



TRINITY HOUSE

# flash

The Trinity House journal // Autumn 2020 // Issue 33

## Safe passage

Our people continued their essential work during the COVID-19 lockdown to ensure that Trinity House could hold up our commitment to the mariner



# flash

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Captain Ian McNaught

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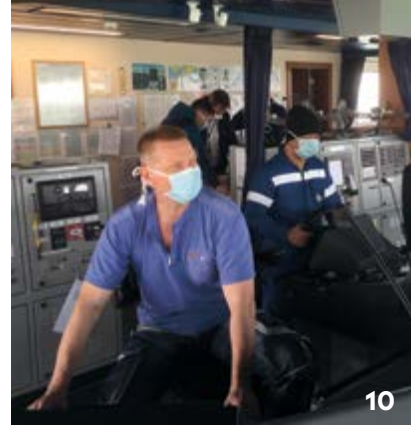
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Around the Service



## Stories from the crisis

As you will imagine, the outbreak of the COVID-19 pandemic and the resulting lockdown made an impact on Trinity House. The Maritime Charity stepped up to meet the growing welfare need and our work as a General Lighthouse Authority ensured that vessels and mariners could move safely in our waters as we carried out aid to navigation maintenance and responded to casualties.

It would be hard to put together this issue of *Flash* without recognising that impact, so—rather than present the usual array of features, project updates and news—we have chosen to focus on how our people adapted to these extraordinary circumstances both individually and collectively.

We asked each of our departments—shore-based and afloat—to put forward a ‘diary’ entry to record what that team did to ensure that Trinity House could hold up its commitment to the mariner. I hope you will enjoy reading them as much as I did, and I would like to thank everyone who contributed.

### Neil Jones, Editor

Trinity House, The Quay, Harwich CO12 3JW

01255 245155

neil.jones@trinityhouse.co.uk



## Captain Ian McNaught

Deputy Master

The Deputy Master describes the impact made by COVID-19 on Trinity House’s essential safety operations and its charity work supporting mariners in need, as well as the work being done to move forward

**T**he COVID-19 pandemic brought into sharp relief—often painfully so—the difficulties faced by an island nation when the steady import of much-needed supplies is disrupted. As one of the three General Lighthouse Authorities of the UK and Ireland—deemed essential services vital for the safety of marine navigation and the continuous flow of food, fuel, medical and hygiene supplies—Trinity House’s priority in this instance was to keep staff safe while delivering both its statutory and charitable functions, and in this we were successful.

As a GLA, we monitored the developments of the impact of COVID-19 and were quick to assemble our Crisis Management Team and establish new and pragmatic working protocols that ensured a high level of statutory performance while adhering closely to the advice provided by HM Government.

While their core duties have resumed throughout the lockdown, our vessels and Buoy Yard teams are ready to pick up the backlog of buoy inspections and maintenance and our Field Operations teams will be getting out there to resume technical inspections and painting; we are proud to say that availability of our aids to navigation has been kept to the incredibly high standard demanded of all lighthouse authorities.

Likewise, our schedule for inspecting more than 11,000 local aids to navigation has been slowed but will now return to its normal pace and we are making tentative arrangements—pending further Government guidance—to carry out our annual inspection committee.

The welfare and safety of mariners—and of those who depend on them—have always been at the heart of our reason for being, but never more so than now. The Trinity House Maritime Charity set aside a significant portion of its grants budget for this growing welfare need, and worked with our partner delivery organisations to face the new challenges with a strong collaborative response. As well as working closely with delivery organisations, we are active in the Merchant Navy Welfare Board COVID-19 Working Group, meeting regularly and frequently, and in the Maritime Charities Group, so that we stay abreast of the challenges as they emerge and face them with a co-ordinated response.



Our approach to governance has been reviewed and modified to make sure that Trinity House is fit for purpose and in line with best practice, to provide our various stakeholders with even greater degrees of assurance.

To that end, the Court of Trinity House has approved the appointment of Sir Alan Massey as Non-Executive Chairman of the Lighthouse Board. Many of our stakeholders will already be familiar with Alan from his time as the Chief Executive of the Maritime and Coastguard Agency (MCA) before he retired in 2018; Alan joined the MCA in 2010 after a 33-year career with the Royal Navy, where he left as Second Sea Lord.

Sir Alan is already an enormously welcome appointment and I look forward to working with him as he picks up the reins from Captain Nigel Palmer, who has now retired as a Non-Executive Director for the Lighthouse Board and also from the Joint Strategic Board that convenes the three GLAs. I once again thank Nigel for his outstanding service.

I want to once again offer my humble thanks to all at Trinity House, and their families, for keeping a vital service going in exceptionally challenging circumstances.

## Trinity House

Review of the last six months:

Looking back at highlights from Trinity House's calendar



APRIL 2020

# Delivering every day for people in need

On 9 April, **Commodore Martin Atherton**, Secretary to the Corporation of Trinity House, issued a statement that the Trinity House Maritime Charity was working hard to meet the growing welfare need in the maritime community.

*He said: "As well as working closely with delivery organisations, we are active in the Merchant Navy Welfare Board COVID-19 Working Group, meeting regularly and frequently, and in the Maritime Charities Group, so that we stay abreast of the challenges as they emerge and face them with a co-ordinated, coherent, collaborative response. Alongside our maritime funding partners, and against a fast-moving flow, our aim is proactive and reactive agility in helping those who help seafarers across the sector."*

*"The Trinity House Maritime Charity has set aside a significant portion of its grants budget for this growing welfare need. Although we are unable to award grants to individuals, we are putting extra funds into organisations that do, and emergency grants have already been awarded in support of front-line maritime welfare for the Merchant Navy and the Fishing Community."*

MARCH 2020

## Accredited Training Organisation status

Trinity House has achieved Accredited Training Organisation status from IALA having successfully delivered the Level 1 AtoN Manager course which concluded in March with a week's residential course in Harwich.

The course was delivered by a combination of distance learning and face

to face tutorials and lectures. The topics covered are all that an AtoN Manager needs to be an effective Manager and include the marine environment, international legislation, nautical and AtoN knowledge, technical AtoN knowledge, radio AtoN and emerging technologies.

The final week required a comprehensive AtoN planning task with risk assessments and proposals. The examinations during the course are regulated by IALA and all candidates achieved an internationally-recognised AtoN Manager certificate. There were 12 candidates in the final week from across the GLAs and Europe.

APRIL 2020

# Chief Executive's tribute to the hard work done during this crisis

On 14 April, Trinity House's Chief Executive **Captain Ian McNaught** issued a statement about the organisation's ongoing and essential role as a General Lighthouse Authority for the safety of all mariners and the health of our national economy, and expressed his gratitude to Trinity House staff and maritime workers.

He said: "When you go out to clap for our NHS on Thursday evening, please also keep in your thoughts the British seafarer away from his or her family, and the support teams ashore who all work together to keep the seaways open for this island nation.

"I can only offer my humble thanks to all at Trinity House, and their families, for keeping the vital service we provide going under the difficult circumstances presented by the COVID-19 pandemic."



MAY 2020

## Letter of gratitude from a newly-qualified cadet

On 29 May, our cadetship training provider **Chiltern Maritime** posted to their website a letter of thanks from Abbie (pictured), a newly qualified Cadet, who had recently finished her Trinity House Merchant Navy Scholarship Scheme cadetship!

She said: "I am writing this letter to say thank you for the opportunity Trinity House has provided me over the past three years. Having now completed my studies for Marine Operations and obtaining my Deck Officer of the Watch unlimited certificate of competency, I would like to share with you what the cadetship has



allowed me to achieve and some of the memorable moments that will stay with me forever.

"I am very proud and fortunate to have been a Trinity House cadet and represent an organisation with such profound history and that play a vital role in keeping the UK coastline safe for seafarers from across the World. Comparing my cadetship experience to my peers who were sponsored by other companies, I can easily say I have gained so much more than just a COC and that is all thanks to Trinity House."

APRIL 2020



## Maritime charities respond to COVID-19 crisis

On 30 April, British peer, Trinity House Younger Brother and former head of Maritime UK **Lord Jeffrey Mountevans** spoke to the House of Lords about the role of maritime charities in supporting seafarers during the COVID-19 pandemic. Lord Mountevans gave the briefing on behalf of the Maritime Charities Group (MCG)—of which Trinity House is a member—and said its ten members had worked to come up with an extra £3m in funding to meet the mounting welfare need.

He said: "Now more than ever, we are dependent on the seafaring community to maintain the supply lines and keep the UK fed. We are very fortunate in the maritime sector to have the MCG and its members to identify and meet greatest need, as well as spreading best practice. From Seafarers UK to Trinity House, the Group's ten members are working together to co-ordinate their response, fund delivery partners working on the ground and fast-track grants to those in need. Initiatives range from emergency grants for individuals to revenue support to keep seafarer centres operating."

JUNE 2020

# Recognise our role

On 25 June, the global Day of the Seafarer campaign paid tribute to seafarers, acknowledging their sacrifice and the issues they face. The International Maritime Organization called on its Member States to recognise seafarers as key workers and to provide them with the support, assistance and travel options open to all key workers during the pandemic.

At the time of writing, many seafarers had been away from home for months.

On Day of the Seafarer, Trinity House's Deputy Master **Captain Ian McNaught** issued an updated overview of the work being done at that time to keep seafarers safe and supported as both an aid to navigation provider and maritime charity:

He said: *"I want to thank everyone at Trinity House, and their families too, for adapting so capably and completely to the demands placed upon them by the extraordinary circumstances presented by COVID-19."*

*"My gratitude extends to maritime sector workers everywhere, including our colleagues at our sister lighthouse authorities the Northern Lighthouse Board and Irish Lights and our partner maritime charities. They have all demonstrated time and again that they are worthy of the 'key worker' plaudits, whether at sea or on shore and our continuing recognition, applause and support."*



Photograph: Paul Vallely

JULY 2020

# Campaigns to raise awareness of safety and the welfare of seafarers

This year, two annual maritime-focused awareness-raising campaigns ran simultaneously, during the week commencing 6 July.

The Department for Transport-led **Maritime Safety Week** marked the UK government's recognition of the excellent safety work that goes on across the maritime sector. Now in its third year, the week provides a valuable opportunity to focus on specific safety challenges and what is being done to tackle them, as well as helping to share knowledge, experience and best practice and to deliver key safety messages.

Although the coronavirus pandemic gave Maritime Safety Week a very different atmosphere this year, the campaign nevertheless played an important role in helping the public to understand how Britain's maritime sector continues to innovate, improve and lead the way in international maritime safety.

Kelly Tolhurst, Maritime Minister, wrote the following as part of a longer message of support: *"I would like to take this opportunity to thank the entire sector for*

*its incredible response to these additional challenges which have ensured there has been no break in delivery of the critical goods and services we all need to live and thrive."*

**Seafarers Awareness Week 2020** highlighted the challenges faced by merchant seafarers and their families during COVID-19, sharing the #SeafarersWeek hashtag on social media.

The following campaigns and initiatives (among others) were launched during the week, as part of either MSW or SAW:

- 6 July: Nautilus International 'Fairness' campaign launch;
- 6 July: Shipwrecked Mariners launches £1 million COVID-19 Response Fund;
- 6 July: Maritime UK video celebrating maritime people as 'key workers';
- 7 July: Launch of 'Home and Dry' fishers' safety campaign (Fishing Industry Safety Group);
- 8 July: 'A Standard for Seafarers' Mental Health and Wellbeing Training' launch—Maritime Charities Group
- 9 July: Joint statement of the UK Government-led international maritime virtual summit on crew changes.

JULY 2020

# In the picture

On 1 July, the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) celebrated the second **World Marine Aids to Navigation Day** virtually. Photos of marine aids to navigation were shared through social media to tell the world about the contribution made by aids to navigation providers towards global maritime safety, safe navigation and the protection of the environment.

SEPTEMBER 2020

# A day to remember

Since 2000, **Merchant Navy Day** has been a regular calendar fixture on 3 September.

