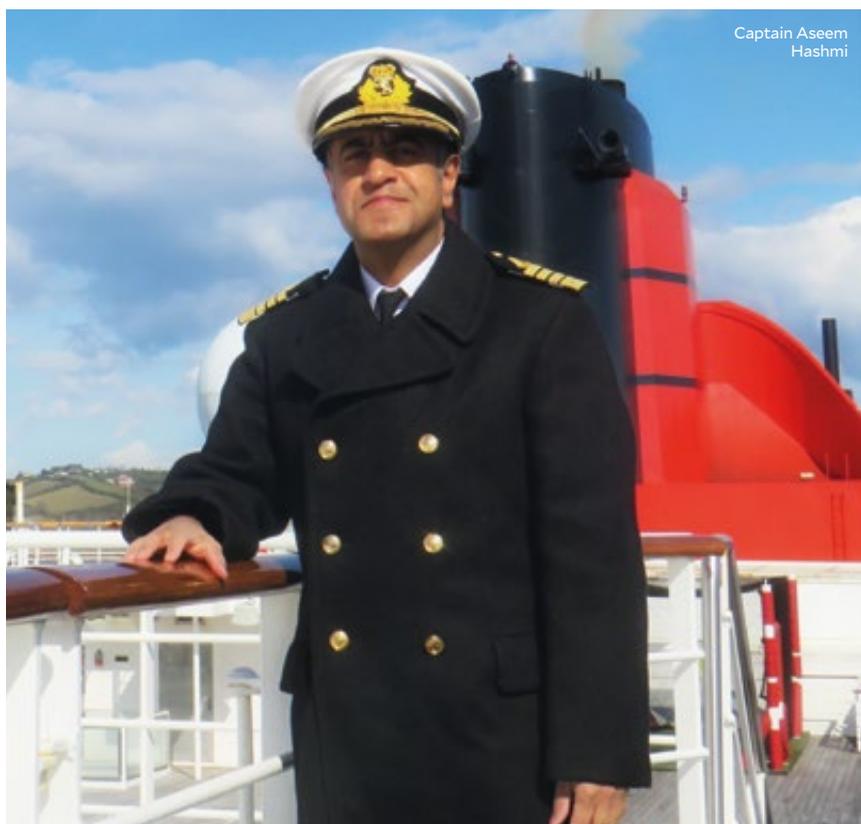
CAPTAIN ASEEM HASHMI CAREERS AT SEA AMBASSADOR

"I volunteered to be a Careers at Sea Ambassador almost 10 years ago, largely in part due to my own personal experience when switching from civil aviation to maritime after cutbacks in the 1990s. In

“SINCE ENLISTING AS A CAREERS AT SEA AMBASSADOR, I HAVE EXCEEDINGLY RELISHED THE OPPORTUNITY EACH TIME TO ENGAGE WITH CAREER ASPIRANTS FROM YEAR 9 PUPILS TO UNIVERSITY UNDER-GRADUATES”

Captain Aseem Hashmi

pursuing an alternative career path, I explored many different career options, but was not even aware what the Merchant Navy was let alone how to enter the maritime industry. It was when I attended a careers fair at the NEC in Birmingham, that I stumbled across a MN careers stand and was furnished with a trim MNTB pack containing all the pertinent information I needed and most importantly details of the companies



Captain Aseem Hashmi



Getting to know the ship a little better!

willing to sponsor marine cadetships. With the internet being in its infancy at the time, such information was not always readily available as it is now, but what made the difference for me was talking to someone from the actual industry face to face, to get the facts not the 'sales pitch'.

"Since enlisting as a Careers at Sea Ambassador, I have exceedingly relished the opportunity each time to engage with career aspirants from year 9 pupils to university under-graduates and, more recently, delivering online presentations to hundreds of airline pilots who have lost their jobs due to the pandemic, with particular emphasis on transferable skills and maritime career opportunities. The one thing that always amazes me is the number of people who say afterwards, 'We did not even know that such careers existed!' — just like me all those years ago."

LOREN TREVORROW, CAREERS AT SEA AMBASSADOR

"Cadetships and Merchant Navy careers are a very hidden part of the maritime industry; a part which you are lucky to stumble across if you have no connections to the career. Being a Careers at Sea Ambassador means that I, along with the many others in the programme, are able to advertise the careers and inspire more people to explore the maritime industry and what it has to offer.

