



TRINITY HOUSE

flash

The Trinity House journal // Spring 2022 // Issue 36

ALERT

All systems go

Trinity House is forging ahead with resilience while remaining flexible, alert and responsive in this special Platinum Jubilee year

flash

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Editor's note

Thank you for picking up the spring 2022 edition of *Flash*, and thank you to everyone who wrote or otherwise contributed to its production.

This edition's Partner Profile is from our friends at the RNLI and gives a great insight into their boat building programme. Elsewhere, we have more unique perspectives from Trinity House Cadet Scarlett Barnett-Smith as her officer training takes her to new places and also from Lighthouse Board Non-Executive Director Valerie Owen OBE as she joins the annual lighthouse inspection tour.

On top of that, we mark the bicentenary for Bardsey Lighthouse and look at a surprising revelation about a statue of Alfred the Great that has been resident at Trinity Village in Southwark for hundreds of years.

As always, we have a round-up of the work being done by my colleagues at sea and on shore to provide our first-class aids to navigation service and also provide education, support and welfare to the seafaring community as a maritime charity.

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Captain Ian McNaught

Deputy Master

Perseverance, flexibility and teamwork yield progress for major projects and the day-to-day aspects of our safety at sea and charitable services, in spite of fresh challenges raised by the coronavirus

It is unfortunate to note that the peaks, troughs and surprises of the coronavirus seem to be an almost well-worn path at this point. In line with the Government’s advice in mid-December in response to the highly-contagious Omicron variant, Trinity House took the decision to roll back its trial working arrangements for staff that offered a hybrid of home working and office visits, instructing office-based staff to work at home unless it was necessary to visit the office for a task.

At the time of writing, our office-based people are still working at home, repurposing spare bedrooms and kitchen tables as work spaces. Our front line people continue to carry out vessel and field operations, forging ahead with the additional challenges superimposed by coronavirus test shortages, rising instances of infection and isolation and re-instated social distancing.

It has been said before but I am happy to reiterate my gratitude—and that of the Court and the Boards—to all staff afloat and ashore for persevering and for remaining flexible, alert and responsive to ever-shifting circumstances.

This same sentiment applies to both the General Lighthouse Authority teams and the charity teams, the latter ensuring that welfare and training needs—routine needs and those raised by the coronavirus—continue to be met.

Our major projects are progressing well; we broadcast Notice to Mariners 25/2021 in mid-December announcing the permanent cessation of Royal Sovereign Lighthouse in mid-March 2022. The invitation to tender to appoint a contractor to remove the station went out in January and will by now be well underway.

Similarly, for the project to replace THV *Patricia*, we have issued the invitation to tender to industry to find a design and build contractor and we look forward to seeing what comes back, especially with regard to technological and environmental innovations.

I was also pleased to get in front of the camera with our Director of Operations Rob Dorey to take part in the *Resilient Ocean* video made by IMarEST, to talk about the importance of the marine environment and the need to find ways to operate at sea in a sustainable manner.



HM The Queen reopens Trinity House with HRH The Duke of Edinburgh in 1953

We are always conscious that we work in environmentally sensitive areas, so we take great efforts to minimise the impact of our operations on the environment, utilising renewable solar, wind, wave and hybrid energy systems.

Similarly, as a maritime charity, we sponsor dozens of new cadetships every year, each to a high standard of seamanship. Well-trained young women and men mean safer seas, fewer casualties and a cleaner, healthier and more sustainable marine environment.

I would like to take this opportunity to publicly congratulate Her Majesty The Queen on the occasion of her Platinum Jubilee; it is a truly remarkable milestone, and one that we will be pleased to celebrate when we light up a number of beacons at our lighthouses as part of the jubilee programme on 2 June.

Her Majesty—along with the Immediate Past Master, the late HRH The Duke of Edinburgh—opened Trinity House on Trafalgar Day in 1953, and was kind enough to speak of our “great record of public service and of charitable benefaction... [as] Good Samaritans of the sea.” I am confident that the same remains true today.

Van McNaught

Trinity House

Review of the last six months:

Looking back at highlights from Trinity House's calendar



OCTOBER 2021

Christmas present wrapping at Seafarers Centre

Natasha Jackson, Freddie Sterritt and Nicole Ash from the London-based Corporate team joined Deputy Master **Captain Ian McNaught** on 28 October to wrap presents at the Tilbury QVSR Seafarers Centre to spread a little Christmas cheer by wrapping presents for seafarers far from home.

NOVEMBER 2021

DfT aboard THV Galatea

We were pleased to welcome a team from the Department for Transport aboard THV *Galatea* for a day at sea as we make progress on our project to design and build a new ship.

The project to replace THV *Patricia* recently reached another milestone when we launched the invitation to tender for the design and build of a vessel that will support Trinity House at sea as we provide our aids to navigation services. More details about this milestone are described on page 9.



OCTOBER 2021

COP26 debut for IMarEST's Resilient Ocean

In the week leading up to COP26, IMarEST (Institute of Marine Engineering, Science and Technology) and ITN Productions co-produced *Resilient Ocean*, a short film highlighting the importance of preserving the future health and resilience of our ocean resources through scientific advances. The marine world is faced with some of the biggest challenges of our time from mitigating climate change to maintaining the world's food supply and security.

Anchored by ITN Productions presenter Marverine Cole, *Resilient Ocean* interviews a number of experts within the sector—including Trinity House—focusing on ocean health and addressing global issues, encouraging new people into the industry



and exploring the technologies and automation evolving the sector.

We supported this important film by talking about the work we are doing to keep our waters safe and protected by providing aids to navigation and training world-class cadets, with interviews on board THV *Patricia* with Deputy Master **Captain Ian McNaught**, Director of Operations **Commodore Rob Dorey** and Trinity House Cadet **Emily Joss**.

The QR code to the right takes you to the short video on YouTube.



OCTOBER 2021

Lighthouse family reunion

Berry Head Lighthouse Attendant Brian Clayton and his family paid a nostalgic trip back to Portland Bill Lighthouse late last year where he was Assistant Keeper from 1974-98. He explained why: *“During October 2021, my wife Ruth and I met up with our daughters Sophie and Charlotte at Portland Bill Lighthouse, where we took the opportunity to re-create a photo taken 26 years previously in 1995 when I was a lighthouse keeper there. Although this time Ruth refused to carry Charlotte!”*

“It was great to visit the lighthouse again and to be able to climb the tower. But being more used to Berry Head Lighthouse, where I am the attendant, I’d forgotten how many stairs there are.”

“We’re told LED lights are the future, but as someone who has looked after lighthouses for over 40 years, I still find it sad to see another lantern without its large glass rotating optic, most having been in use for over 100 years.”

“But luckily Portland’s 1st order catadioptric rotating optic can still be seen at the lighthouse, having been re-located to the base of the tower; this does make it easier to see what a magnificent piece of engineering a Fresnel lighthouse lens is.”

“Sadly you no longer see the great beams of light sweeping around the lighthouse, but as my daughter Charlotte’s photo shows, the light at Portland still has beams.”



The Clayton family at the lighthouse in 1995



The Clayton family revisit their former home in October 2021

NOVEMBER 2021

Remembrance service

Deputy Master Captain Ian McNaught represented Trinity House at the National Service of Remembrance on Remembrance Sunday, when he took a moment to remember with gratitude the service and sacrifice of others, including the many who served at sea.

DECEMBER 2021

Carol service

The annual Carol Service was held on 1 December at St. Olave’s Church on Hart Street, led by our Chaplain the Reverend Arani Sen and well attended by Trinity House staff and their partners and members of the Fraternity. The congregation heard a number of readings before heading to a festive reception at Trinity House.

NOVEMBER 2021

King Alfred's secret is revealed

Secretary to the Corporation **Martin Atherton** was honoured and delighted to unveil the King Alfred statue restoration and plaque on 9 November in Trinity Village—an area of South East London of which the Corporation is custodian.