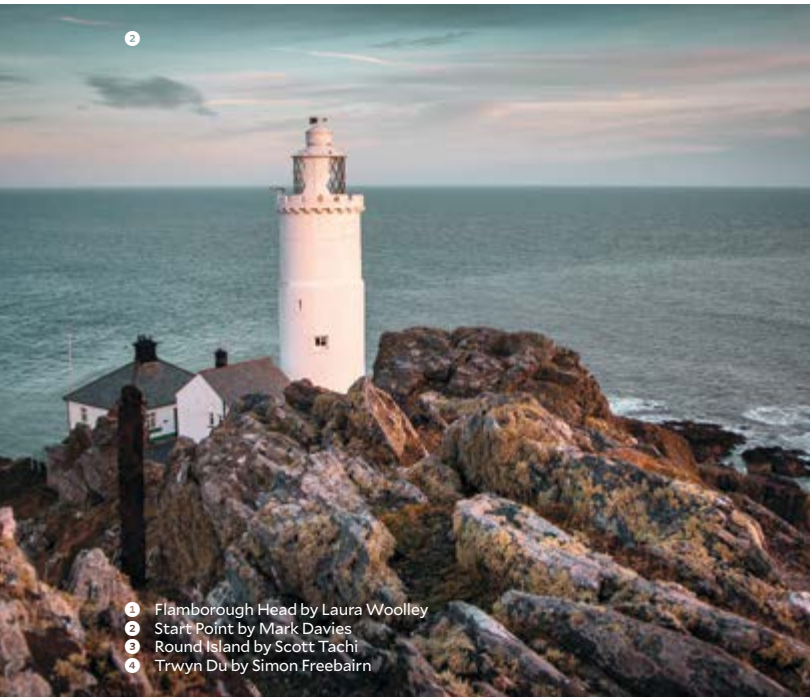
The day has honoured the brave men and women who kept the UK afloat during both World Wars, and celebrated modern day merchant seafarers who are responsible for more than 90% of the UK's imports, including almost half the food we eat, much of the fuel we use and virtually all the products and

goods we tend to take for granted.

As in previous years, Seafarers UK has campaigned for the Red Ensign—the UK Merchant Navy's official flag—to be flown on 3 September on civic buildings and landmark flagpoles. Parish, community, town, city, district and borough councils were all invited to take part, along with higher-tier local authorities and governments.



1



2

- 1 Flamborough Head by Laura Woolley
- 2 Start Point by Mark Davies
- 3 Round Island by Scott Tachi
- 4 Trwyn Du by Simon Freebairn

SEPTEMBER 2019

# Lighthouse photography competition

The Deputy Master selected 12 great photos from our annual photography competition to go in next year's calendar, and voting opened for an overall winner to be chosen.

In the meantime, our new photography competition opened, but this year we have opened up the terms of the competition to include our vessels, depots and buoys.



3



4

Donald William Millar



Philip Brynley Roche



Kevin Moran



Michael John Deegan



## New Younger Brethren

We extend a warm welcome to the following who have been sworn in as Younger Brethren of the Corporation of Trinity House:

**Commander Andrew James Canale** MVO  
RN, SO1 Maritime, Defence Operational Capability (DOC).

**Michael John Deegan** Esq  
Head of Fleet Operations, Caledonia.

**Donald William Millar** Esq  
Operations Director, Chiltern Viking.

**Kevin Andrew Moran** Esq  
Managing Director, Tymor Marine.

**Philip Brynley Roche** Esq  
Solicitor of the Higher Courts of England and Wales (Partner).





© Royal Navy

Vice-Admiral Sir David Steel

## Appointments

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

**Vice-Admiral Sir David Steel** KBE, DL, Younger Brother No 328, has been appointed HM Governor of Gibraltar. He retired from the Royal Navy as Second Sea Lord and also served as *Aide-de-Camp* to HM The Queen.

**Honourable Company of Master Mariners**  
At the Online Court Meeting and Election 2020, **Commander Leslie Arthur Chapman** RN FNI, Younger Brother No 306, was elected Senior Warden. **Captain Peter James McArthur** MNM, Younger Brother No 390, was elected Warden.

**Society of Maritime Industries**  
**Commodore Richard Powell**, Younger Brother No 281, has been elected as Chairman of the Society's Maritime Defence and Security Group.

## Obituaries

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

**Captain Frank Michael Marchant** on 27 October 2019, aged 85, Younger Brother No 159. He was admitted in 1998. He was a former Director for Marine Affairs, P&O Steam Navigation Co.

**Captain Kenneth James Gribble** on 18 February 2020, aged 84, Younger Brother No 32. He was admitted in 1979. He was a former Trinity House Pilot, Teignmouth District.

**Captain George Brian Evans** RN on 22 March 2020, aged 92, Younger Brother No 5. He was a former Naval Secretary.

**Sir David Hardy** Kt on 9 April 2020, aged 89, Younger Brother No 130. He was a former Chairman of Trustees at the National Maritime Museum; Liveryman of the Worshipful Company of Shipwrights.

**Captain Robert Anthony (Bob) Eveleigh** on 28 April 2020, suddenly while on duty, aged 60, Younger Brother No 351. He was a PLA River Thames Pilot.

**Captain David Gibbons** FNI RD on 13 May 2020, aged 89, Younger Brother No 17. He was admitted in 1976. He was a former Harbour Master, Medway Ports Authority.

**Admiral Sir John Brigstocke** KCB on 26 May 2020, aged 75, Younger Brother No 34. He was admitted in 1981 and was a former Second Sea Lord.

**Rear-Admiral Christopher David Stanford** CB on 10 July 2020, aged 70, Younger Brother No 211. He was admitted in 2006. He was a former Director of Naval Staff Duties and Director of Operational Capability.

**Commander Peter Scott Booth** MNI RN on 23 July 2020, aged 76, Younger Brother No 144. He was admitted in 1998. He was a former Harbourmaster, Poole Harbour Commissioners.

Readers may wish to be aware of the passing of the following friends of Trinity House:

**The Rev Canon Glyn Jones** in April 2020. Former Secretary General of the Mission to Seamen, 1990 to 2000. A former Port Chaplain, Swansea, he delivered the mission to lighthouses and light vessels on the West Coast.

**Rear-Admiral Roger Oliver Morris** RN. Died 18 April 2020, aged 87. He was Hydrographer of the Navy from 1985 to 1990. Author of *Charts and Surveys in Peace and War*. HMSO, London, 1995.

**Revd Canon Ken Peters** RNR DipTh MBA MA FNI on 9 May 2020, at the age of 66. He served for 38 years with the Mission to Seafarers (MtS) variously as port chaplain in the UK and Japan and later as MtS Director of Justice and Welfare

**James (Jim) B Sherwood**  
On 18 May 2020, aged 86. Shipowner; he started out with United States Lines, created Sea Containers in 1965 and in 1984 acquired Sealink.

**Simon Kverndal** QC, the Prime Warden of the Shipwrights' Company died 14 June 2020, aged 62, following a long illness. Simon was a shipping barrister with Quadrant Chambers, an expert in all aspects of maritime litigation and arbitration and he took silk in 2002.

He had been a Shipwright for 37 years and joined the Court in 1999. He was installed as Prime Warden on 16 April 2020 and followed his father, Ole Kverndal, who had served as Prime Warden from 1995-96.

# Managing the risks of COVID-19

Health and Safety Manager **Lee Burden** gives our readers a brief overview of some of the measures that Trinity House put in place to help staff work safely in the face of COVID-19

# W

hen the lockdown was announced by the Prime Minister in March, it was an unprecedented step to attempt to limit the spread of COVID-19, which imposed overnight changes on businesses and had a significant impact on personal lives. Since then, the Trinity House Crisis Management Team has held regular meetings to ensure that appropriate and effective measures have been implemented in accordance with Government guidance.

As with all employers, Trinity House has a duty to reduce workplace risk to the lowest reasonably practicable level by taking preventative measures. We must work with staff and others to ensure that everybody's health and safety is protected. In the context of COVID-19, this means, among other things, to make reasonable efforts to comply with the social distancing guidelines set out by the Government, introduce enhanced cleaning and hygiene measures and provide information in relation to managing the risks of the virus.

We also need to pay particular attention to whether the people doing the work are especially vulnerable to COVID-19 and protect those who might be at higher risk. We must ensure social distancing, where possible, applies to all parts of the

organisation, not just the places where people spend most of their time, but also entrances and exits, break rooms, canteens and similar settings. Where social distancing is not possible, additional measures must be implemented, such as the use of face coverings, screens and a review of working arrangements.

To meet the organisation's legal and moral duties, the Senior Management Team, in consultation with the Directors and Health and Safety Manager, has developed a four-level response plan for a COVID Secure Workplace in line with the Government guidance. The plan considers all of the applicable requirements from the Government's working safely during coronavirus guidance. It includes many of the things you would expect to see, such as social distancing reminders, enhanced cleaning regimes and advice for personal hygiene, hand sanitiser stations, use of screens, maximum room occupancies and much more.

Other components of the plan are COVID secure floor plans, risk assessments including for people at higher risk and a Safe Work Instruction (SWI). The SWI was created to pull together all of the critical information on how to keep the workplace COVID secure, making it easy to communicate to staff and others, and formally implement the mitigations into the management system. Trinity House Staff and Trades Unions have been consulted on the contents and adequacy of the SWI, which has identified further opportunities for improvement to keep us all safe and healthy.



**“WE ALSO NEED TO PAY PARTICULAR ATTENTION ... AND PROTECT THOSE WHO MIGHT BE AT HIGHER RISK”**

In addition, a service-wide questionnaire was undertaken. The purpose was to enable the organisation to continue building upon its work, in ensuring that staff are able to perform their duties as safely as possible during COVID-19, while taking into consideration lots of varying factors.

Trinity House will take a measured and phased approach towards building up the numbers in the depots and offices of those whose roles are predominantly desk-based, but only once it is considered safe, necessary and practical to do so.



Technicians in full PPE flying out to station



Ready for work



COVID-secure reception area at our London office

# Piloting in a pandemic – a personal perspective

Southampton Pilot and Younger Brother **Captain W J M Hargreaves** provides a fascinating insight into life during the Coronavirus pandemic

**T**he plus side is traffic is light. It only takes 20 minutes to complete a journey which, in normal times, takes up to an hour. Furthermore, there is never a problem finding a parking space. Apart from a sprinkling of vehicles, the car park is nearly empty. Since all the office staff are working from home, the cars belong to the essential workers: vessel traffic services (VTS) staff, berthing officers and, of course, pilots. All frontline workers or, as one wag put it, quay workers. But none are more frontline than the pilots.

As the coronavirus epidemic crisis developed, VTS, quite rightly, took early steps to protect and isolate themselves as much as possible. They banned visits, identified their own designated kitchen and washroom facilities. The design of the building, shared by other office staff and pilots, meant that a stairway and access was also restricted for their exclusive use. Berthing officers, the personnel responsible for the preparation of the berth and the correct positioning of the ship, could also maintain social distancing. With the Government lockdown, the office emptied but until then pilots shared facilities with the rest of the staff.

The nature of a pilot's job inevitably brings him or her into close contact with others. Just to get to and from the ship will involve a combination of taxis and launches. Who had just been in the taxi? Who



had the taxi driver been in contact with? As the crisis escalated the port authority tried to ameliorate this particular risk with dedicated cars and drivers. The launches themselves are kept clean and all surfaces are very regularly sanitised. By sitting at the back of the cabin the pilot could maximise the distance from the crewmen, but it's not two metres. And what happens when the boat is carrying two or more pilots? Some pilots choose to wear masks. Simply put, it is inevitable that the pilot boarding an inbound vessel will already have been in close proximity to at least three individuals before he or she arrives at the bottom of the pilot ladder.

For a ship with no declared cases of COVID-19, the boarding is pretty much as it has always been. Some pilots have always worn gloves climbing the ladder, some don't. I don't, preferring to grip the rope and stanchions with my bare hands. Where coronavirus has changed my habits is that as soon as I reach the deck I use my hand sanitiser. On the way to the bridge,

I try to avoid touching doors and other surfaces. (These days I'm more than happy to step back and let the crewman open the door for me). And, of course, definitely no handshakes.