"In school, the Merchant Navy was never talked about or offered as a career choice;



Screenshot from the MNTB's website highlighting National Careers Week



“I HAVE BEEN EXTREMELY LUCKY TO HAVE INCREDIBLE EXPERIENCES SO FAR AS A DECK CADET, ON VESSELS SUCH AS THV GALATEA, HMS TAMAR AND WIND STAR AND WITHOUT THE HELP OF OTHERS GUIDING ME, I WOULDN'T HAVE HAD THE AMAZING OPPORTUNITIES WHICH THE CADETSHIP BRINGS”

Loren Trevorrow

however with the support of the MNTB and this programme, there is a large platform which we can reach out to schools/colleges and provide guidance on what options are available and share our experiences on various vessel types and in different capacities. I have been extremely lucky to have incredible experiences so far as a Deck Cadet, on vessels such as THV Galatea, HMS Tamar and Wind Star, and without the help of others guiding me, I wouldn't have had the amazing opportunities which the cadetship brings.”

Through National Careers Week and

with the help of our fantastic volunteers, we were able to create a virtual careers fair to showcase Merchant Navy career pathways. Our latest project is developing new resources for primary school children to increase their understanding of what the Merchant Navy is and some of its purposes. This with other resources will help to keep the message moving across the UK; the shipping industry is vital, and you can be part of it.

In short, what we (the industry) need is you. Every time you tell your career story, share about the Merchant Navy or reach

out to someone looking for information you're helping. Do not underestimate the power of your experiences in inspiring someone else. You've got a story, you just need to tell it.

Be part of our future campaigns and get involved with us visit www.careersatsea.org.uk/ambassadors or contact enquiry@careersatsea.org

TRINITY HOUSE CALENDAR

Shining a light on the winners

Lighthouse photos chosen for the Trinity House 2022 calendar





1



- 1 Harry Graham, Peninnis, was the overall winner (April)
- 2 Jane Packer, Alderney (July)
- 3 Andrew Cooke, Hurst Point (September)

Every year Trinity House runs a competition for budding photographers to capture both the beauty of our lighthouse settings as well as sometimes the dramatic weather conditions they endure as they stand fast against the elements. This year the competition was also open to include our vessels, depots and buoys.

The Deputy Master selected 12 of the best photos from our annual photography competition to go into next year's calendar and a public vote was held on the Trinity House website to decide on an overall winner. This year it went to Harry Graham for his dramatic shot of a rainbow against dark clouds over Peninnis Lighthouse, which was built by Trinity House in 1911 on St. Mary's Island in the Isles of Scilly.

Here is Harry's winning photograph (on left) plus the eleven others that will be featured in the Trinity House 2022 calendar. For details of how to order your calendar, please see page 35.



4



- 4 James Harries, Strumble Head (June)
- 5 Simon Freebairn, Trwyn Du (January)
- 6 Brian Johnson, South Stack (November)
- 7 Ben Buller, Portland Bill (December)
- 8 Des Harris, Beachy Head (March)
- 9 Laura Woolley, Flamborough Head (October)
- 10 Paul Dean, Lundy North (May)
- 11 Scott Tachi, Round Island (August)
- 12 Mark Davies, Start Point (February)



7



8



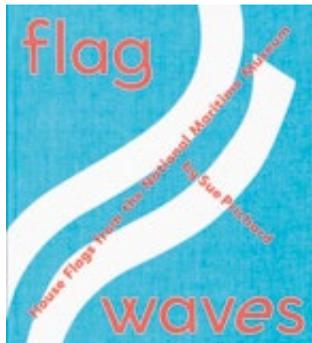
10





BOOK REVIEWS

A round-up of maritime publications that have been sent to us and reviewed by **Paul Ridgway**



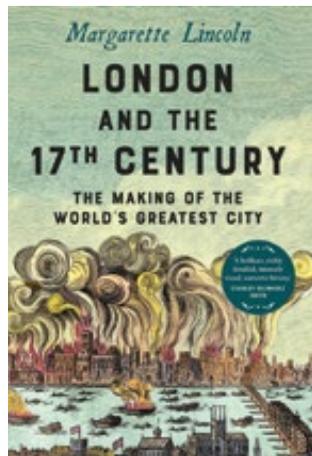
FLAG WAVES: HOUSE FLAGS FROM THE NATIONAL MARITIME MUSEUM

By Sue Prichard
Four Corners Books, 152 pages
ISBN 978 1 909829 17 6

House flags identify the owner of the vessel. Let me turn to *A Dictionary of Sea Terms* revised by Peter Clissold, Younger Brother, in 1985, a publication first issued in 1920 where we learn that it is: "A square flag displaying the device and colours adopted by any merchant shipping company". Of these, our readers will be familiar, while those of a certain age will recall *Brown's Flags and Funnels of British and Foreign Steamships* years ago.