The statue, which has stood proudly in Trinity Church Square for over 200 years, recently underwent significant restoration work jointly funded by the Heritage of London Trust and the Corporation of Trinity House.

The work revealed that the statue is made up of two figures: the upper body part that we know as King Alfred is made of Coade stone, and the lower section has been uncovered to belong to a Roman statue of the Goddess Minerva.

The lower part is typical of the mid-2nd century AD, dating to around the reign of Hadrian, which also confirms it as the oldest outdoor statue in London. Read more about this story on pages 16-17.



DECEMBER 2021

Maritime Minister visits Harwich Depot

We welcomed Maritime Minister Robert Courts MP to our Harwich offices and buoy yard on 2 December.

He met Directors and staff for a hands-on tour of our buoy and lightvessel maintenance facilities, as well as meeting the teams responsible for research and development and our around-the-

clock monitoring of aids to navigation and vessels.

The Minister later shared the following message on social media: *"The day culminated in an utterly fascinating visit to @trinityhouse_uk to learn more about the essential work they do to protect maritime safety around our coast."*



DECEMBER 2021

Harwich Stars trail

In December, Trinity House was one of the many local organisations that took part in the Harwich Stars trail. It ran from 1 December until 3 January, during which time the local community was invited to follow the trail of stars decorated by local schoolchildren.

DECEMBER 2021

Photography competition winner

Congratulations to Chris Taylor for his winning entry to our annual photography competition, voted the overall winner by members of the public.

Chris' photo of THV *Galatea* features in the 2021 Calendar. Well done, Chris!



DECEMBER 2021

Lights out for Royal Sovereign

Trinity House issued Notice to Mariners 25/2021 confirming that Royal Sovereign Lighthouse's main navigation light will be turned off on 21 March 2022, thereby ending its service as a marine aid to navigation.

Before we can turn off the light, Trinity House will establish four cardinal buoys temporarily around the offshore lighthouse to mark the hazard while works take place to remove it.

At the time of printing, these four buoys were scheduled to be established by THV *Galatea* on or about 14 March 2022.

Once the light has been turned off remotely by Trinity House's Planning Centre in Harwich, Essex, a Field Operations team will go to Royal Sovereign Lighthouse to carry out preparatory works in advance of the removal of the station by contractors.

We published the invitation to tender for a contractor to undertake the removal of the station; a timeline for the decommissioning work will be determined from that process.



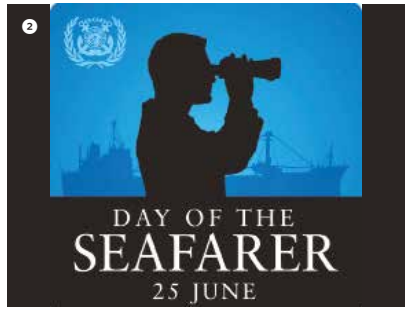
FEBRUARY 2022

Whitby Lighthouse painting donation

Mr Brian Peterken presented to Trinity House a painting of Whitby Lighthouse by Yorkshire-based artist Desmond G Sythes (1929-2008), a former Trinity House Principal Keeper who retired to Whitby to paint.

Brian said: "This painting was a gift from the artist to my father William Peterken in 1973. They both worked for Trinity House [...] At that time Desmond G Sythes was the lighthouse keeper at Whitby Lighthouse and in his spare time he produced paintings of the local area. My father was the transport manager at the London depot at Blackwall [...]. He had originally been a driver making the deliveries of the supplies around the country, which is where he became friendly with Desmond G Sythes. They were therefore both friends and colleagues and as a result the artist gave him this painting as a gift in 1973."





COMING EVENTS

A brief look at selected highlights from our forthcoming calendar

The Queen's Platinum Jubilee Beacons

2 June

As part of the official Platinum Jubilee Weekend, more than 1,500 beacons will be lit throughout the United Kingdom, Channel Islands, Isle of Man and UK Overseas Territories, and one in each of the capital cities of Commonwealth countries in recognition of HM The Queen's long service.

Trinity House has registered to light ceremonial beacons at Bardsey Lighthouse, Caldey Island Lighthouse, Flamborough Head Lighthouse, Longstone Lighthouse, Portland Bill Lighthouse and South Stack Lighthouse. Please note that these locations will not be hosting public events. www.queensjubileebeacons.com

Day of the Seafarer 2022

25 June

25 June of each year is the Day of the Seafarer, organised by the International Maritime Organization (IMO) to recognise the invaluable contribution seafarers make to international trade and the world economy, often at great personal cost to themselves and their families.

Governments, shipping organisations, companies, shipowners and all other parties concerned are invited to promote and celebrate the Day in an appropriate and meaningful manner.

www.imo.org

IALA World Marine Aid to Navigation Day 2022

1 July

At the 19th Conference of the International Association of Marine Aids to Navigation and Lighthouse Authorities in 2018 it was agreed that all IALA member nations around the world would henceforth celebrate 1 July every year as World Marine Aid to Navigation Day, to celebrate the contribution made by—and the importance to all mariners of—aids to navigation of all shapes, sizes and format, whether they be lighthouses, buoys, beacons or digital systems.

Trinity House is proud to be a founding member of IALA—established in 1957—and takes an active involvement in its working groups and governance; as such, we look forward to joining in the celebrations with our sister lighthouse authorities around the world on 1 July, and we hope our readers will too.

To find out more about this day and how you can join in the celebrations, please look out for announcements from IALA via websites, newsletters or social media.

www.iala-aism.org

Merchant Navy Day 2022

3 September

Intended to raise public awareness of the UK's ongoing dependence on seafarers, the Merchant Navy Day campaign invites local authorities to fly the Red Ensign—the

official flag of the UK Merchant Navy—atop public buildings and on prominent flagpoles on 3 September.

Every community, parish and town council is asked to take part, in addition to all borough, county and district councils plus unitary authorities throughout the UK. Owners and custodians of historic and landmark buildings with flagpoles were also invited to get involved, including English Heritage, Historic Scotland, Historic Houses Association, National Trust and Cadw. Trinity House flies its own ensign at a number of lighthouses that are open to the public.

www.theseafarerscharity.org/merchant-navy-fund/fly-the-red-ensign-appeal

World Maritime Day 2022

29 September

'New technologies for greener shipping' has been chosen as the World Maritime theme for 2022, reflecting the need to support a green transition of the maritime sector into a sustainable future, while leaving no one behind.

The IMO Council endorsed the theme following a proposal by IMO Secretary-General Kitack Lim. Mr. Lim said the theme would provide an opportunity to focus on the importance of a sustainable maritime sector and the need to build back better and greener in a post pandemic world.

www.imo.org

New Younger Brethren as at 14 January 2022

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

Mr Peter James Binding, Company Director, GJ Binding & Sons Ltd.

Mr Andrew Clifton, General Manager & Chief Operating Officer, SIGTTO.

Mr John Stephen Denholm, Chairman, J & J Denholm Ltd.

Commodore David Alexander Eagles, Commodore, Royal Fleet Auxiliary.

Commander Philip Robert Harper RN, Commanding Officer, HMS *Severn*.

Captain Susan Mary Harrison MNM, Harbour Master/Pilot, Crouch Harbour Authority.

Mr David Loosley, Secretary General & CEO, BIMCO.

Captain Christopher Beresford Lye MNI, Ship Master, Princess Cruise Line.

Captain David Stuart McCallum MNM, Marine Manager, DPA & CSO.

Mr Richard Gray Meikle AFNI, Partner, Master Mariner, Solis Marine Consultants.

Captain Ashley Roger Parker, Portmaster, Hutchison Ports UK.

Captain Gavin Scrimgeour Pritchard OBE RN, Principal Inspector of Marine Accidents, MAIB.