## Rethinking the handshake

Of all the restrictions and procedures that have been introduced in the wake of the coronavirus it is, perhaps, the absence of handshakes that seems the biggest change. The international symbol of friendship, welcome and confidence has been removed overnight. While the media have



Pilot on the controls





→ talked of the ‘Wuhan shake’ and ‘elbow nudges’, most captains and myself seem happier to use the other ancient symbol of friendship—the raised open palm. But that’s okay in daylight. Before lockdown, I would arrive on a darkened bridge, blindly reaching out my hand, and it was quite reassuring to get the fumbled handshake from the captain whose eyes were already adjusted to the darkness. Now I’m left loitering at the door until my eyes adjust.

### Individual requirements

And what is the bridge team wearing? Masks? Gloves? Either? Both? Even now, a month into lockdown, there is still no clear-cut decision on the efficacy of either outside the clinical setting. Shipping companies and individual vessels have introduced their own individual requirements. An Italian tanker company, perfectly understandably, has introduced a quite stringent procedure. Before entering the wheelhouse, I’m required to dip the soles of my shoes into disinfectant and don surgical gloves and mask. But none of the ship’s staff wore gloves or mask. A few ships have managed to acquire electronic infrared thermometers, so my temperature is checked before entry (invariably, if the design of the ship allows, I am now always taken up the external stairway). On other vessels all the bridge team were also wearing gloves and masks. But they removed the masks to smoke on the bridge wing and to drink their coffee. At no point did I see them sanitise their gloves, though they were all using the same equipment.

Wherever possible (and I’ve successfully argued this on a number of vessels), rather than wear gloves, I prefer to frequently sanitise my hands and—as previously mentioned—try to touch any parts of the bridge as little as possible. Consequently, I find myself using my personal VHF radio in preference to the ship’s set. Similarly, the pilot’s personal unit (PPU—a pilot’s own electronic chart system) has the advantage that only my (sanitised) fingers have been all over it. Wearing PPE also has serious consequences on a pilot’s eating and drinking; it is impossible to drink a cup of coffee through a mask or eat a meal. So, with an apologetic shrug, on most ships it is not offered. Who knows, maybe they’re smiling under their masks. So, I content myself with a surreptitious sip from my own bottle of water, well away from others.

What is clear is that nearly all vessels are taking the crisis seriously. But not all. I will



Wearing masks

still board a vessel where life seems to have passed them by. No protective equipment worn, or expected to be worn by anyone. I’ve even had to refuse the captain’s handshake. Though I have yet to meet the captain who greeted a Cork pilot with the cheery welcome: “*What’s the fuss, and why did you close all your pubs?*”

While it might appear that the response onboard most vessels is somewhat piecemeal, this is certainly not the case on a ship that has declared that it has COVID-19 onboard. The pilot will wear full protective gear: gloves, mask, goggles and a protective oversuit. Wearing this level of protective gear generates its own problems. Just wearing a mask muffles speech, particularly difficult for the recipient whose first language is rarely English. Wearing gloves makes operating bridge equipment awkward, especially touchscreens. Goggles have a tendency to steam up, making compliance with Rule 5 of the ColRegs problematic! The oversuit inhibits movement. Overall, the general consensus is that the very necessary PPE is quite stressful and tiring to wear. The numerous pictures on social media of pilots in PPE with their thumbs up don’t tell the whole picture! They were almost certainly taken before or at the start of the job.

This is written in the middle of the crisis,

**“OVERALL, THE GENERAL CONSENSUS IS THAT THE VERY NECESSARY PPE IS QUITE STRESSFUL AND TIRING TO WEAR”**

I hope. It’s the fourth week of lockdown in the UK and I—and the rest of the world—hope there are not many, many more months ahead of us. But the World Health Organization is now saying people’s actions will have to change once this pandemic is over; it has been said that after the bubonic plague the British stopped greeting people with a kiss on the cheek. Does that mean the end of the handshake with the captain before and after an act of pilotage? I hope not, and I remain optimistic. Mainly because traditions at sea remain strong, and, although another tradition has at the moment been regrettably suspended, I look forward to the day when the first question I am asked when I walk on the bridge is: “How do you like your coffee, pilot?”

# Sailing into the next 25 years

Our Head of Legal and Risk **Thomas Arculus** marks the 25th anniversary of the Merchant Shipping Act 1995, the Act that forms the basis of our work as a General Lighthouse Authority

“Be it enacted by the Queen’s most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows:—”

The Merchant Shipping Act 1995 is now a quarter of a century old and remains the fundamental piece of domestic legislation governing the UK maritime sector. The Act received Royal Assent on 19 July 1995 and entered into force on 1 January 1996. The long title of the Act is:

*“An Act to consolidate the Merchant Shipping Acts 1894 to 1994 and other enactments relating to merchant shipping”.*

The Act was the first to consolidate UK law on merchant shipping since the Merchant Shipping Act 1894, which itself was a consolidating Act of the previous law. The Act also modernised and replaced out of date provisions of the earlier law.

With the exception of the protection of UK shipping interests and shipping conferences, the Act covers nearly all aspects of merchant shipping including the registration of British ships (Parts I and II), masters and seamen (Part III), ship safety (Part VI), fishing vessels (Part V), marine pollution (Part VI), liability of shipowners and others for various types of marine claims (Part VII), lighthouses (Part VIII), wrecks and salvage (Part IX), enforcement officers and powers (Part X), accident investigations and inquiries (Part XI), legal proceedings in respect of shipping offences (Part XII), and supplemental provisions including extent and application, coming into force, definitions etc... (Part XIII).

Part VIII of the Act is especially important for the General Lighthouse Authorities (GLA) because it identifies GLAs (section 193) and provides their

general function (section 195). Part VIII also provides many of their powers and provides for the collection of Light Dues and the administration of the General Lighthouse Fund.

The Act has been amended several times including by the Wreck Removal Convention Act 2011 which added new provisions providing for the GLAs to be directed by the Secretary of State’s Representative for Maritime Salvage and Intervention to exercise or not to exercise powers in relation to wrecks, and the Marine Navigation Act 2013, which clarified the powers of the GLAs in respect of commercial work and their geographical extent.

In January 2019, the Department for Transport published “Maritime 2050 Navigating the Future”, its long term strategy for the UK maritime sector. The document announced the Government’s intention to develop proposals for a “new Merchant Shipping Act, in the next 5 years”.

The Government’s stated vision for 2050 in this area is: *“The Government will develop proposals for a new Merchant Shipping Act in the next 5 years. We will recognise the importance of internationally agreed legislation and will seek to negotiate and lead appropriate discussions at the IMO and in other international fora. The UK will seek to agree and put in place an effective and proportionate regulatory framework and if opportunities exist to simplify or reduce regulatory burden, we will continue to seek to explore them. The UK will seek to have a regulatory system which is*

*pro-business but is safe, secure and covers the welfare of employees appropriately.”*

It will work towards this vision by consulting appropriately across the maritime sector. Trinity House looks forward to participating fully in this consultation process.





# Business as usual

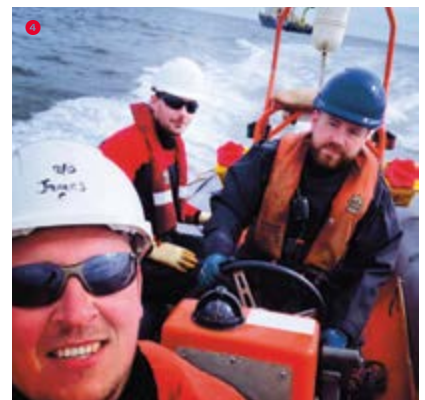
Trinity House's essential work as a General Lighthouse Authority could not stop because of the pandemic, so our frontline workers on shore and at sea carried on their work where it was safe to do so

1



- 1 James in front of the wreck of the SS *Vina* at low tide
- 2 The team on THV *Alert*
- 3 Accurate measurements are needed of the wreck from the beach to the top of the remains for charting purposes
- 4 En route to Brancaster beach and the wreck site





THV ALERT'S SECOND OFFICER **JAMES CHARLES** SHARED THESE PHOTOS OF A SURVEY OF THE SS VINA WRECK IN EARLY MAY:  
**“ONE OF OUR MORE INTERESTING JOBS AS IT INVOLVED LANDING ASHORE FROM THE RIB AND THEN WALKING BACK OUT INTO THE SEA TO CLIMB BACK INTO THE BOAT. A LITTLE CHILLY BUT A GREAT TASK!”**





## FIELD OPERATIONS

### → **Wolf Rock**

Right: This photo was taken by Mark Hanson, one of our St Just-based Lighthouse Technicians, in June 2020 when the Field Operations South team visited Wolf Rock Lighthouse for maintenance.

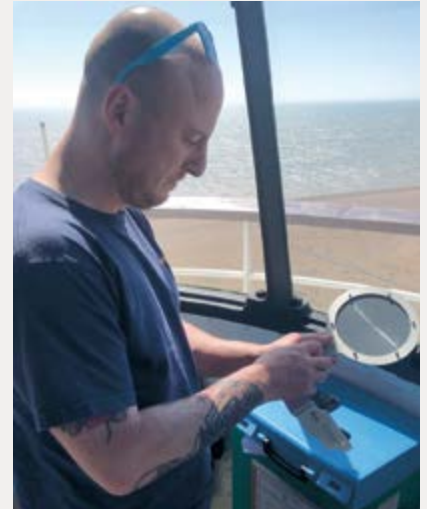
### **Round Island**

Far right: Geoff Allbright (Lighthouse Technician, Field Operations South) shared this photo of his team mate Phil Miucci in full personal protective equipment before they flew to Round Island Lighthouse in May.



### **Dungeness**

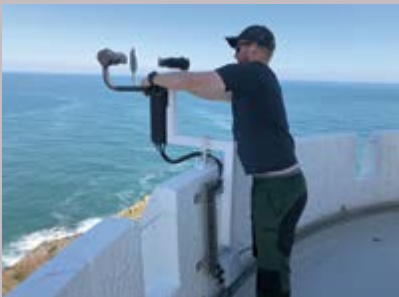
Field Operations' Lighthouse Technicians Jon Cuthbert and Aaron Thurlow visit Dungeness Lighthouse for maintenance in late April.





## Start Point

Simon Eade (Lighthouse Technician, Field Operations South) shared these photos of Apprentice Lighthouse Technician Scott Tacchi responding to a casualty at Start Point Lighthouse in May.



# 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



1 The Fishermen's Mission Superintendent for the South Coast, Nick, supports beneficiaries from home



## CHARITABLE GRANTS

Since the last update, the world has turned upside down. Although our routine grant awards have continued to take place, the Trinity House Maritime Charity—alongside our maritime charity funding partners—has awarded emergency grants to ensure that seafarers are supported throughout the COVID-19 pandemic and beyond. The update in this edition includes some of the organisations that we have supported in this way.

### The Fisherman's Mission

Trinity House Maritime Charity is a long-term supporter of the **Fishermen's Mission** and the charity reacted quickly to support them to continue to meet the needs of the UK's fishermen and their families during this difficult time. From 1 March 2020 to the beginning of May, the Fishermen's Mission facilitated and expended nearly £220,000 to help fishermen cope with the collapse of the industry and their livelihoods.

Financial support is just one part of the picture though and, by the end of May, the team had made 128 referrals to the Food Bank, distributed 417 emergency parcels containing everyday essentials to fishermen across Norfolk and Suffolk and delivered more than 3,000 COVID-19 related welfare interactions. Their pastoral support, so important for mental health and wellbeing, has also seen a surge in demand in several areas and is a key part of the team's COVID-19 response.

The team at the Fishermen's Mission are doing everything they can to meet the needs of the UK's fishing communities as they struggle through this unprecedented challenge. They are continuing to deliver expert and compassionate support via telephone and email to ensure that they reach all those who need assistance. [www.fishermensmission.org.uk](http://www.fishermensmission.org.uk)

### Mission to Seafarers

Usually when seafarers arrive in port, they are met by the local Port Chaplain who asks them how they are and if they need anything. Invariably, the seafarer needs to find a wi-fi signal so they can call home. The Chaplain also provides safe and free transport to wherever the seafarer wants to go, returning them to their ship in time for sailing. He or she is considered a friend and confidante and helps all seafarers regardless of faith or no faith, nationality or culture. As a result of the pandemic, seafarers were unable to access the normal welfare facilities or support which left them isolated and often cut off from their families.