There is an introduction by Sue Prichard, Senior Curator: Arts, at the National Maritime Museum, Greenwich, to what is claimed to be the first book to examine the symbols and motifs of a remarkable museum collection, providing origins of house flag design (and jacks and ensigns) with heraldry, geometric form, material, and the role of company flags, with 113 examples shown.

It is good to see our own jack shown and also that of Irish Lights which until the mid-20th century incorporated the cross of St George. In another, our arms were superimposed with those of the City of London to make up the device of the Thames Conservancy.



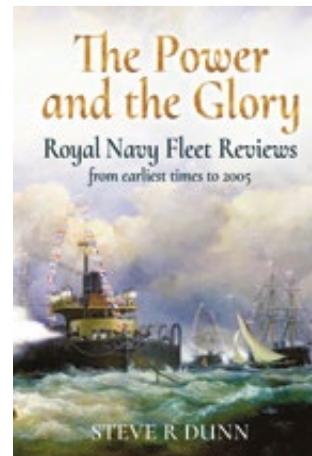
LONDON AND THE 17TH CENTURY

By Margarett Lincoln
Yale University Press, 384 pages
ISBN 978 0 300 24878 4

The key to understanding London, and possibly Britain itself, is to be found in the 17th century, and Dr Margarett Lincoln, a former Deputy Director of the National Maritime Museum, has written this mirror on the creation of the world's greatest city.

Here are charted the national events and personalities: Charles I and II, the City of London, the Civil War, Cromwell, the East India Company, Evelyn (a Younger Brother), the Glorious Revolution, the Great Fire, the Gunpowder Plot, Pepys (twice Master of Trinity House), Plague, the Restoration, Shakespeare, the Thames, Trinity House, watermen and more, researched in great depth from archives, diaries, letters and wills presenting religion, politics, finance, commercial ambition and expansion, hardship and particularly the untold stories of ordinary Londoners showing how the nation emerged from a turbulent century ready to become a great maritime power with London at its head.

Here is probably the first comprehensive history of 17th century London, told through the lives of those who experienced one of the most momentous times in the history of Britain, and Londoners took centre stage.