Captain Graham Westgarth, Chairman V Group.

Ms Claire Iris Womersley MNM, Partner & Master Mariner, Holman Fenwick Willan LLP.

Commodore Craig Wood CBE RN, UK Deputy Military Representative to NATO.

Honours

We send our congratulations to the following Members of the Fraternity:
HM The Queen's New Year Honours List 2022:

CB
Rear Admiral Hugh Dominic Beard, Younger Brother No 240.

CBE
John Stephen Denholm, Younger Brother No 441.

Andrew Leslie Marr, Younger Brother No 124.

Honours 2021
The Merchant Navy Medal for Meritorious Service
Captain Stephen M Gobbi JP FNI MA LLB.



Harry Theochari

Vice Admiral Sir Ben Key KCB CBE, Younger Brother No 252, has been appointed First Sea Lord and Chief of the Naval Staff.

Paul Gregory Kieran Little, Younger Brother No 365. Appointed Honorary Captain, Royal Navy. He is currently Principal and Chief Executive of City of Glasgow College.

Lord Mountevans, Younger Brother No 320, stepped down as Maritime London's Chair in January 2022. Vice Chair **Harry Theochari**, Younger Brother No 403, has been appointed as his successor.

Appointments

Admiral Sir Tony Radakin KCB ADC, Younger Brother No 435, has been appointed Chief of the Defence Staff.



Lord Mountevans



Obituaries

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

Jan David Simon, Third Viscount, on 15 August 2021, aged 81, Younger Brother No 211. He was admitted in 2007.

He was educated at Westminster, the School of Navigation Warsash and Sydney Technical College. His initial training from 1959 to 1962 was in the British India Steam Navigation Company's vessels *Chindwara*, *Nowshera*, *Carpentaria* and *Barpeta*, trading from the UK to East Africa and India, Australia and the Persian Gulf. From 1963 to 1969 he served in the company's *Nyanza*, *Uganda* and *Bulimba* trading as above.

During his seagoing career he moved to Broken Hill Proprietary and trading from Australia to the Philippines, Taiwan, Japan and New Zealand served in *Iron Derby*, *Iron Flinders*, *Iron Cavalier* and *Iron Whyalla*.

From 1970 to 1985 he was a member of the Baltic Exchange and during this period was a dry cargo broker with Lambert Brothers and then Wallace Shipping. To 1994 he held a number of minor appointments with other companies, particularly with regard to materials handling.

He gained his Master's (FG) Certificate in 1969.

He succeeded to the title on the death of his father, the Second Viscount, in 1993 and was elected to the group of hereditary peers in 1999. He was Deputy Speaker in the House of Lords, Deputy Chairman of the Select Committees and a Member of the Select Committee on Procedure. With the All-Party Parliamentary Maritime & Ports Group he was a staunch supporter regularly attending meetings and was probably one of the few members of both Houses who held a Master's Certificate. In 2013 he was elected a Fellow of the University of Hertfordshire.

Captain Richard Stanley Olden on 23 September 2021, aged 92, Younger Brother No 5. He was admitted in 1972.

He joined his first ship, *Clan Angus*, after pre-sea training at Pangbourne in October 1946, at a time when gun-mountings and other war fittings were being removed from the merchant fleet. At the same time the war risk bonus was still being paid and this amounted to five pounds per month while abroad.

He served as a Cadet in *Clan Angus* for four voyages over two and half years trading to East and North Africa, to India



Windsor Castle departing Southampton © Ambrose Greenway

and to the USA. In 1949 he served in *Clan Campbell* on the same trades. From 1950 to 1951 he transferred to the Union-Castle Mail Steamship Company (later British & Commonwealth) and served in *Langibby Castle*, *Rhodesia Castle*, *Braemar Castle*, *Capetown Castle*, and *Tantallus Castle*, trading around Africa and to Mauritius. As Chief Officer he served in *Windsor Castle* (illustrated above) and *Good Hope Castle* from 1961 to 1966.

His first command was of *Roxburgh Castle* in 1960. Over 1969 and 1971 he commanded *Elizabeth Bowater*, trading from UK to Norway, *Clan Macdonald* (UK to the Continent) and *Rustenber Castle* returning to the South Africa and Mauritius trade. Successive commands were of *Clan Maclean* (1972-73), *Clan Graham* (1974) and *Clan Maclaren* (1975) trading variously to West, South and East Africa, Mauritius, the Mediterranean and the Home Trade.

In 1975 he was appointed Marine Superintendent of Union-Castle in Southampton and held the position until the Union-Castle Mail Service to South Africa ended in October 1977.

From 1978 to 1981 he was seconded to work in Dar es Salaam as British shipping lines' representative on behalf of P&O, Ellerman City Liners, Harrison Line, Union-Castle Line and OCL. This covered the changeover period of the UK East Africa Conference Service from breakbulk to a fully containerised cargo service. It involved working closely with the harbour authority, shipping agents, railways, road hauliers and shippers, often in neighbouring countries as well as in Tanzania.

In 1983 he returned to the UK and took early retirement after thirty-three and a half years' service with the Union-Castle Line. Using up some outstanding leave he returned to East Africa to manage a 400gt coaster *Bonsella* operating out

of Mombasa. From 1984 to 1992 he acted as marine consultant to Murray Fenton & Associates Limited.

Captain Raymond Joseph Bland, Younger Brother No 8, on 6 February 2022, aged 92. He was admitted in 1973.

He joined Royal Mail Lines in 1947 and from then to 1966 served as a Navigating Officer with the company trading to the West Indies and South America.

With Shaw Savill Lines his first command in 1967 was *Ruthenic*, followed by *Romanic* and *Alaric* trading to New Zealand, Australia, the US and South Africa to 1970. That year he was appointed Staff Captain of *Southern Cross* and *Northern Star*.

The following year saw him as Master of *Cedric* and subsequent commands to 1974 were of *Atlantic Bermudian* and *Drina*. Briefly in 1970 and 1971 he commanded *Malvern Prince* of Prince Line trading to the Mediterranean. Shaw Savill's *Cairnventure* was his command for five months in early 1972 on the Baltic-Mediterranean trade.

He returned as Staff Captain once again in *Northern Star* and also in *Ocean Monarch* cruising in each over 1974-75.

Further command followed in *Amalric* in 1976 and 1977 trading between New Zealand and the West Indies.

His next command was of *Encounter Bay* of Overseas Containers Ltd in 1977 trading to Australia.

Readers may wish to be aware of the passing of the following:

Mme Christiane Ville on 14 August 2021 aged 89, former Administration Manager IALA. Originally on the staff of the French Service des Phares et Balises she was much involved in the creation of IALA in 1957. She retired in 1991 and remained in touch with the organisation, particularly at conference every four years.



Replacement ship milestone

Trinity House secures Ministerial approval to launch the tender for its Vessel Replacement Project

Trinity House's project to commission the design and build of a vessel to replace THV *Patricia* has reached another milestone now that it has Ministerial approval to go forward to the Tender phase.

Trinity House first announced the project on 9 September 2019, when the then-Maritime Minister Nusrat Ghani MP gave her support to the recommendation that the three General Lighthouse Authorities of the UK and Ireland (along with the Northern Lighthouse Board and Irish Lights) needed a total of seven vessels to carry out their essential statutory functions.

This vessel will replace the multi-function THV *Patricia*, delivered in 1982 and now reaching the end of its operational life.

Following the Minister's approval, Trinity House has issued an Invitation to Tender to reach out to the shipbuilding sector to identify a contractor that will deliver the design and build of a vessel that will support Trinity House at sea as it provides its aids to navigation services.

Secretary of State for Transport The Rt Hon Grant Shapps MP spoke of the

importance of Trinity House's milestone:

"As an island nation with a rich maritime history, Britain is the best place in the world to build ships and this is a tremendous moment for the UK shipping sector."