In response to the COVID-19 crisis, **Mission to Seafarers** launched the Digital Chaplaincy Service on 27 April 2020. It provides a means for seafarers to contact their Chaplains when many were unable to reach them in the ports. This service operates 24/7 and is staffed by Chaplains from across their nine regions from Oceania in the East to the Americas in the West. The Trinity House Maritime Charity grant enabled seafarers to access this

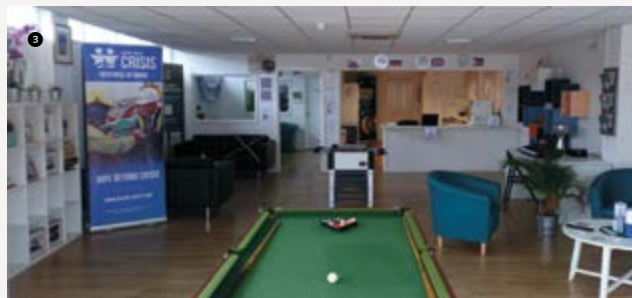
service within UK ports.

Ben Bailey, Director of Advocacy and Regional Engagement said: "Chat to a Chaplain is a programme which has enabled seafarers to reach port chaplains from across the world who cannot visit their ships during the COVID-19 pandemic. The funding from Trinity House and the Marine Society has enabled us to help seafarers who are worried about their contracts and families who are concerned about when their loved ones will be repatriated. Seafarers can access a chaplain 24/7 and express themselves during this difficult time. They can access maritime welfare resources, professional support and be signposted to local chaplaincy teams." [www.missiontoseafarers.org](http://www.missiontoseafarers.org)

### Sailors' Society

Trinity House awarded an emergency grant to assist the **Sailors' Society** in its delivery of a response to their UK beneficiaries (those based ashore, serving within UK waters, aboard UK flagged vessels and UK seafarers overseas) although their work was delivered in an adapted fashion on a global level. The traditional framework of maritime charities has been face-to-face delivery of support, assistance and fellowship. The requirement for social distancing has had a significant impact on this, and fortunately, as a charity, the team was able to facilitate its work through Virtual Chaplaincy (virtual ship visiting).

Respecting the UK Government's policy of lockdown, the Society suspended face-to-



face services and closed its Southampton Centre. While these services are a critical aspect of welfare provision, the risk of transmitting the virus between vessels or infecting staff through exposure could not be mitigated at that time. However, this does not mean the Sailors' Society have abandoned their seafarers. It has diverted the full resources of the charity to finding ways of in funding the delivery of this work to its beneficiaries.

Melanie Warman, Sailors' Society's Director of Advocacy, said: "We've seen a significant increase in calls for help globally, with requests for welfare grants already surpassing the number received for the whole of last year. Many seafarers don't know when they will sign-off and return home, others haven't been able to start contracts due to lockdowns. They are tired, worried about losing their income and anxious about loved ones - the toll on their mental health is apparent.

"We're extremely grateful for the funds from Trinity House, which are enabling us to provide vital welfare grants to seafarers and their families whose incomes have been decimated through loss of work, as well as helping us to prepare our Southampton Seafarers' Centre and vehicles ready to welcome visiting seafarers as regulations allow."

[www.sailors-society.org](http://www.sailors-society.org)

## The Not Forgotten Association

In 1920, its founder started **The Not**

**Forgotten Association** to bring music and entertainment into the lives of those damaged by war. 100 years on, it is proud to be continuing this work and COVID-19 is not going to stop the team...

Addressing the causes of isolation and loneliness is at the heart of everything it does for all sections of the Armed Forces Family. So, when the lockdown started, the Not Forgotten Association looked for other ways it could continue this work; it knew it could but just had to think outside the box.

Taking an interest in its beneficiaries is so very important, so it immediately started calling those who were most vulnerable for a chat and to remind them that they are not forgotten. This has been hugely well received. The team also set up an online care community forum where individuals can take part in some military-style irreverent banter and this has also worked wonders—veterans looking after their own.

Its concerts in care homes are the bedrock of its programme so it had to continue delivering them. Bi-weekly, The Not Forgotten is producing an online variety show called *The Best seat in the House* ([www.youtube.com/user/TheNotForgottenAssoc](http://www.youtube.com/user/TheNotForgottenAssoc)) which brings some much-needed light-hearted fun and foot-tapping tunes into the homes of anyone who wants a lift. With artists such as Sir Cliff Richard, Brian May, Jools Holland and many more providing short, filmed at home, clips this is simply an uplifting and fun show.

Planning continues to return to its full

programme of events when restrictions, permissions and the appetite for them permits—very soon it is hoped. Postponement is the Not Forgotten's mantra with only a very few events cancelled—sadly *The Garden Party* is one of them.

As soon as it can, the team will be back delivering its comradeship and challenge events, with something for everyone, with vigour, energy and a huge dose of fun. Until then its military background and culture means it is well suited to this challenge so **KEEP SAFE, HEALTHY, CHEERFUL AND CARRY ON.**

The Not Forgotten Association is extremely grateful for the continued support from the Corporation of Trinity House during these difficult times.

Here's some of the thanks the Association received for its activities:

*Thank you for your lovely surprise telephone call and for the details on 'The Best Seat in the House' show. We really appreciated your caring contact; thankfully, all is well with us here in Cheltenham. Long may that continue. We will certainly be settling down to watch 'The Not Forgotten' show ... a good excuse to rest from garden labours with a well-earned cuppa!*

*Thank you for all the good work 'The Not Forgotten' does ... we still remember our terrific day out at the Garden Party ... it really was such a memorable occasion.*

*Best wishes to you and all at 'The Not Forgotten'.*

(Merchant Navy beneficiary) April 2020

[www.thenotforgotten.org](http://www.thenotforgotten.org)



Children at the Stour Blue Pass Trust on the first training session in May supported by instructors in one of the safety boats

## REGIONAL GRANT COMMITTEES

The East Regional Committee awarded a grant to the **Stour Blue Pass Trust** in April. Based in Manningtree, the Trust provides free opportunities for young people to engage in water sports from communities in North Essex within the vicinity of the River Stour. Its ambition is to introduce young people to principally sail-based activities, develop their competency and fulfil their potential as individuals. Although the Trust is only entering its second year of operation, it aims to reinvigorate the Stour with a community of enthusiastic and competent young sailors. Last year, in the region of 20 young people achieved Level 1 RYA qualifications and the Trust is continuing to develop its certification programme.

Garron Baines, the Chair of the Trust, was delighted with the support of Trinity House, although lockdown impacted on its season this year. He said: *"We had an amazing first-year launch in 2019, creating a membership of 180 young people, providing 435 unique experiences for 326 individuals free of charge. A range of opportunities were provided for young people aged between eight and 16 in a variety of water-based learning activities afloat. Our core activity provided sail-based training for young people on the River Stour at Manningtree with RYA qualified instructors in a fleet of Optimist dinghies.*

*"We also sent a small group on a reconstructed Thames barge on its maiden*



The Oarsome Trust helps to change young lives through its practical vocational training programmes

*voyage up the East Coast from Maldon to Mistley Quay, and another group on an offshore yachting experience to France. We provided groups of primary school children with 'Swallows and Amazons' experiences on the Walton back waters in traditional longboats amongst a mixed programme provided by ourselves and our partners."*

[www.mybluepass.org.uk](http://www.mybluepass.org.uk)

In May, the South East Committee awarded a grant to **Oarsome Chance** towards the training costs for one of its apprentices. Based in Gosport and Havant in Hampshire, Oarsome Chance is helping to change young lives with an educational and training programme which combines rowing and other maritime-based activities

with practical vocational training, including boat building and marine engineering. Young people on Oarsome Chance's apprenticeship scheme attend a local college part-time while continuing training and working part-time at the charity where they help to deliver activities to younger students. They also gain RYA qualifications.

The programme not only helps build their skills and confidence, but with Oarsome Chance's strong connections with the local maritime industry, it also helps the young people connect with very real work experience and employment opportunities, transforming their future prospects and opening their eyes to a maritime career.

[oarsomechance.org](http://oarsomechance.org)

The Scotland and Northern Ireland Committee awarded a grant to the **Scottish Nautical Welfare Society**.

The Society is a nautical charity which promotes the welfare of former Merchant Navy seafarers who find themselves in difficult circumstances. Primarily, support is given by providing quarterly grants, but the Society also provides a lunch club, social events and regular home visits to the beneficiaries who are either housebound, in hospital or care, or by request.

The previous welfare car had broken down and it was not viable to repair as the cost was too high. As the car is used for home and hospital visiting, transporting members for appointments, funerals, to and from the lunch club and also for general administration of the Society, it needed to be replaced quickly. The Committee awarded a grant towards the cost of leasing a new car for the first 18 months, enabling the Society to replace the vehicle and continue providing these crucial services.

A spokesperson from the Scottish Nautical Welfare Society said: *"Having such a reliable car at our disposal has been especially useful in the recent months when the lunch club had to close due to the pandemic and many had to remain at home due to shielding/self isolation. Although most of our visits had been curtailed, we have continued to deliver food packages and essential items as and when they were needed and we are, therefore, extremely grateful for the support received from Trinity House."*

[www.snws.org.uk](http://www.snws.org.uk)



The Scottish Nautical Welfare Society's new car



Combat Stress's head office at Leatherhead, Surrey. Below: A Royal Navy Veteran who has accessed the services of the charity

CHARITIES WE SUPPORT: COMBAT STRESS

## Supporting veterans with mental health problems

**Combat Stress** is the UK's leading charity for veterans' mental health. For more than a century it has helped former servicemen and women overcome mental health issues. Today it focuses on delivering specialist treatment and support to veterans who have several severe mental health conditions such as complex post-traumatic stress disorder.

It focuses on psychological rehabilitation, not just stabilisation. This means it aims not only to stop symptoms getting worse, but support veterans in getting better and reducing their symptoms so they can tackle the past and take on the future.

Trinity House Maritime Charity has generously supported Combat Stress for many years, ensuring that the charity can provide critical services to former members of the Royal Navy, Royal Marines and Merchant Navy. This is particularly crucial as it adapts its services due to COVID-19, ensuring that veterans can still access treatment and support they need.

Dr Walter Busuttill, Medical Director, said: *"We are extremely grateful for the support of Trinity House Maritime Charity. It will help us in achieving our vision for all former servicemen and women with complex mental health problems to live full and meaningful lives."*



# A record of the essential service our people provided for the nation

During the COVID-19 lockdown, many of our employees made a record of how they adapted to working in much-changed circumstances to ensure that Trinity House could hold up its commitment to the mariner. Here is a selection of their stories

**A**fter an outbreak on 31 December 2019, the World Health Organization (WHO) began briefing countries worldwide about a novel coronavirus later identified as COVID-19.

The first cases in the UK were confirmed on 31 January and by early March the WHO made the assessment that COVID-19 could be characterised as a pandemic.

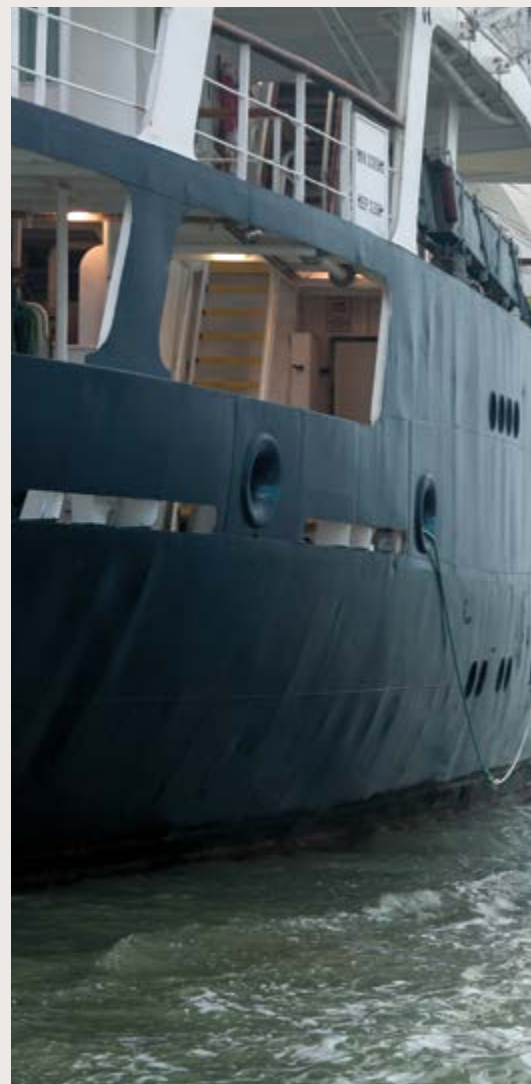
On 23 March, in a televised address, the prime minister announced a UK-wide partial lockdown to contain the spread of the virus; the British public were instructed that they must stay at home, except for certain “very limited purposes”—shopping for basic necessities; for “one form of exercise a day”; for any medical need; and to travel to and from

work when “absolutely necessary”.