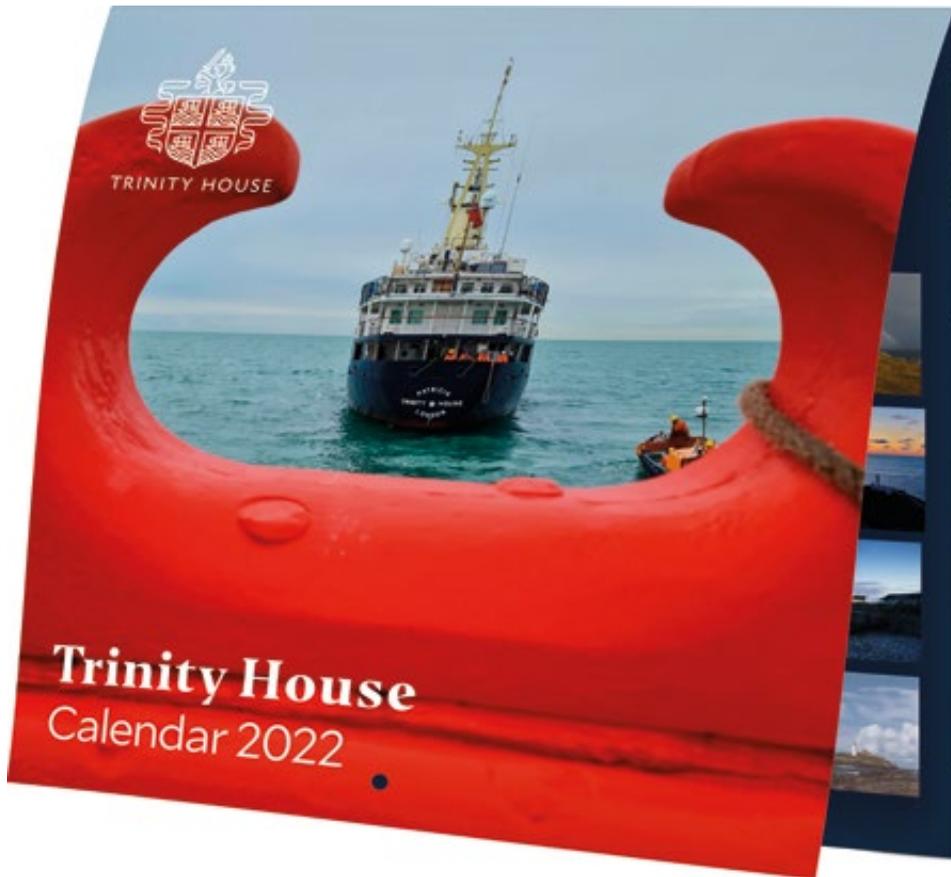
THE POWER AND THE GLORY

By Steve R Dunn
Seaforth Publishing, 320 pages
ISBN 978 1 5267 6902 2

We are all aware that the Elder Brethren have the privilege of escorting the monarch while afloat in pilotage waters. This act was frequently witnessed when Her Majesty and Members of the Royal Family departed following Cowes Week in HMY *Britannia*, bound for the Western Isles. As a matter of course, the Elder Brethren in their flagship preceded the Royal Yacht through the anchored lines on Fleet Reviews generally, but not exclusively, at Spithead.

Well provided for with 85 colour and monochrome illustrations and subtitled: *Royal Navy Fleet Reviews from Earliest Times to 2005*, this tells the story of royal fleet reviews from the 15th century to the 2005 International Fleet Review, (part of the Trafalgar 200 commemoration). Pomp and ceremony were an essential expression of naval strength for more than 500 years and the reviews were indicative of national pride. Remember, too, that Commonwealth and foreign navies were invited to take part. Here are references to the Trinity House fleet: six THV *Patricia*, one to *Mermaid* and three to *Irene*. Also available as an e-pub and on Kindle.

Please note that we regret we are unable to take orders for the above publications



Trinity House seasonal gifts

Each year Trinity House produces a set of Christmas cards and calendar; these much sought after gifts are now available to purchase



TRINITY HOUSE CHRISTMAS CARDS

This year's Christmas card features a charming image of Trwyn Du at night captured by Peter Braddock. Built by Trinity House in 1838 to mark the north entrance to the Menai Strait, the reflection of the station's lantern against the still sea and bright starry sky makes this card an ideal choice to send good wishes to friends and family.

The Christmas card is printed in full colour on Marquet card, with an embossed border and a white paper insert, and contains the

greeting 'All Good Wishes for Christmas and the New Year'. Each pack will include 10 hand folded cards, approximately A5 in size, with envelopes, wrapped in a corn-starch cello bag, which is compostable when recycled.

Prices start from £9.50 for a pack of 10

TRINITY HOUSE 2022 CALENDAR

You may notice a difference this year. The 2022 calendar features the year's best photographs, not only of our stunning lighthouses as in previous years, but also our hard working ships now make an appearance.

Compiled from entries submitted to the Annual Lighthouse Photographic Competition by members of the public, this year you will see lighthouses including South Stack, Cromer and Beachy Head, alongside THV *Patricia* and THV *Galatea*.

The calendar is printed in full colour on silk paper, size: 300 x 300mm, opening to 600 x 600mm. We are committed to stop producing avoidable plastic waste and, as such, the calendar will be sent packaged within the boarded mailing envelope.

Prices start from £8.99



TRINITY HOUSE

Around the service

For staff ashore and at sea, fraternity members and pensioners, here is your bulletin of joiners, leavers, awards, births, marriages and those who have departed

Autumn 2021 | Issue 35

People on the move

STARTERS

Permanent

Aaron Harper, Cook, 24 February 2021
Jonathan Kidd, Inspector of Seamarks, 8 March 2021
Tiffani Sharp, Assistant Procurement Specialist, 6 April 2021
Thomas Eyre, Lighthouse Technician, 19 April 2021
David Ling, Buoy Yard Team Member, 26 April 2021
Paul Claydon, Health & Safety Manager, 4 May 2021
Matthew Vickerson, Engine Room Assistant, 19 May 2021
Derek Gannon, Lighthouse Support Team Member (St Just), 28 June 2021
Maggie Brundle, Assistant Accountant, 2 August 2021

Fixed Term

Kirsty Grant, Purchasing Officer, 15 February 2021
Tom Humphris, Trainee Deck Rating (*Patricia* Port), 11 August 2021
Alexander Corbett, Trainee Deck Rating (*Galatea* Starboard), 1 September 2021

PROMOTIONS

Jack Oliver, Cook (FTC), 3 February 2021
Edward Sinclair, Second Engineer Auxiliary, 3 February 2021
Kevin Taylor, Acting Catering Manager (FTC), 17 March 2021
Heather Fleming, Second Engineer Aux, 7 April 2021
George Palmer, Third Engineer Officer, 17 April 2021
Charlotte Astbury, Second Officer, 28 April 2021
Elwood Marshall, Buoy Yard Electrical Technician (Harwich), 5 July 2021

FTC TO PERMANENT

Arianna Etheridge, Training Assistant, 1 March 2021
Adrienne Thomas, Local Aids to Navigation Officer, 1 March 2021