"We are buying a new vessel for Trinity House which will be going out to tender shortly – this is a great opportunity for UK businesses to demonstrate their competitiveness in the sector. This will ensure our Trinity House has the modern and green vessel they need to continue to ensure the safety of all mariners."

"We're also doing more than ever to power forward the UK maritime sector, supporting jobs and propelling a green recovery as we

work with the sector to build a thriving industry for generations to come."

Trinity House's Deputy Master Captain Ian McNaught commented on this achievement and what comes next for the project: *"I am delighted that we are one step closer to getting a new ship in the water, and so I want to thank not only the Minister but also the project team for the enormous efforts put in so far, and of course the ships' crews working at all hours on our marine operations."*

"We will be looking closely at the tender submissions and we hope to see some great ideas that will make good use of technological and environmental innovations while also providing good value for money."

"WE WILL BE LOOKING CLOSELY AT THE TENDER SUBMISSIONS AND WE HOPE TO SEE SOME GREAT IDEAS THAT WILL MAKE GOOD USE OF TECHNOLOGICAL AND ENVIRONMENTAL INNOVATIONS WHILE ALSO PROVIDING GOOD VALUE FOR MONEY."



The view from the lantern with THV *Galatea* in the distance

Remote St Tudwal's success

Project Engineer **Phil Hawtin** describes the successful project to upgrade the remote St Tudwal's Lighthouse in the Llŷn Peninsula

The St Tudwal's Islands are a small archipelago nestled about a kilometre east of the southern tip of the Llŷn Peninsula, in north-west Wales; an area of outstanding natural beauty famed for its unspoilt beaches and wildlife, and considered a mecca by many water sport enthusiasts.

The western island, aptly named St Tudwal's West, measures just 650 metres long, 167 metres at its widest point and is closely neighboured by its sister island, St Tudwal's East.

It is believed the islands were named after the eastern island provided hermitage to Saint Tudwal during the 6th century. At the centre of the west island is St Tudwal's Lighthouse, an important light not only to the local traffic but also to the many maritime tourists who visit this beautiful area and enjoy the internationally recognised sailing waters throughout the year.

The lighthouse was first established in 1877, with the Chance Brothers 2nd order fixed optic being the first occulting apparatus ever made by the firm. Lighthouse keepers lived on the island until its automation in 1922, when an innovative acetylene sun valve system invented by Swedish engineer Gustaf Dalén was installed.

The automatic acetylene system remained in operation for many years until the lighthouse was converted to solar power in 1995. With the aid to navigation equipment now being over 20 years old, it had reached its end of service life, so a modernisation project was undertaken to update the station infrastructure to ensure the lighthouse provides this important aid to navigation reliably for the next 20-plus years.

As the islands play host to breeding grey seals and a wide variety of birdlife, such as razorbills, guillemots and the rare chough, careful planning was required to minimise disruptions to these important island visitors while also maximising the best of the season weather.

The design work and procurement of equipment was completed in 2020, despite the disruptions created by COVID-19. Listed Building Consent was granted for a new internal handrail to improve the safety of the staircase; this was built and installed by a local blacksmith in February, designed to follow the curve of the stairs and complement the original handrail.

Mobilisation took place in April 2021 with the project tools and materials being transported by THV *Galatea* as close as possible to the island, with the final delivery by helicopter carefully landing the loads into the lighthouse gardens.





THV *Galatea* providing a platform for helicopter operations



Landing supplies at the lighthouse



The helicopter sets down by the lighthouse



Nick, Rob and Phil hard at work digging foundations for the new solar array

Three huts recycled from the Mumbles Lighthouse project in 2017 were erected to provide storage, welfare and—most importantly—somewhere dry to have a cuppa while the Welsh weather famously tried to dampen morale.

Ironically, the weather could not have been better for the mobilisation, with glorious spring sunshine lighting up the Snowdonian backdrop, making quite the setting for what was Lighthouse Support Team Member **Phil Miucci's** last trip away before his well-deserved retirement. Senior Technician **Nick Chappell** laid on a small farewell BBQ which went down extremely well.

The new LED light source was installed inside of the existing optic and the red filter material replaced to ensure the sectors remain within the IALA specification for a red navigation light.

The efficiencies created by this latest aid to navigation technology allow the station to be supported year round with just two large solar panels and 20 buoy batteries.

The installation took place over a few months using members of the

Field Operations team carrying out the works, being expertly supervised by Lighthouse Technicians **Ian Arthur** and **Phil Horner** throughout. A number of other improvements were undertaken, including refurbishment of the WC and provision of a new portable generator.

The team stayed locally in rented accommodation and were transported to the island daily by the local boatman and lighthouse attendant **Owain Lloyd-Jones** and his two sons, using his boat launched via a tractor and trailer rig from Abersoch beach.

The island itself was sold into private ownership in 1935 and is currently owned by the TV adventurer and Chief Ambassador of World Scouting **Bear Grylls**, who holidays to the island every year with his family, living in the old keeper's cottage.

On a few occasions, some of the team were lucky enough to meet Bear and his family when they popped their heads through the lighthouse door to say a neighbourly hello. Bear's two dogs were often found seeking out members of the team for a good old belly rub too.

The installation was commissioned by Senior Project Engineer **Jamie Hammond**, with the new systems 'going-live' on 29 July. Demobilisation was completed using THV *Galatea* and the helicopter at the beginning of August, just before the arrival of a group of scouts camping on the island, who would not have appreciated the down draft of a helicopter testing their tent pitching skills.

The station is currently on soak test and is due to be handed over in the spring.

THE EFFICIENCIES CREATED BY THIS LATEST AID TO NAVIGATION TECHNOLOGY ALLOW THE STATION TO BE SUPPORTED YEAR ROUND WITH JUST TWO LARGE SOLAR PANELS AND 20 BUOY BATTERIES.

Valerie pays a flying visit

Lighthouse Board Non-Executive Director **Valerie Owen OBE** visited a number of our lighthouses and buoy yards when she joined the annual Visiting Committee inspection tour and now shares her impressions with us

After 18 months of lockdowns and social distancing, it was great to be able to join Lighthouse Board colleagues for a series of lighthouse estate visits this year. In July 2021, I visited four stations in Devon and Cornwall: Start

Point, Lizard, Pendeen and beautiful St Anthony, as well as the depot at St Just. In August, I visited stations at North Foreland and Dungeness in east Kent, and in early October, I visited South Bishop, Skokholm and Smalls, three remote lighthouses on

rocks and islands off the Pembrokeshire coast in Wales, as well as the Swansea Buoy yard.

In January 2022, I visited THVs *Patricia* and *Alert* and toured the Harwich Buoy Yard.



As a property professional, I am usually tasked with inspecting the building fabric, which is a great pleasure given all the lighthouses I visited are extraordinary listed buildings, including the modern tower at Dungeness, formed from concrete rings, which was listed by English Heritage in 2003!

Often the tower interiors show signs of damp at the base and crystalline salts on the upper walls, which is typical of buildings built in solid construction and exposed to the wind and weather. But generally, the lighthouses are in 'good order,' which is not surprising given they were built to last and designed by the great Victorian engineers who were at the forefront of the Industrial Revolution!

It's great to see new environmental innovations on the estate visits which help reduce our carbon footprint, such as LED lights replacing the old rotating optics at Start Point, solar panels at North Foreland and mini wind-turbines on Smalls. Trinity House often works with environmental groups to enhance wildlife and bird populations; for example, we teamed up with the Royal Society for the Protection of Birds (RSPB) and built special perches on the side of the South Bishop lantern to help stop migrating birds from being dashed against the light. I especially enjoyed talking with the RSPB warden at Skokholm

Lighthouse, who said thousands of birds had been saved when Trinity House adopted a softer red light. The island is designated as a Special Protection Area for wildlife.