The particulars of the timeline are well documented elsewhere, but it will suffice to say that the pandemic represented an unprecedented crisis for nations everywhere, each with their own challenges, whether medical, financial or logistical.

Many of the challenges specific to the

**TRINITY HOUSE'S  
WORKFORCE OF  
AROUND 300 PEOPLE  
WORKED HARD  
—AND WITH NO  
SMALL AMOUNT  
OF RESILIENCE,  
ADAPTABILITY  
AND CHEER**



UK and Ireland came about as a result of being a densely-populated island nation, and as such almost entirely dependent on sea-going trade. The vital importance of shipping and the difficulties faced by 1.2 million seafarers around the world came fairly quickly to the fore in the nation's news.

Likewise, the people working for Trinity House were classified by HM Government's Department for Transport as 'essential workers' and the maritime safety service we provide in our capacity as a General Lighthouse Authority deemed critical to the nation's wellbeing.

Strict travel restrictions, disrupted supply chains and social distancing regulations made aid to navigation inspection and maintenance—and the support provided by the vessels at sea and the offices and depots on shore—complicated and challenging. As the following profiles will demonstrate, Trinity House's workforce of around



Working at sea continued throughout lockdown



# TRINITY HOUSE PRAISED FOR ITS PUBLIC SERVICE



BUCKINGHAM PALACE

To echo the remarks made by Her Majesty when she re-opened Trinity House after the Second World War, “the Corporation of Trinity House has a great record of public service and of charitable benefaction.”

For centuries, its members have been the Good Samaritans of the sea and their devotion to their duty whether at sea or ashore is essential to the safety of those who sail the waters around these islands. Your record of public service and of charitable benefaction continues around the clock, all year long. I should like to take this opportunity to tell the people of Trinity House how deeply I appreciate their work and their unwavering support for the mariner at all times, and in particular during this unprecedented crisis.

300 people worked hard—and with no small amount of resilience, adaptability and cheer—to ensure that safe and reliable navigation in our waters and support for seafarers in need were both assured and in place for whatever difficulties the nation faced.

While the three Field Operations teams and the three support vessels remained mobile and operational, the majority of staff usually based at the London, Harwich, Swansea and St Just offices and depots made the pivot to home-working, representing a significant—albeit temporary—cultural shift for the organisation.

Similarly, our work as one of the UK’s largest self-funded maritime charities meant that the Trinity House Maritime Charity worked quickly and proactively to meet a growing and desperate welfare need among seafarers across the sector, working closely with our funding partners and welfare delivery organisations.



# Lockdown diaries

A record of the essential service our people provided for the nation

## ➔ An IT overnight miracle

**Ton Damen**

**Director of Business Services**

As Director of Business Services for Trinity House and a father of two primary school age boys, I was looking forward to 2020. We started to see traction with three major projects and the organisation continued to be on track to exceed its operational performance targets. Both my wife and I were in employment, the boys settled at the local primary school and normal activities involving friends and family took place almost daily. Little did we know that after the return home from a family holiday in February, the COVID-19 challenges in faraway places would change our lives unrecognisably in a matter of weeks.

News from around the world started to show an evolving picture of national health services in crises, schools and other aspects of society and economies forced to hibernate. We started to have weekly and then daily conference calls with our managers, reducing activities, asking colleagues to work from home for those that could and at the same time supporting the organisation in delivering its essential statutory

role. Trinity House changed its ways of working from the office to remote working and our IT colleagues enabled a technology miracle almost overnight—thank you!

Currently in our twelfth week of home schooling and with my wife Cheryl returned from furlough and working from home for the foreseeable future, we have settled into a new routine. The back garden is the most visited place and is great for camping; we have two makeshift 'working from home offices' and the boys are not expected to return to school before September.

We are now working with our managers towards progressively returning to routine work plans and measures are being put in place to make the workplace COVID-19 secure in a safe and phased way. I am immensely proud and grateful to all my colleagues who have shown resilience, dedication and commitment to make this all work seamlessly. Following Government announcements is no longer the highlight or dread of the day and we are slowly encouraged to come out of (economic) hibernation into an adjusting world.



Ton's makeshift 'working from home office'

## Inspections and scarecrow hunts

**Graeme Proctor**

**Inspector of Seamarks,  
Navigation Directorate**

Working from home at the end of a normal week is not unusual for me; after completing my inspection I usually spend Friday at home report writing, confirming appointments for the following week and booking my hotels. So I have a good office and IT facilities set up, that was a blessing, no mad panic to get me operating remotely.

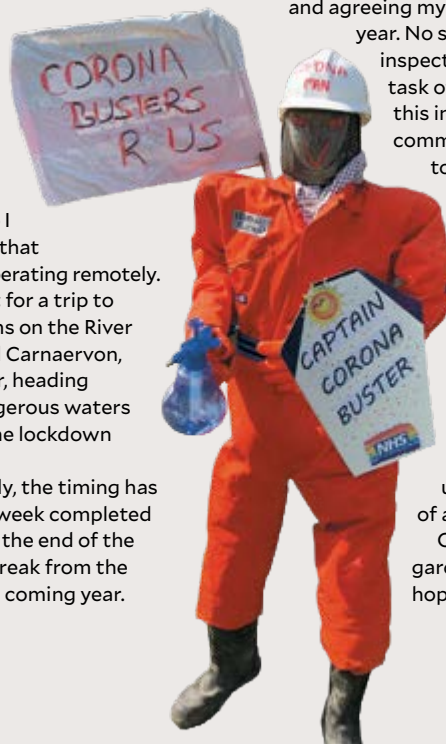
When the lockdown came, I was all set for a trip to North Wales and Anglesey for inspections on the River Conway, Holyhead, the Menai Straits and Carnaerwon, all lovely scenic trips, especially the latter, heading under the Menai Bridge through the dangerous waters of the Swellies. Alas, when the news of the lockdown came in, all had to be suspended.

I settled into life under lockdown. Oddly, the timing has served me quite well: with the Anglesey week completed that would have brought me naturally to the end of the inspection year, when there is a natural break from the inspections to write reports and plan the coming year.

So I have been very lucky. I began the arduous task of planning and agreeing my inspection programme for the new financial year. No sooner was that formalised, the local authority inspection results for the year were in, and now the task of analysing trends and statistics and translating this into my annual report for the Secretary of State commenced. Lockdown has kept me very busy; I hope to get back on the road and kick off another year's inspections soon.

But it's not all work. I live in a lovely quiet rural lane, it has about 50 houses, the kids were tasked early on to do a teddy bear hunt in all the windows and drives, which was a great success, teddies multiplying by the day. But it was all too easy apparently, and it was suggested the kids did a scarecrow hunt next, which would obviously involve the grown-ups! Hence my spare time has been busy building 'Captain Corona Buster'. I guess it helps keep us sane! I am looking forward to the spectacle of a lane full of scarecrows.

On top of this my garage is immaculate, the garden like a new pin and the cars are gleaming; I hope the Scarecrows of Pear Tree Lane appreciate it.



# Sharing a work desk with Barbie

**David Hayes**

**Senior Planner, Planning Centre, Harwich**

It's been 117 days since we left the office with as much IT equipment as physically possible. My colleagues Tracy Dale, Sandie Williams, Bill Summers and I vacated our desks, leaving the Operations Officers behind to hold the fort, not entirely sure when we would return. After 117 days, I'm still not sure when we



David sets up office in his daughter's bedroom

will return; however, the new normal, for now, resides at home and the Operations Officers continue doing a brilliant job in the office.

Work looks different. The 'office' has been established in my six-year-old daughter's bedroom because "you'll be out of the way up there". I share desk space with Barbie and I'm surrounded by teddies, unicorns and glitter. For large parts of lockdown, I was a substitute teacher to my daughter and ten-year-old son and the postman was my closest friend. Getting the day job done in between teaching the seven times table and answering the door to take delivery of the wife's latest Amazon purchase has been challenging.

Work doesn't sound different. The IT department has done a brilliant job getting the team set up at home and making remote working a success. Dual monitors, video conferencing and instant messaging have all made communications seamless, although I do miss the daily interaction with colleagues around the office and getting back on the vessels at crew change.

As we all know, even during a global pandemic, the lights never stop flashing. For our department it's never been more important to adapt plans to make best use of resources and continue to monitor our aids to navigation to safeguard shipping, so that's what we'll continue to do.

# Wedding postponed

**Lloyd Beeney**

**Trainee Buyer, Procurement**

The biggest hurdle for me personally with regards to work and the restriction of movement has easily been just the simple things we used to take for granted. Such as chats with colleagues when making the morning cup of tea, bumping into others in the corridors and just the camaraderie of working with others. In terms of hurdles for workload, not being able to just ask a question out loud or talk through an issue with a colleague has been missed!

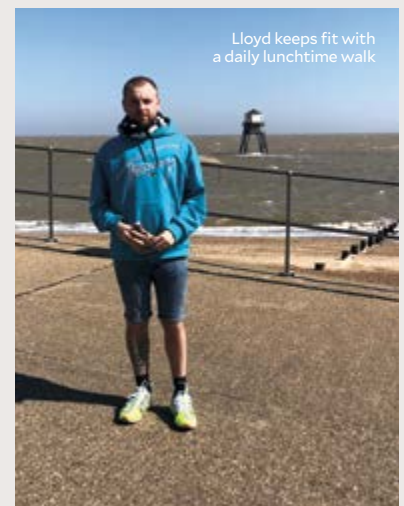
The biggest hurdle for my home life has been the unfortunate postponement of my wedding, which was due to take place in June. Although, after weeks of stress and wondering whether it would take place, the decision to postpone took a massive weight off my shoulders!

As many of you know, I love football and going to the gym so these have been hugely missed and will continue to be until we come out the other end of this

horrendously difficult time. I have found myself watching previous highlights and chanting to myself...

I have tried to keep as much of the same routine as possible, this includes starting the day with writing a daily list of tasks and making sure I have stocks of chewing gum! In terms of changes I am not one who deals with silence particularly well (this will not be a shock to any of my closest colleagues!), therefore the radio or a podcast have tended to be on in the background at all times. One positive is I can have a dance in the middle of the day without anyone seeing!

I am very regimented, so my saving grace has been getting in to a routine. This has meant getting up at the same time, going for a walk along the seafront at lunchtime and working out in the evenings as I normally would. I believe this has been very important for keeping my head in a good place, especially considering all of the stress of trying to rearrange a wedding in these strange and scary times.



Lloyd keeps fit with a daily lunchtime walk

I also decided to get rid of the majority of my hair and go full isolation mode! You can see a picture of this above, which was taken on one of my daily lunchtime walks!

I would also like to take this opportunity to say that I hope all of you and your families are safe and well, and give a massive thank you to all of the key workers and the NHS!



# Lockdown diaries

A record of the essential service our people provided for the nation

## ➔ Challenge of distancing on deck

**Adam Keen**

**First Officer, THV *Patricia*  
(Starboard)**

Whilst the ship was in dry dock at the beginning of this pandemic and it really started to get serious, it was extremely difficult to maintain your distance when there are more people onboard than there are metres of ship! However, we tried our best and even managed to squeeze in the traditional 'dry dock photo' whilst adhering to the two metre rule.

Now the ship is back at sea and continuing, wherever possible, routine work to maintain the aids to navigation, operations continue whilst trying to adhere to the guidelines as much as we can.