TRANSFERS

George Dobson, Second Engineer Officer (*Galatea* Port), 7 April 2021
James Gheisari, Second Officer (*Galatea* Starboard), 28 April 2021



Jonathan Kidd



Derek Gannon



Adrienne Thomas

DEATHS

How to report obituaries for *Around the Service*

If you would like this publication to mark the passing of a former Trinity House staff member, please provide us with details of the full name, final job title in service, date of death, age and length of service. Either email the Editor at Neil.jones@trinityhouse.co.uk or write to Neil Jones, Trinity House, The Quay, Harwich, Essex, CO12 3JW

It is with great sadness we report the death of: **George William Freeman**, who sadly passed away on 24 April 2021 at the age of 68. George (known to his colleagues as Bill) was the carpenter and joiner at Blackwall, East London. Although he made a career change in the 1990s, becoming a graduate engineer, he always spoke with pride of his years with Trinity House.

On 6 April 2021, aged 98, **Howard Henry Allen**, retired Principal Keeper. He retired in November 1987 after more than 35 years' service.

He was born in 1923 and joined Trinity House as a Supernumerary Assistant Keeper at Blackwall, the site of the Training School and Workshops, in 1947. It is understood that he had served in the Royal Air Force in the Far East in the Second World War. Later in 1947 he moved to Penzance District and was appointed an Assistant Keeper at Les Hanois Lighthouse the following year and a year later was transferred to Wolf Rock.

After a few years out of the Service he rejoined as an SAK at Blackwall in 1954 and once again moved to Penzance District and was appointed as an AK at St Anthony Lighthouse.

In 1955 he was transferred to Bishop Rock and then to Wolf Rock the same year, and successively to Plymouth Breakwater (1958), Wolf Rock (1959), Round Island (1961), Start Point (1962), Pendeen, (1965) and Lizard in 1970, from which station he was promoted to Principal Keeper and transferred to Longships Lighthouse in 1972.

Mr Allen moved in 1973 to Trevoze. Three years later he was appointed to Alderney as PK then Anvil Point in 1977, from which station he retired.

George
William
Freeman



Howard Allen's last posting was
Anvil Point, near Swanage in
Dorset, before he retired

LEAVERS

Rory O'Sullivan, Second Engineer Officer,
6 March 2021

Simon Eade, Lighthouse Technician,
14 March 2021

Joe Robinson, Assistant Accountant,
28 March 2021

Emma Scott, Trainee Deck Rating,
10 April 2021

Phil Miucci, Lighthouse Support Team
Member, 2 May 2021 (retiring)

Lee Burden, Health & Safety Manager,
16 May 2021

Nathan Evans, Health & Safety Assistant,
19 July 2021

Lewis Dale, Purchasing Officer, 21 July 2021

Mark Howard, AB/Mechanic, 28 July 2021

Liz Archer, Design Technician,
29 July 2021

Ian Hayward, Second Officer (*Alert* Port),
18 August 2021 (retiring)

Martin Bransby, Head of Research &
Development, 29 August 2021

Michael Doherty, Second Officer,
22 September 2021

Trinity House is a charity dedicated to safeguarding shipping and seafarers, providing education, support and welfare to the seafaring community with a statutory duty as a General Lighthouse Authority to deliver a reliable, efficient and cost-effective aids to navigation service for the benefit and safety of all mariners

The Corporation of Trinity House

Master

Her Royal Highness The Princess Royal KG KT GCVO

Corporate Board as at 30 September 2021

Deputy Master: Captain Ian McNaught CVO MNM

Rear Admiral David Snelson CB

Captain Roger Barker MNM

Captain Nigel Hope RD* MNM RNR

Captain Stephen Gobbi JP

Commodore William Walworth CBE MNM RFA

Commodore Robert Dorey RFA

Malcolm Glaister Esq.

Richard Sadler Esq.

Commander Nigel Hare RN

Commodore Martin Atherton OBE RN (Secretary)

Lighthouse Board as at 30 September 2021

Captain Ian McNaught CVO MNM (Chief Executive)

Commander Nigel Hare RN

Commodore Rob Dorey RFA

Ton Damen Esq.

Vice Admiral Sir Alan Massey KCB CBE (Non-Executive Chair)

Mrs Valerie Owen OBE (Non-Executive Director)

Alan Moore Esq. (Non-Executive Director)

Mrs Margaret Amos (Non-Executive Director)

Thomas Arculus Esq. (Board Secretary)



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Produced by Connect Media

www.connectmedia.cc

Printed by Stephens & George

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Cover image

The new Channel buoy, photographed by THV *Galatea's* Second Officer Ryan Palmer