It's also great to see our holiday cottages being occupied and to discuss ways in which we might improve their commercial viability further still and—perhaps most important of all—to see our brilliant staff on site – skilled, committed and cheerful, despite often working away from home for long periods and sometimes in challenging conditions.

For this reason, it was especially pleasing to finish my tour with a visit to the Swansea Buoy yard and see the recent investment Trinity House has made not just in the paint spraying rooms and workshops but also in the staff site welfare facilities.

I travelled to Devon and Cornwall mostly by train and around the Kent lighthouses by car, but was thrilled to travel around Pembrokeshire by helicopter, landing on a tiny helideck on Smalls lighthouse 41 metres above sea level, then climbing down a vertical ladder into the tower! It's not for the faint-hearted, but I wouldn't have missed the opportunity for the world, and it is without question the most remote construction site I have visited in my entire career!



In the galley at Smalls Lighthouse

It is always good to consider 'best practice' from different sectors and, more recently in January 2022, Non-Exec Lighthouse Board members have been carrying out visits to Trinity House vessels and buoy yards to share their experience on health and safety matters. My own background is in construction, but our Non-Exec Chair Sir Alan Massey has transferrable experience from the Royal Navy and the Coastguard Service, and NEDs Margaret Amos and Alan Moore have transferrable experience from the automotive industry and from the rail and nuclear industries respectively.

I found it fascinating touring THVs *Patricia* and *Alert* (colleagues also visited THV *Galatea*) and inspecting the Harwich Buoy Yard, as it enables Non-Exec Board members to get to grips with the everyday workings of the organisation so that we are better equipped to add value on key issues like health and safety for example, and better informed when making strategic decisions at Lighthouse Board.



South Bishop with Lighthouse Manager Warren Clarke



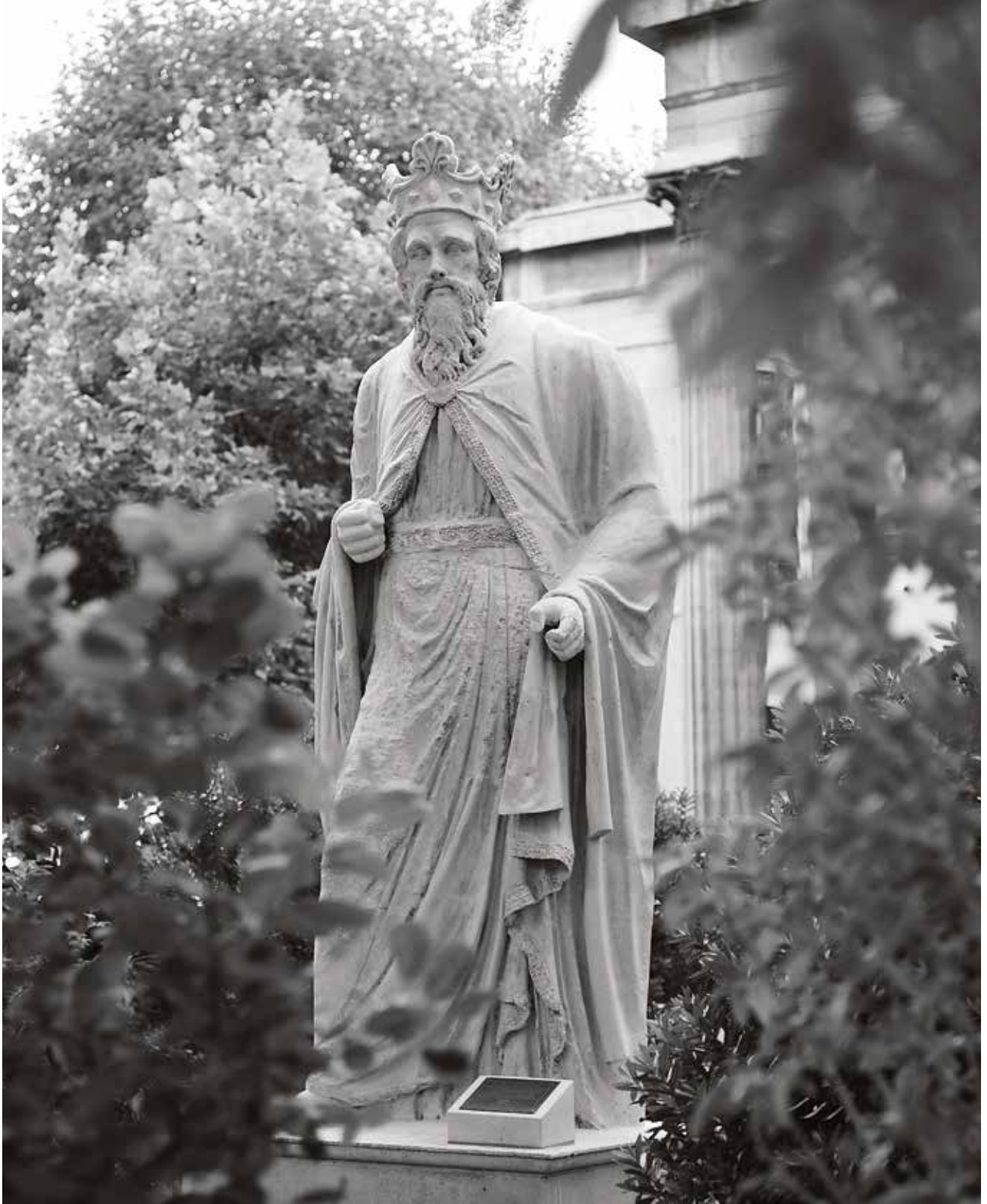
In the helicopter on the way to Smalls Lighthouse



Deputy Master Captain Ian McNaught, Lighthouse Board Chair Sir Alan Massey and Non-Executive Director Alan Moore



Director of Operations Rob Dorey and Head of Engineering Steve Keddle at Skokholm Lighthouse



Great reveal

A statue of Alfred the Great owned by Trinity House at our Trinity Village estate in Southwark has been revealed by recent conservation work to be much older than originally thought, dating in part back to Roman Britain

The Newington (Trust) Estate was conveyed to the Corporation of Trinity House in 1660 “for ever” by London merchant Christopher Merrick *“to the intent... that the Rents and Profits should... for ever thereafter be laid out paid... bestowed and expended... for relieving comforting easing and maintaining of the poor aged sick maimed weak and decayed Seamen and Mariners of this Kingdom their wives children and widows where most need was or should be conceived in the judgment... of the... said Brotherhood.”*

The estate lies about half a mile south of London Bridge to the east of and adjoining the main road. At the time of the conveyance to Trinity House it consisted—with the exception of two or three buildings close to St George’s Church—of agricultural land, about 24 acres in all.

Over the centuries the estate has become home to over 300 residential and commercial properties, the rents from which becoming a principal income for the Trinity House Maritime Charity. The area owned by Trinity House was rebranded in the early 21st century as Trinity Village.

Today, Trinity Village is a leafy and tranquil residential enclave set in a conservation area in the heart of Borough, London. The estate is owned by Trinity House and managed by Knight Frank’s onsite Estate Management and Maintenance Team.

The statue

At the centre of the estate is Trinity Square, in the middle of which stands Holy Trinity Church. In front of the church stands a statue of the Anglo-Saxon King Alfred the Great (d.899).

The King Alfred statue, which has resided in Trinity Church Square for over 200 years, has long been considered the oldest outdoor statue in London. Experts believed

it had some early origin, perhaps as long lost as the Richard II statues once found on the north face of Westminster Hall, removed by Sir John Soane circa 1825.

London Stone Conservation undertook work over the summer of 2021, at a cost of £16,500, funded jointly by Heritage of London Trust and Trinity House.

The work revealed that the upper part of the sculpture, above and including the beltline, is Coade Stone, and the lower part of the body, below the belt consisting of creased clothing and the right leg, is of Bath Stone. Panels of Coade Stone surround the Bath Stone lower part.