Eight o'clock usually sees the Bosun and Chief Officer discussing the day's plans with the Captain, but in this strange new world Morning Coffee has become Morning Dettol, as 8:00-8:30 each day sees each crew member tasked with cleaning and sanitising their set area, from the bridge down to the lower decks of accommodation, in an effort to keep things clean and safe.

Handovers have been different. Where a crew change day normally contains a social element, catching up with your opposite number on how the trip has been and what you've been up to at home, more recently it has been a set of handover notes on a sanitised computer desk, and a short conversation at distance or over the phone.

Carrying out buoy work on *Patricia's* working deck is a social-distancing nightmare: how does one crew member help the other 'hook-in' to the buoy whilst also staying two metres away? Answer: not possible. However, taking reasonable precautions and some default options (large face visor when water jetting already happens!), we have tried our best as much as practically possible.

Where usually the mess room is busy and bustling during mealtimes, now we try to adhere to social distancing and we see fewer people in the mess room at once and stagger the meal times when required. This means longer hours for the galley team, certainly the most 'key' workers onboard; everybody knows that good food means a happy crew, and that is certainly needed in these difficult times.



A view of the sunset from THV *Patricia*



THV *Patricia* continues with her work despite the challenges

Where usually a mid-trip top-up of stores consists of a workboat trip into a local port and a quick whizz around a supermarket, in an effort to reduce exposure we have worked with the suppliers to arrange for a pallet of additional stores to be left on the harbour wall just as the boat arrives. It can then be lifted into the boat (at a distance) by the crew and taken back onboard. Gone is the need to expose the crew and those ashore in the supermarket to any additional (potential) risk of the virus, whilst keeping

the food stores topped up so the ship can stay out longer.

Many of the challenges that everybody is facing ashore during this period of isolation and distancing are part of everyday life for the ship's crew. Being separated from friends and family and only able to contact them via phone or video call—where many people are finding it hard—is 'business as usual' for most of us, really.

Of course, everyone is a little more concerned that those at home remain okay, and our thoughts are with those who have been affected in any way; we are all in this together and each facing our own challenges and situations. An odd benefit of being at work onboard the ship is actually having other people to talk to, albeit at a distance!

One positive element (though it depends who you ask!) is that when on leave at home, some are spending more time with family members who would otherwise be at work or out doing various activities currently cancelled or put on hold.

Saving grace: watching the sunset with a cuppa. A sight that can happen any day at sea, but regardless of coronavirus, it's the same sun setting on all of us and a gentle reminder that, at some point, things will get back to normal and we will get through this together.



# Looking to the stars

## Nichole Kelly PR and Records Assistant, Secretariat

When the Government announced the new lockdown measures, I was not sure what to expect. I knew that I would be working from home for the foreseeable future but I had no idea how this would pan out; I did not have a designated office space at home, I would not have my office

colleagues sitting beside me to share work issues with, and office laughs and the odd light-hearted rant would be non-existent. One thing was for sure though, I would be able to control the temperature of my new and temporary 'office' without complaint. Anyway, I very quickly sorted the issue of the office space by temporarily converting the dining room into an office by day and, after a quick tidy, reverting to family dinner space by night. Office chat and issue-solving was much more difficult to recreate, but virtual meetings and emails had to suffice, for the time being anyway. However, the meetings were a lovely reminder to me that I was not alone and we were all dealing with the situation together, albeit in our own individual way.

Working from home meant that my daily commute to the office had been significantly reduced and the most exercise I would get on a workday would be descending and ascending the stairs and a short walk to the kitchen. As my twice-weekly exercise class had also come to a temporary halt, I soon got into a routine of attending several virtual exercise classes per week, coupled with some long walks around the local area and take in some well-earned fresh air.

The new normal was not an ideal

situation. With virtual meetings becoming the norm and a completely new way of working becoming routine, I soon began to long for the old normal to return. However, a redeeming feature for me was my newly-acquired interest in astronomy. Seeing my shiny new telescope standing in the corner of the room and hoping for another clear night, I knew that once the working day was over I could prepare it for another stargazing session while gaining more and more knowledge about our spectacular universe and what lies within.

An overarching positive that I have taken from this difficult situation is to have been a part of an organisation and a team of professional and skilled workers who have adapted to their new way of working but continued to deliver a reliable service for the safety of shipping.

On a personal note, the positive is undoubtedly that I was always at hand for the somewhat confusing and unusual situation imposed upon my two teenage children, both of whom had GCSE and A level exams cancelled, along with an unexpected and abrupt end to their schooldays. Being at home and close by to help them to come to terms with the reality of it was a huge positive for which I am grateful.

# Nathan's new role as chief taster

## Nathan Evans Assistant to the Health & Safety Manager, Secretariat

I've missed being able to get out to the lighthouses and depots to undertake our inspections or, as my wife calls them, frequent holidays. So I am looking forward to resuming them when it is safe to do so and getting a few more unvisited stations ticked off my list (I'm currently on 24).

I have adapted well as fortunately my wife had decided to turn our spare room into a study in January so I have taken to hiding away in there every day whilst my daughter works in the dining room. I'm not sure my wife thinks she got the best deal of location but I am very comfortable with the radio on in the background. Coffee and snacks have become slightly more regular than if I was in the office.

My saving grace has been the amount of time I have had with my daughter and being able to do so much with her, such as 6am walks when it is quiet, P.E. with Joe Wicks, seeing her pride when she has learnt something new and—best of all—being chief taste tester to all of the treats she has been making.



# Lockdown diaries

A record of the essential service our people provided for the nation

## ➔ Buoy yard focuses on critical work

**Dan Maskell**

**Buoy Yard Supervisor,  
Field Operations West**

With the lockdown in force, the buoy yard team splits into those who can work from home and those who cannot or have childcare or shielding issues. There is a smorgasbord of different situations and considerations to try to and map out in such a way that the buoy yard can remain operational and maintain social distancing. Cue a manic time trying to plot a workable solution that allows all the key skills to remain in place to help retain the functionality of the buoy yard. The old adage that you cannot please all the people all the time is so true.

However, the need is present and it is our job to ensure clean buoys are made available to the ships so that they can be deployed to protect the mariner. Keep the lights burning and all...

For me as the Buoy Yard Supervisor my life has changed a fair bit, working from home with an occasional visit to the yard to carry out essential safety checks and at the same time catch up with whoever is in and on any paperwork that I don't have access to at home.

I have had to engage with new technology, getting to grips with video messaging and conferencing. I have also had to create a safe work area at home, working off garden furniture; with two of us working from home we have had to use separate rooms. We are using the broadband to its full capacity, with both of us logging online to carry out our work and make conference video calls, whilst any kids at home are streaming films, catching up on social media and gaming, all at the same time.

Unexpected interruptions in our house include two dogs who cannot understand (A) why we are home all the time—but are so happy that we are—and (B) why we get upset and yell at them to go away when they constantly bring their toys into you to play. Then there are the cats who look at you in disdain because you have dared to invade their kingdom during the working day. Therefore they demand your attention—only when they want it of course—by sitting on your key board and blocking the screen.



The need for generating an at-home work routine is essential. Advantages include: I get a lie-in and no more one hour commutes each way. Therefore, my working day has not really changed apart from not physically seeing as many people as before. Although I have enjoyed looking into people's homes every now and again on various video conferences. Some who shall remain nameless will not interact on a video conference, as they do not want to be seen eating doughnuts whilst still in their PJs at three in the afternoon.

Lines of communications are more important than ever and it is a constant struggle to ensure that any messages relayed or received are clear, concise and understood by all concerned. Constantly-changing plans can be frustrating to all; however, the team have shown great flexibility and patience in adapting to these changes.

Maintaining the workflow through the yards without actually being there relies on trusting those in place. This has worked very well with regular updates with team leaders at the beginning and end of the day; this ensures a good understanding of how and where the work is progressing.

Safety as always is a concern with

reduced manning levels. However, managing the workload by reducing it to critical buoys only has helped. The work still progresses on although there is a reduction in our production rates. This slowing has a positive effect of allowing us to concentrate on ensuring that all our tasks are carried out safely. The buoy yard teams have come together well and adapted to the changes too, working in smaller teams, liaising with each other in helping maintain the lines of communication and the work. Our other duties in assisting the service have been curtailed in favour of the Buoy Servicing List, but as always we are on standby to assist where necessary with any work requests, helicopter operations and lighthouse work.

I am proud of the way my team has taken on this challenge and shown great resourcefulness and flexibility in overcoming all these issues to ensure that we are still providing aids to navigation for the mariner. Without the effort of these ground troops, not just my team but around the company too, my task of managing the work through this pandemic would be almost impossible without them.

A heart felt thank you goes out from me to my team and everyone else doing their bit.



**Vikki Muir**  
**Grants Manager, Corporate**

When I jokingly said to my colleagues as I left for a long-planned trip at the beginning of March, “see you when I see you”, little did I think that it would become a reality and that I wouldn’t see them again in person for many months.

Luckily, my laptop was already at home so I was able to work and my computer skills improved immeasurably as I had to adapt quickly to everything being paper-free. It is amazing what you don’t know you don’t know until you are sitting at home,

# Video links Vikki with the world

having to put a grant paper together at short notice without the back up of being able to ask a quick question to a colleague sitting next to you.

Video conferencing—which I have to admit to never having used extensively prior to lockdown—became the go-to for almost every aspect of life, both work and home. I could no longer go and visit the charities that we support or have potential funding meetings but, in some ways, due to weekly Merchant Navy Welfare Board and Maritime Charities Group meetings, I felt more connected with them all as I ‘saw’ them far more regularly than I would do normally.

It has been impressive how everyone has managed to carry on in challenging circumstances and share information quickly. It has also helped to highlight where the long-term need will be as a result of COVID-19 and how the Trinity House Maritime Charity can play its

part in helping to meet it. Despite all the challenges, we, as a charity, changed processes so that emergency COVID-19 grant applications could be turned round and approved quickly. I am proud that in some cases, this was in a matter of hours from receipt.

The biggest challenge for me has been home becoming work and vice versa; it is very easy to lose what is ‘home’ time.

Like many, I have explored trying new things and have enjoyed video conferencing experiences all around the world, from early morning yoga from Tuscany to the Sofa Singers online choir, to a wine quiz from the vineyard down the road; it has been a real positive experience during this time.

My partner and I have also discovered vegetable growing and considering that I have the least green fingers of anyone I know, I am amazed that everything—so far—is still alive!

# Enjoying 9-5 at the Swansea office

**Christine Hitchman**  
**Field Operations Administrator, Field Operations West**

I have been very fortunate to have been taken on by Trinity House for a fixed term of six months, my role is Administrator in Field Operations, Swansea. My start date was 16 March 2020 however the agency rang me and asked me to start on 17 March.

The reasoning behind the date change was because of the coronavirus pandemic, Swansea were going to do a trial run of working from home and therefore the depot would be closed.

This placement then turned into a

very strange affair indeed. Swansea under normal circumstances employ 30 staff, however, my office usually housing seven of us is down to two with five members working from home.

One of the biggest hurdles for me was learning everyone’s names, it’s very difficult when all departments here in Swansea—i.e. Buoy Yard, Stores and Office—are working on either a rota system or coming into work as and when the need arises.

I was so excited when I started as I found all aspects of the work we do to be absolutely fascinating. One

disappointment though is that I have not been able to board any of our ships... I vow that if I haven’t boarded one by the end of my contract that I will plead with my line manager to allow me to visit at a later date.

I cannot work from home and so I am in work every day Monday to Friday and even though it originally seemed very nice for the people having time off, I think we all need to be careful what we wish for! I personally am happy that I am not at home climbing the walls as some people are.

I have had to learn the job as I have gone along, as being in the office on my own there has been no one to teach me. It’s very strange to have worked for a company for three months and not know much about your colleagues. We do a video chat meeting every Friday which did help as each of the people in the meeting has their name showing underneath (not cheating, honest).

My saving grace is the fact that I can come to work to keep some sort of normality and also my new puppy Sadie, pictured, who keeps us very busy. She has actually taken to jumping in the bath whilst occupied, which was quite a shock to say the least.