An in-depth examination of the statue by Dr Kevin Hayward of PCA Archaeology confirmed the stone was a type of Bath Stone used in around 90% of Roman native stone sculpture in London. Further discussions with Professor Martin Henig, a leading Roman art specialist, concluded that the Bath Stone half was from a statue of the goddess Minerva, which is likely to have been carved by a continental craftsman used to working with British stone. Carvings of this quality are typical of the mid-2nd century AD, dating around the reign of Hadrian.

Measurements of the leg indicate the original statue was around three metres in height, making it the most significant native stone sculpture yet to be found from Roman Britain. Fitting the Coade Stone on to the Bath Stone would have been a complex process as the clay used for the Coade Stone would have shrunk during firing.

The statue represents a fantastic example of adaptive reuse of heritage to form the artwork found today in Trinity Church Square.

A proud unveiling

On 9 November 2021, Secretary to the Corporation Commodore Martin Atherton

joined local residents and 60 pupils from nearby Charles Dickens Primary School—as part of the Heritage of London Trust’s Proud Places scheme—to unveil the restored statue and plaque.

Proud Places is a youth engagement programme introducing young people to their local heritage. King Alfred was famous for his educational reforms in the 9th century and pupils from Charles Dickens Primary School had visited the statue over the summer to meet the stonemasons at work and find out about stone restoration.

They also created their own Old English poems to celebrate King Alfred’s promotion of literacy. Heritage of London Trust will continue to bring children to visit the statue in the future.

Nicola Stacey, Director, Heritage of London Trust, said: *“Local children were thrilled this summer to learn about King Alfred as well as stonemasonry. Today they’ve found out about the statue’s Roman origins which underlines just how special Southwark is as a historic London borough.”*

Martin Atherton added: *“The Corporation of Trinity House is deeply committed as custodian of this beautiful and historically important part of London.”*

“The heritage of Trinity Village is central to its character, as one of the few remaining well-preserved and well-maintained heritage pockets of London, and it also matters greatly to the community and residents who are lucky enough to live here.”

“Learning about the history of the King Alfred statue has been a great way of bringing the community together through a shared understanding of the unique cultural heritage of Trinity Village, and of wider London. We are extremely proud of the restoration work on the statue and were delighted to have this opportunity of celebrating this project in Trinity Village, where community spirit is so strong.”

BARDSEY

● APPROXIMATE
POSITION OF QUINN

Copy of Plan on deed of
10 July

200 years of Bardsey Lighthouse

Bardsey Lighthouse was established by Trinity House in 1821 as an intermediate light for vessels crossing Cardigan Bay; Public Relations and Records Manager **Neil Jones** marks the station's bicentenary

A Light in Rhiw or Cilan – would be / A decent, beneficial objective / A prominent tower, a kindly building / A fair hearth, to display fire.'

Poet Ieuan Llŷn's (1769-1832) call for a lighthouse at Porth Neigwl—on the south coast of the Llŷn Peninsula in North Wales—was one of a number of treaties for a light for the benefit of vessels that sailed the Irish Sea and St George's Channel in the early 19th century.

Recognising that a light was required to keep vessels to the west of the Llŷn Peninsula, Barstram Shoal and Bardsey Island, Trinity House built the 30.2 m (99ft) high Bardsey Lighthouse in 1821 on the southern tip of Bardsey Island (Welsh: Ynys Enlli); the light was first exhibited on 24 December 1821.

Historically it would have been of use with St Tudwal's Lighthouse for vessels going to and from the ports of Pwllheli, Porthmadog and Abermaw but now provides a significant aid to navigation for recreational users in the northern section of Cardigan Bay.

The island, some two miles long by half a mile wide, is surrounded by outcrops of sharp rocks.

The establishment

In 1825, Elder Brother Captain Edward Chapman Bradford (1764-1843) recorded his visit to the lighthouse as part of a tour of Welsh stations: "On Monday 25th we left Cardiff for Brecon, Bualt, Rhayader and Aberistwith where we arrived next day and found the Bardsey tender ready to take us to the island. We left Aberistwith at four p.m. and landed at Bardsey at 5 a.m. the next morning 27th.

"The light house and establishment is excellent and is under the management of a Mr Goddard of Cannarvon who met us there. There are three tiers of lights, the two upper tiers are fixed lights consisting of five in each, and the lower tier contains six and revolves.

"We stayed at the island until 9 p.m. and then embarked in the tender, an open boat, for Aberistwith, where we arrived at ten o'clock on Thursday 28th. The Island of Bardsay belongs to Lord Newburgh and is inhabited by a few fishing families who also till the ground. The light house is the best constructed and the handsomest pillar I have ever seen and is built of Anglesea marble. The landing place is very confined and dangerous,

LIGHTHOUSE

of Conveyance dated
1847.



being a small cove defended only by broken rocks, and in gales of wind the whole coast must be terrific."

The original illumination was by reflectors, but these were changed to a dioptric apparatus in 1838. The lantern dates from 1856; it is a chamfered octagon with rhomboidal glazing.

In 1873 Trinity House changed the fixed light to a revolving apparatus, at which time a weight tube was added, extending down to the second floor. The revolving light gave a light character of five flashes every quarter of a minute.

Trinity House added a fog signal at Bardsey in 1878; seven years later John Jones FRGS reported on his impression of it: *"...there is a strange creature called the Fog Horn its raucous sounds are meant to direct vessels in the fog. When it sounded, people said it could be heard for a distance of ten miles, and that against a moderately strong breeze. It sounds every five minutes, lasting for seven seconds each time. When it first began sounding the animals, especially the horses, could not understand what the matter was, and would raise their heads and listen, and refuse to work. But by now they have become used to it, and everything is as it was before."*

The oil lamp light source was changed to an electric one in 1973; the installation of generators for this purposes necessitated changing the fog signal from compressed air to electric emitters.

Trinity House automated Bardsey Lighthouse in 1987, at which time the keepers departed; it is now monitored and controlled from the Planning Centre in Harwich, Essex, with local support from boatman Colin Evans.

The station was solarised in 2014 as part of the drive away from continuous running diesel stations. A red LED lantern replaced the rotating optic.

Architecturally, the lighthouse is notable for being the tallest square tower lighthouse in the UK, and is made yet more distinctive by its red and white horizontal stripes.

Life on the island

Bardsey Island is owned by Ymddiriedolaeth Ynys Enlli/Bardsey Island Trust, which protects and promotes it as a place of special scientific, historical and spiritual interest.



The island is a Site of Special Scientific Interest and an Area of Outstanding Natural Beauty.

The first abbey on the island was built in the sixth century; the island is reputed to be the burial place of 20,000 saints and as such was a prominent site of pilgrimage in years past.

The population in 1841 was 90; it had increased to 132 in 1881. By 1961 it had fallen to 17. The island's small school, opened in a former chapel in 1919 and closed in 1953. In 2019 there was a long-term population of eleven, of whom four lived on the island during the winter.

The lighthouse keepers, although not native residents of the island, were nonetheless a part of life on the island and subject to the same challenges.

Mrs Aurelie Trezise—a daughter and later also a wife of Trinity House lighthouse keepers—recalled the story of her birth while her father was stationed at Bardsey Lighthouse in a 1961 edition of *Flash*: “At the time of my birth in November 1903 my parents were stationed at Bardsey Island Lighthouse off the coast of Wales, at that time a land light. My mother had made full arrangements to go ashore at Pwllheli, on the mainland but, owing to continuous gales it was impossible for the small sailing boat to cross over in time.

“Hurried arrangements therefore had to be made on the island which at that time had a population of around 45 people, but no resident Doctor. One of the inhabitants, a lady of 70 years of age, said she would come and act as mid-wife to my mother.

“The Island Veterinary Surgeon (who was really an amateur vet) said if things should go wrong he would come and do his best for her. As things turned out however, I was brought into the world safe and sound. I was told in later years that those happenings caused a great deal of worry and excitement on the island.”

Bird life

Because Bardsey is on one of the main bird migration routes it was common for birds to be attracted and confused by the light and subsequently collide with the lighthouse.

The lighthouse was one of almost half a dozen stations at which bird perches were erected circa 1913 on behalf of the RSPB; from 1978 a strip of land beside the lighthouse was floodlit by an imitation lighthouse to attract birds to the ground and get them to rest safely there. Unfortunately neither solution was able to completely mitigate the problem of bird attractions, but since the light changed to the red LED there have not been any reported attractions at the lighthouse.

The lighthouse today

In 2014, Trinity House modernised the lighthouse as part of its ongoing programme of improvements. The upgrade to the aid to navigation included switching out the catadioptric optic for an LED lantern; fortunately, the historical optic did not have far to go for its next home.

The optic—on loan from Trinity House—was unveiled at its new home on 26 June 2014 at a ceremony that marked the completion



The lighthouse keeper receives visitors in an archive photograph from 1928

of the National Trust's Porth y Swnt visitor centre at Aberdaron, funded by Visit Wales and the Welsh Government to celebrate the beauty, history and culture of the Llŷn peninsula.

Marking the opening of the centre, Andy Godber, National Trust Llŷn Operations Manager, said: “What better way to shine a light on Llŷn than to install a giant historic optic right at the very heart of our visitor centre. Changing a light bulb is never easy, especially when it weighs two tonnes. A team of National Trust experts painstakingly dismantled the huge optic and transported it over the sea by helicopter so we can preserve this important part of our history.”

Looking forward

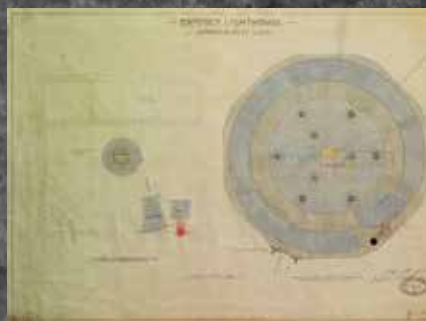
Since the introduction of the Traffic Separation Scheme (TSS) Off Smalls and the TSS Off Skerries, the major shipping routes up St George's Channel have become very defined and the light from Bardsey Lighthouse still provides a major aid to navigation for ships proceeding north.

For vessels going south through St George's Channel, Bardsey Lighthouse provides a long range aid to navigation as the 18nm nominal range lantern is still visible to these vessels; when used in conjunction with South Stack Lighthouse or St Tudwal's Lighthouse it provides an excellent position verification tool for mariners in the areas.

Trinity House maintains the prominent red and white bands of the daymark so that it remains conspicuous against the background of the island during the day.



Bardsey Lighthouse in 1966
Below: archive technical drawings of the lighthouse



Maritime Charity update

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

CHARITABLE GRANTS

Atlantic Pacific

As part of the Greater London Authority's Royal Docks Internship Programme, Trinity House match funded an internship for a young person from Newham.

Amid a year brimming with uncertainty and change, Rahim Ullah decided to alter the course of his career. The 19-year-old intern tells us of his journey to becoming one of Atlantic Pacific's most integral members of staff.

He said: *"I've always had an interest in mechanics and I studied nautical studies at The London Nautical School and started sailing in Year 7. That's where I developed my passion for boats and nautical maritime as a whole."*

Rahim went on to study Engineering at City & Islington College, where he was further captivated by the sector. Soon after college, he went into heating and plumbing with his uncle, but said: *"I got a bit bored of that. I thought I should look for something a bit more fulfilling."*

He recalls stumbling across Atlantic Pacific after signing up to Royal Docks' internship programme: *"I did a bit of Googling. I was like, 'Right. Boats? Saving lives? Sounds like something I might enjoy. Let's give it a whirl!' And I'm glad I did."*

The charity, whose slogan is 'Lifeboats where there are none', works to combat global drowning by providing lifeboats and trained crew to areas of need. With bases in Japan, Wales and the fast-approaching opening of their London Royal Docks base, the NGO was looking to expand their team. With the help of Trinity

House's grant programme, Atlantic Pacific was able to welcome Rahim on board. He said: *"I'd never driven a powerboat until I came to Atlantic Pacific, never touched a boat engine. But, I like motorbikes and mechanics. And I love taking things apart and putting them back together, so I found it easier to look at the similarities, rather than the differences."*

Rahim's May visit to UWC Atlantic College in South Wales solidified his capability in the role, when Atlantic Pacific CEO and Founder Robin Jenkins saw his workmanship first-hand. Between Rahim and a colleague, the pair managed to repair three engines within two days. Robin said: *"Rahim has shown a natural affinity for the work we do and has quickly become an essential member of Atlantic Pacific. He understood our mission from day one and has committed to helping us deliver it. His 'can do' attitude and fantastic sense of humour mean that he is a pleasure to work with and, we are really very happy that he is with us."*

Over summer 2021, Rahim gained further practical skills, incorporating his pre-attained knowledge into his work. He said: *"I didn't just learn how to drive a boat, but other things like man overboard recovery, anchoring, ferry gliding and so many different techniques."*

Since then, he's been the go-to for all things repairs, mechanics and boating:



Rahim has quickly become an essential member of Atlantic Pacific

"Generally speaking, I'm in charge of the brig and once we have our London premises, I'll be responsible for the workshop."

As he prepares to complete his RYA Powerboat Level 2, he's on course to becoming one of AP's youngest crew members. He added: *"Sometimes I don't know how much I'm actually capable of, so I'll shy away from things. Being at Atlantic Pacific made me realise, far more often than not, it will be alright!"*

Rahim hopes to one day study Marine Engineering at Warsash Maritime Academy and go to sea.

Atlantic Pacific works with communities around the world who do not have a water rescue service but find themselves in areas vulnerable to flooding and natural disasters. Rahim is part of the Royal Docks Internship Programme and if you would like any more information please visit:

royaldocks.london/opportunity/royal-docks-internship-programme
www.atlanticpacific.org.uk



CHARITABLE GRANTS

Sea Cadets

“Incredible”, “amazing”, “marvellous”, “exciting” and “lots of fun”. This is some of the feedback from the young participants who took part in On The Water summer programme, run by the youth charity Sea Cadets.

The aim of the project is a simple but important one: to give children and young people from disadvantaged backgrounds a chance to experience the thrill of water-based adventures to which they wouldn't normally have access to.

Held from 26 July to 29 August, Sea Cadets was able to give a warm welcome to 1,378 young people aged between 9 and 14, who tried out sailing, rowing, paddle sports and much more. Qualified and skilled instructors were on hand to supervise, guide and encourage the young participants every step of the way. All activities offered were free of charge.

On The Water Coordinator, Hugo Dell, said: “Covid-19 and the prolonged lockdown has brought new challenges for young people. Our goal was to boost young people's spirits and give them a chance to exercise, make new friends, have fun and expand their horizons. Hopefully, the children, their parents and carers will notice long-term benefits too.”

On The Water aims to increase the young participants' confidence by challenging themselves, providing them with a precious opportunity to gain certificates and nationally accredited qualifications. Last summer saw more than 40 young people achieve a BCA (British Canoeing Awarding Body), Paddle Discover Award and almost 50 achieved their RYA (Royal Yachting Association) Stage 1 qualification. The young

people's achievements were recognised at special On The Water Award ceremonies held across three locations.