# Lockdown diaries

A record of the essential service our people provided for the nation

## ➔ Support for crew's safety at sea

### Tristan Burgess

#### Commander, THV *Alert*

These unprecedented times we are currently facing have proved a challenge for many, and the crew of THV *Alert* are no exception. We have had to adapt and re-think many of the ways we conduct routine operations. Working on a vessel, crews are accustomed to the restrictions of certain personal freedoms and isolation away from family and friends. However, it is difficult for those who are at sea watching the daily updates and not being there for those we care about, proving those at sea are not immune to the troubles ashore.

The daily routines, maintenance and jobs that need to be done have not gone away. Unfortunately, very few can be done in the safety, confines and comforts of our own homes. So we try and carry on, working and living together in our own bubble. The concept of social distancing has proved to be difficult, with the layout of the vessel and types of operations undertaken requiring the crew to work closely for everyone's safety. Whilst we try to distance ourselves from one another, we must trust that those we are working with have followed the same measures and precautions for when we can't.

At the start of the restrictions, getting hold of certain supplies became difficult. The use of the water jetter was suggested in the case we ran out of toilet rolls. For a time, we regularly had to visit a petrol station to get hold of fresh vegetables, with the concerns of coming in contact with 'others' forever a concern in our minds.

In addition to our risk response role, it is prudent that we continue our routine inspections of our buoys, beacons, lightvessels and hydrographic surveys to ensure there are no adverse effects for shipping in our waters. As such, we continue to operate as normal in far from normal times. On board the vessel we have taken measures to ensure we reduce the risk of being affected by the pandemic in the way we operate, and made all attempts to minimise our exposure or protect against possible sources of the virus.

During our time on board it has been humbling to see how everyone has come together. Even with their additional personal concerns, every member of the



Above and below: Crew from THV *Alert* carrying out buoy and lightvessel inspections



**“THE DAILY ROUTINES, MAINTENANCE AND JOBS THAT NEED TO BE DONE HAVE NOT GONE AWAY”**

crew has been actively supporting each other. Not only in their work, but in doing what they can to give support to others. This support again has not just been limited to those on the vessel, but across the service and to their families.







Captain Roger Barker and colleagues at Alderney Lighthouse

the essential new ways of working and I think that we should all be proud that the services we provide to ensure the safety of the mariner, and of course consequently the protection of the environment, have continued without a hitch and as DNR my sincere thanks because everybody plays a part.

The Navigation Department moved swiftly to complete home working, of course, but this would not have been possible without the technical help from the IT team, thanks again.

On the personal front, it has been very hard not to see as much as we would like of our grandson but since easing of lockdown my daughter Claire has been to see us with little Henry and her boyfriend and what an absolute joy he is.

Our son has recently changed jobs during this period, and, as we all know, getting to know and work with new people can be a challenge made much more difficult with the current ways of working. Our help to him and his wife has been more difficult as a consequence of the lockdown but thankfully we can still give support—albeit more remotely—and they are both coping very well and enjoying the challenges.

Without doubt there is still much to be done and care to be taken as we move towards a measured return to elements of ‘normal’ working but I know we will get there. Whilst continuing to ensure we deliver our statutory responsibilities, the safety and wellbeing of our people will remain the ongoing focus.

## Proud of our services

### Captain Roger Barker Director of Navigational Requirements

Lockdown began with a bit of a bang for my wife Sue and I. We attended the IALA ARM committee meeting in Buenos Aires in March but needed to change our flights home towards the end, otherwise I think we would have been stuck in Argentina with all that would have gone with that.

The amended flight home was unfortunately via Madrid, just at the time

when they were suffering major COVID-19 issues, and—whether it was there, on the plane or who knows where—both Sue and I picked up the dreaded virus and as such isolated ourselves completely for what turned into several weeks.

Fortunately we did not have to be hospitalised and we are now fully recovered. Colleagues were fantastic—who would expect less—and working from home soon resumed.

I have been incredibly impressed with how the whole organisation has adapted to

## Financial year end in dining room

### Sarah Harman

#### Financial Controller, Finance and Procurement

I remember sitting at the dining room table on Monday 23 March with my laptop, both kids next to me with their laptops, thinking ‘Yes, this is going to be easy’, oh how wrong was I!

Let’s just say that the organised home schooling didn’t even last the first week. I found myself constantly asking the kids to come and sit at the table to work and realised very quickly that I’m no teacher and I couldn’t possibly work and teach at the same time.

Once we had figured out that this home working was going to last for quite some time, I decided I needed somewhere more office-like to do my job. My husband converted our spare bedroom into an office space where I could have some privacy for

the many video meetings that we were now having. I can now shut myself away; however the kids still manage to burst in mid-call to ask me for a drink or snack.

Whilst I like the ability to see my colleagues over video, I must have the worst Wi-Fi of any home worker. Then again, in a small village with all the school kids at home playing on their devices and parents working, it’s no wonder our Wi-Fi can’t cope; it feels like we are on dial-up.

I am looking forward to getting back to normal, whatever that normal will be. The thought of another ten weeks of the kids being at home fills me with dread.

I was promoted to Financial Controller last July and I never thought I would be doing my first financial year end from my dining room. Let’s just say that next year should be a breeze.

We did get a couple of new fur babies to help us through the stress: Simba and Nala.





Start Point Lighthouse

# Christmastide greetings

Every year Trinity House produces Christmas cards and a lighthouse-themed calendar; these much sought after gifts are available now to buy



## Trinity House Christmas cards

This year's Christmas Cards consist of a mixed selection of previous years' designs and include: Beachy Head Lighthouse in the snow, which was captured by Matthew Pinner of Pinner's Photography, St Catherine's Lighthouse at night, captured by Ritchie Hunt-King, Trinity House's iconic staircase and Portland Bill Lighthouse captured by Stephen Banks.

Each pack will contain at least two designs and include 10 cards, approximately A5 in size, with envelopes. Please note we are unable to take requests for packs that include specific designs. £10.00 per pack of 10.



## The Trinity House Lighthouse calendar 2021

The 2021 calendar features the year's best photographs of our lighthouses, compiled from entries submitted to the annual lighthouse photographic competition by members of the public. Printed in full colour on silk

paper. Size: 300x300mm. Cost £12.50.

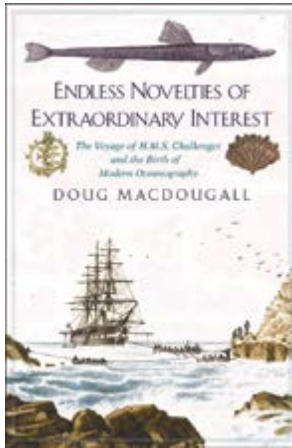
Trinity House is committed to stop producing avoidable plastic waste and as such, this year's calendar will be sent packaged within the boarded envelope.



How to buy: Orders can be placed online at [www.trinityhouse.co.uk/shop](http://www.trinityhouse.co.uk/shop) or by telephoning 01255 245156. All prices shown include UK postage and packing. Please see our website for European and Worldwide shipping costs: [www.trinityhouse.co.uk/shop](http://www.trinityhouse.co.uk/shop)

# BOOK REVIEWS

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



## ENDLESS NOVELTIES OF EXTRAORDINARY INTEREST

By **Doug Macdougall**

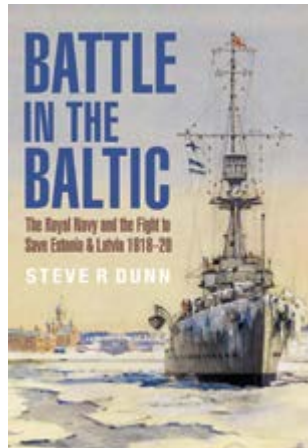
**Yale University Press, 257 pages, £20.00**  
**ISBN 978 0 300 23205 9**

Sub-titled *The Voyage of HMS Challenger and the Birth of Modern Oceanography* here are twelve chapters relating to the voyage of discovery, adventure and hardship (and with humour) from December 1872 to May 1876 of HMS *Challenger*. This study, written up in 50 volumes\*, was created by passage from Portsmouth down the Atlantic via the Caribbean, round the Cape of Good Hope, into the Southern Ocean to Australia, to the Philippines and Japan, across the Pacific, Hawaii, Cape Horn then homeward north by the Atlantic.

Here was the world's first global oceanographic expedition which, over 1,250 days, explored the oceans conducting deep soundings, recording temperatures, observing weather, and collecting biological and seabed samples by way of 69,000 nautical miles to lay the foundations for modern oceanography.

Macdougall studied records and discoveries created by the scientists and tells a story of Victorian-era adventure and endeavour linking these early explorations to the growth of modern scientific fields. Indeed, the place that *Challenger* achieved in the annals of ocean exploration and science was the Apollo project of its day.

\*See: [www.biodiversitylibrary.org](http://www.biodiversitylibrary.org)



## BATTLE IN THE BALTIC

By **Steve R Dunn**

**Seaforth Publishing, 304 pages, £25.00**  
**ISBN 978 1 5267 4273 5**

For most participants, the First World War ended on 11 November 1918, yet the Royal Navy found itself, after four years of war, fighting in the Baltic Sea against Bolshevik Russia in an attempt to protect the fragile independence of the newly liberated states of Estonia and Latvia.

Today, few are aware of this exhausting campaign and the sacrifices made by the Royal Navy, (three VCs were won, of which that of Lieutenant Gordon Steele (later to be a Younger Brother) is held at Trinity House). Here are related exciting exploits with much first-hand testimony to recall critical naval operations that prevented retaking of the new Baltic states. These were regarded by Churchill as an essential shield against the encroachment of the Bolsheviks into Europe. Uneasy peace prevailed until 1939.

Rear-Admiral Walter Cowan's naval force was amid chaos and conflicting loyalties with many opponents: Leon Trotsky's Communist Red Army and Navy forces; gangs of freebooting German soldiers, the Freikorps, intent on keeping German domination of the Baltic states; and White Russian forces aiming to retake Petrograd and rebuild the Russian Empire.

Steve R Dunn is an accomplished naval historian. One of his other Pen & Sword titles is *Securing the Narrow Sea: The Dover Patrol 1914 - 1918*.



## FAITH IN THE CITY OF LONDON

By **Niki Gorick**

**Unicorn Publishing Group, 160 pages, £25.00**  
**ISBN 978 1 912690 73 2**

Talk of faith in the City of London creates images of ceremonial in St Paul's, yet there are more than 40 other Anglican churches\*, as well as Jewish, Dutch, Catholic and Welsh places of worship squeezed in between The Square Mile's monoliths.

London photographer Niki Gorick gained access to capture the day-to-day workings of these ancient buildings and discovered the vibrant and diverse spiritual life of those who come here to work and worship.

This is a book about London and Londoners, revealing a rich mix of characters and traditions. From weddings, communions, Bible studies and Livery company services, to Knights Templar investitures, the fruits of the ocean, Afghan music, fundraising and hospitality. The fine photographs show a range of pastoral activities and charismatic personalities.

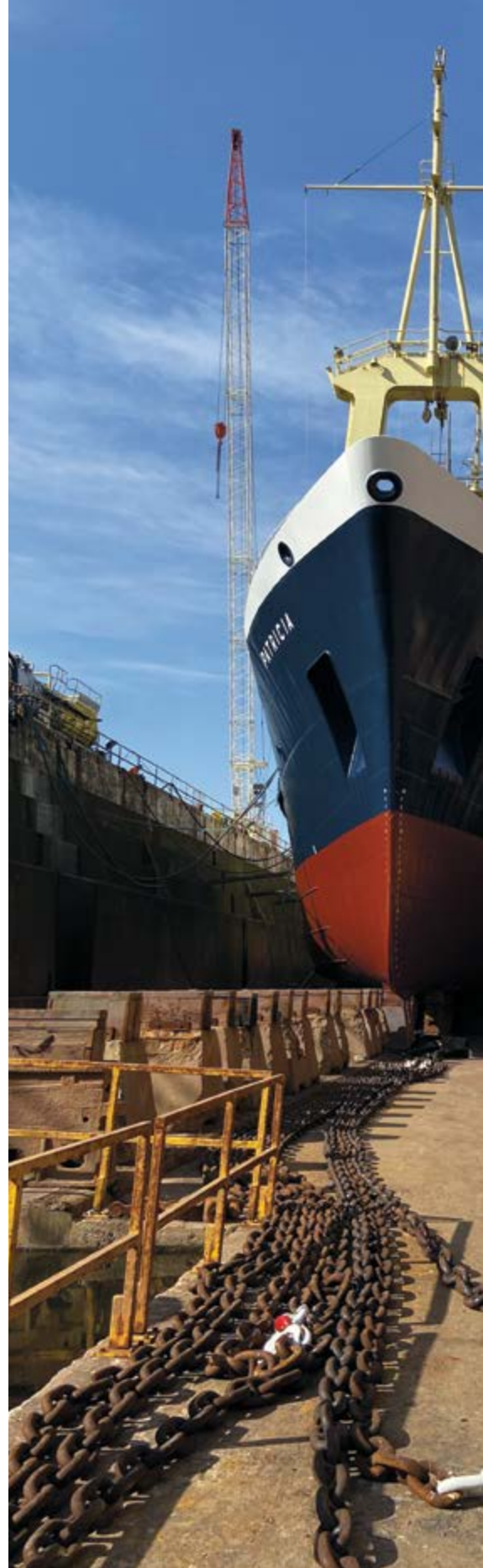
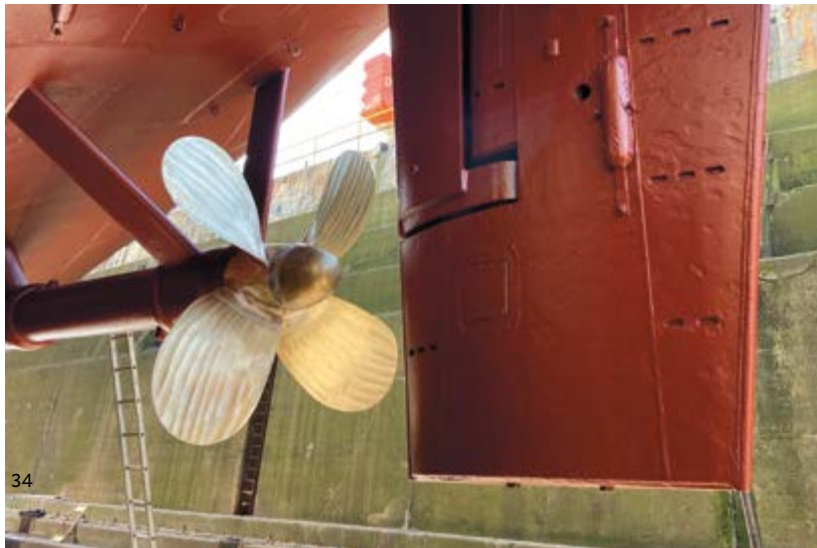
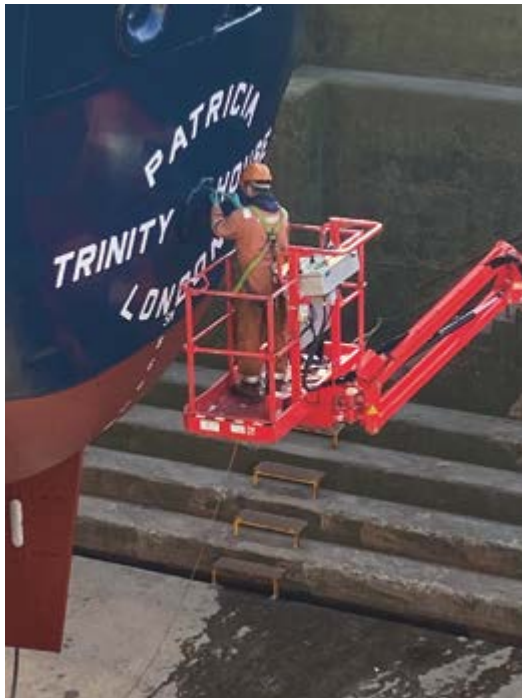
Unmistakable by his tippets bearing the Corporation's crest is Rev Oliver Ross, Younger Brother, who was the incumbent at St Olave's Hart Street, for a decade to 2019. Rev Nick Mottershead, who also has officiated there and at the Baltic Exchange, is introduced and there is shown a Quarterdeck gathering of a Worshipful Company's Livery at Trinity House.

Niki Gorick's work has been exhibited widely in the capital, at the Barbican and the National Maritime Museum and in private and corporate collections. See [www.nikigorick.com](http://www.nikigorick.com)

\*[www.london-city-churches.org.uk/churchfinder.html](http://www.london-city-churches.org.uk/churchfinder.html)

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

PHOTO FEATURE





“THE PANDEMIC HAS NOT STOPPED THV PATRICIA COMING BACK INTO SERVICE, IT JUST MADE EVERYBODY WORK TO ACHIEVE IT IN A NEW AND VERY DIFFERENT WAY”

# In the dock

Our Marine Operations team’s Engineering Superintendent **Robert van Duin** sent us these great photos of THV *Patricia* in dry dock in March and described some of the works involved to help keep the vessel in good shape

**O**n 6 March, THV *Patricia* went in for Special Survey dry docking works in Middlesbrough in the Teesside area. After a very big effort from Team Patricia – overcoming many challenges – the work was completed, all of her Classification Certificates were renewed and endorsed, and so the vessel and her crew set out back to sea on 31 March. She attended Lowestoft gracefully and completed rigging the Speedcrane ready for lifting.

During inspection, Team Patricia identified that the generator’s AVR (this manages the load sharing) needed an upgrade, and was successfully achieved a couple of weeks later.

THV *Patricia* has since been in dry dock again, after Team Patricia found netting and rope caught around her Starboard propeller. We asked divers to attend and remove most of the rope, but also unfortunately found that the seal was damaged. This meant she had to go in to dry dock urgently again on 2 July. It all came together and, once the yard got going, the job was relatively straightforward. The propeller had to come off, the seal was replaced, the propeller put back again and undocked on 7 July.



The worldwide COVID-19 pandemic has not stopped her coming back into service, it just made everybody work to achieve it in a new and very different way.

In addition, a service-wide questionnaire was undertaken. The purpose was to enable the organisation to continue building upon its work, in ensuring that staff are able to perform their duties as safely as possible during COVID-19, while taking into consideration lots of varying factors.

Trinity House will take a measured and phased approach towards building up the numbers in the depots and offices of those whose roles are predominantly desk-based, but only once it is considered safe, necessary and practical to do so.



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 2020 | Issue 33

## People on the move

### STARTERS

#### Permanent

**James Hilton**, Project Engineer, 30 March 2020

**Lewis Pullen**, Technician – Electrical/Electronic (St Just), 6 April 2020

**Emma Evans**, Hydrography and Charting Officer, 22 June 2020

**Tara Magill**, Second Officer Auxiliary, 9 September 2020

#### Fixed Term

**Alice Pembroke**, HR Administrative Assistant, 4 March 2020

**Elizabeth Moore**, Administrative Assistant – Field Operations (St Just), 9 March 2020

**Alex Khosravanifar**, Administrative Assistant – Engineering, 9 March 2020

**Tracy Seamarks**, Planning & Commercial Administrator, 9 March 2020

**Christine Hitchman**, Field Operations Administrator (Swansea), 17 March 2020

**Anna Paintin**, Supplies Administrator (Swansea), 7 March 2020

**Derek Baines**, Supplies Administrator (Swansea), 17 March 2020

**Elisha Potter**, Procurement Administrator, 20 March 2020

**Ariane Andrews**, Field Operations Administrator, 23 March 2020

**Sonny Roberts**, Trainee Deck Rating Pat (S), 19 August 2020

### PROMOTIONS

**Sally Stacey**, Senior Procurement Administrator, 1 June 2020 (FTC)

**Paul Vallely**, First Officer THV *Galatea* (S), 8 July 2020

### TRANSFERS

**Reece Mitchell**, Second Officer to THV *Patricia* (S), 8 July 2020

**Livs Skrundenieks**, Second Officer to THV *Galatea* (S), 8 July 2020

### LEAVERS

**Stephanie Keohane**, Second Officer, 20 March 2020

**Richard Bolan**, Hydrography and Charting Officer, 7 June 2020

**Kris Askey**, First Officer THV *Galatea*, 22 June 2020

#### Fixed Term

**Elliott Hancock**, Trainee Deck Rating, 20 December 2019



Emma Evans



Paul Vallely



Richard Bolan

## BIRTHS

To **Stephanie Ellis**, Local AtoN Officer, Navigation, and Peter: Maeve Iris Ellis, born 9 September 2019 at 9pm weighing 6lbs 9oz.

**Chris Williams**, Operations Officer, Planning, and Jacqueline: Piper Seren Williams, born 3 March 2020 weighing 6lbs 9oz. Her biggest fan is her big sister Imogen.



Piper Seren Williams



Maeve Iris Ellis

# Obituary

## Mike Potter

Mike Potter died on 8 April 2020, aged 77. He was born in 1942 in Norwich, the son of a shoemaker, and showed a passion for radio and electronics from a young age. In his teens, his family was unable to afford a television, so he “simply” built one himself from scrap components. After leaving school in 1958 (having been head boy), he joined the Decca Navigator Company where he worked at remote locations, including Shetland, expanding his knowledge of electronics.

He first joined Trinity House in the early 1960s and, having left, re-joined in 1969 as an outstation radio engineer based at Blackwall. In the 1970s, he was sent to Round Island Lighthouse to repair the obsolescent MF radio beacon coder. With the electro-mechanical coder being beyond repair—and Mike being ever resourceful—he set about building and installing a replacement modern electronic one, primarily out of recycled parts. Once installed, the new coder operated reliably for years.

Much of his work at Blackwall involved the maintenance and repair of Large Automatic Navigational Buoys and he became one of a select group known as ‘The LANBY Kings’.

Promotion followed, joining the Engineering Directorate as an Engineer, based in London and later at East Cowes. Here he was influential in the development and standardisation of the control systems, ultimately known as “Potter Boxes”, which were widely



used throughout the lighthouse and lightvessel automation programme.

He was a man of huge energy, with nothing seemingly being outside of his capabilities. His character and wit were reflected in his colourful tales of life at Trinity House and many trips to Slovakia, told at frenetic rate, reflecting the speed of his mind.

He will be lovingly missed by his wife Jarka, children and wider family, and remembered fondly by those who had the privilege to know him.

*Words by Peter Dobson and Ian Tutt*

## DEATHS

**It is with great sadness we report the death of:**

**Antony Riley**, also known as ‘Spike’, sadly passed away on Tuesday 31 March 2020 age 79. Antony joined Trinity House in 1979 until 1986 as Coxswain on board THV *Stella*.

**John Stephen Ellmer** sadly passed away on 4 May 2020 age 81. John joined Trinity House on 26 April 1969 and retired as Chief Steward on 12 September 1995 after 26 years’ service.

### Reporting obituaries for *Around the Service*

If you would mark the passing of a former 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](mailto:Neil.jones@trinityhouse.co.uk) or write to Neil Jones, Trinity House, The Quay, Harwich, Essex, CO12 3JW

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 2020

Deputy Master: Captain Ian McNaught CVO MNM

Captain Nigel Palmer OBE MNM

Rear Admiral David Snelson CB

Captain Roger Barker MNM

Captain Nigel Hope RD\* RNR

Captain Stephen Gobbi JP

Commodore William Walworth CBE MNM RFA

Commodore Robert Dorey RFA

Malcolm Glaister Esq.

Richard Sadler Esq.

Commodore Martin Atherton OBE RN (Secretary)

### Lighthouse Board as at 30 September 2020

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 Chairman)

Mrs Valerie Owen OBE (Non-Executive Director)

David Ring Esq. (Non-Executive Director)

Mrs Margaret Amos (Non-Executive Director)

Thomas Arculus Esq. (Secretary)



TRINITY HOUSE

### Trinity House

The Quay  
Harwich  
CO12 3JW  
Tel: 01255 245155

Editor

[neil.jones@trinityhouse.co.uk](mailto:neil.jones@trinityhouse.co.uk)

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### Cover image

The crew of THV *Alert* working on the Black Deep buoy in early May, taken by Paul Vallely (First Officer on THV *Galatea*)