“It was brilliant,” said one young participant, *“I'd never been on a boat or open water before.”* Another young person said: *“The whole experience was amazing. I particularly loved sailing,”* while another added: *“It taught me how to be more confident in the water.”*

The feedback from parents was equally positive. One parent said: *“All three of my children participated in On The Water and from the moment we arrived, we were welcomed warmly. The staff were approachable and on hand to chat with us before and after the sessions. My children thoroughly enjoyed their time and learn some fantastic new skills. My three children had never experienced these type of activities before and I doubt I'll afford something like this again. I would like to thank all the staff involved for their hard work and time.”*

More than 90% of parents and carers said that their participants learnt new skills thanks to the programme.

First piloted in 2019, On The Water was initially held just in London. Covid-19 put a stop to the plans for the 2020 event. But this year, the programme was back, bigger and better than ever before, when it was extended to include Crosby (Merseyside) and Edgbaston Reservoir (Birmingham) in addition to the Royal Docks (London).

The event had many children with disabilities and learning difficulties and from other vulnerable groups taking part. Hugo said: *“We have been able to build brilliant relationships with local mosques and small community centres who referred young refugees, youth groups who specialise in*

crime prevention and a network of parents with autistic children. We will continue working with them in the future so that we can reach even more young people.”

At least 82% of young people who took part in On The Water 2021 were from economically disadvantaged backgrounds, ethnic minority groups, young carers themselves or who have additional needs.

Hugo added: *“By making a few simple changes, like offering girls-only sessions e.g. for particular religious groups or allowing young people with autism to visit the boat station and try on a buoyancy aid before their session, we make water activities so much more accessible. The boost in confidence and the excitement of the young people coming off the water after trying something they have never done before is completely infectious!”*

On The Water wouldn't have been possible without the support of organisations such as The Corporation of Trinity House. *“Trinity House has provided continuous and consistent support to Sea Cadets since 2006,”* said John Morris, Trust Officer for Sea Cadets. *“We are especially thankful for their donation towards the first year of On The Water in 2019 to get the project going and for continuing that support into 2021, especially with the uncertainty brought by Covid-19. Trinity House's Head of Charitable Giving, Vikki Muir, came to see the project for herself, which was much appreciated. Sea Cadets would like to express their heartfelt thanks to Trinity House for their steadfast support and encouragement for our vision, which has made it possible to give disadvantaged and vulnerable children this invaluable opportunity.”*

www.sea-cadets.org





The 1851 Trust delivers roadshows to encourage the next generation of young people to consider the maritime industry as a career

Morning Star Trust

The Morning Star Trust (MST) was extremely grateful to receive a grant from the South East Regional Grants Committee, to support training for young volunteers. MST, as with many sail training charities, is heavily dependent on skilled and committed volunteers to deliver its voyage programmes. The majority of its volunteers are recruited from among the young people who sail with them and this enables these young people to develop into the next generation of competent and confident seafarers.

Most of its voyage participants come from backgrounds without the resources to pay for commercial sailing courses, and without the support structures at home to enable independent study. Support from the Trinity House Maritime Charity allowed MST to develop a programme aimed exclusively at these young people, identified as having potential and ambition, but who, without support, would not be able to gain the basic qualifications and training needed to begin a career at sea.

The grant enabled five young people to complete their RYA Day Skipper Theory and Practical courses, as well as spending two weeks at sea to learn the practical skills required of an effective watch leader on board a sail training vessel. By training

together as a cohort, the students were able to study and support each other through the challenges encountered.

Within three months of the end of the project, all five participants had begun sailing as Mates on MST sail training voyages. Two students have subsequently found full-time positions in the sector and a third has begun training for their RYA Yachtmaster certificate of competency.

Here are the comments from three of them:

"I wanted to develop and pass on the skills that have been shared with me to the next generation of sailors, just as the team at MST has encouraged and inspired me to go further than I thought was possible. I believe firmly that it was this strengthening presence that has taught me to persevere through challenges that I experience in my life. I had a great time on the course. It was certainly challenging but I learned gradually over the process to face the challenges and complete them to the best of my ability. I am glad I was given this opportunity from Trinity House and MST so I can continue to grow in confidence both in myself and as a team leader." E, age 18.

"The biggest challenge I have overcome is an overwhelming feeling of self-doubt. Growing up with a really challenging family background, I have often found it all too easy to be extremely self-critical and

mentally limit my ability to do something before I have even tried it. Throughout my time sailing I have overcome the fear of not being good enough and learned to realise that my worth is not measured on my ability to do something! I have learned to have resilience, confidence, and determination. I have learned how to be compassionate to people when they are afraid and share with them the excitement of sailing. I have learned to be courageous and brave in the face of danger. I have learned the ongoing endurance needed in some of the most difficult sailing situations. And most of all, I have learned to have immense amounts of fun!" J, age 19.

"I had a fantastic time on the course. I met some amazing people, travelled to some beautiful locations, and gained immeasurable sailing experience along the way. I sailed in a force 8 for the first time, meaning I got to reef the sail three times and change down a headsail whilst in rough conditions. This was exhilarating and taught me a lot about how to manage the boat and crew under challenging new circumstances that I hadn't encountered before. I am extremely grateful for the opportunity that Trinity House Maritime Charity offered me and feel it has opened up a multitude of doors for my sailing career." N, age 18.

www.mst.org.uk



Red7Marine trainees on a jack-up barge

The International Jack-up Barge Operators Association

Over the past year, the International Jack-up Barge Operators Association (IJUBOA) has experienced significant change. In late 2020, Founding Chairman and Honorary Life President, John Howard, sadly passed away and John's wife, Lucy Howard, decided to retire from the administration, a decision which was completely understood by IJUBOA and its Executive Committee. It was always John's ambition to see IJUBOA continuing to promote HSEQ and Good Culture in the marine industry, something which the association upholds to this day. In December 2020, Nick Offord (of Red7Marine) became Chairman of the Association, sharing John's ambition and passion for IJUBOA.

Throughout 2021, IJUBOA was busy introducing new member classes and increasing its overall membership by 173% since the beginning of 2021, now with 52 different member companies operating globally. One of the new member categories was Barge Master Membership, which led to IJUBOA engaging with Trinity House.

As the global pandemic began, IJUBOA recognised the changing needs with regards to training and accessibility and started to explore online applications to support its members. At this point, IJUBOA engaged a software company, Swifttrack, to produce an online training programme based upon on the original IJUBOA Blue logbook. The aim was to create a virtual logbook capable of storing both visual and written information to support the candidate in achieving qualifications and also enabling his/ her qualifications and experience to be

validated to avoid spurious attempts to gain employment in the capacity of a Barge Master. It is essential for a Barge Master to have a working knowledge of the geotechnical and mechanical issues that can affect the safety of the vessel.

Through this new business model, IJUBOA is actively seeking to encourage Barge Masters and supporting crew around the world to become members of IJUBOA, each holding a virtual blue logbook which contains information on their qualifications and experience. It is IJUBOA's intention that this should become the industry standard and that all owner-operator companies will require the IJUBOA log book system for their employees in the certain knowledge that the information contained in the logbook is a true record of their qualifications and more importantly, their actual experience in field conditions.

In this way, IJUBOA believes that the risk of accidents and incidents surrounding jack-up barges will be greatly reduced as almost all incidents are due to crew behaviour problems. It is essential that the crew are well informed and trained in the safe requirements needed to operate all sizes of jack-up barges.

The Trinity House Maritime Charity Board of Trustees approved the application for a grant which has covered the cost of implementing the online logbook system and has enabled IJUBOA to create a comprehensive competency framework supported by the Nautical Institute. Throughout 2022, the app will officially launch and the IJUBOA Barge Master Member category will begin to bolster.

www.ijuboa.com



A jack-up barge erecting an offshore wind turbine

CHARITIES UPDATE

Merchant Navy Scholarship Scheme

Cadets from Trinity House's Merchant Navy Scholarship Scheme will join other Merchant Navy trainees on board Royal Navy ships as part of a learning exchange

Merchant Navy Cadets sponsored by Trinity House, as part of its Merchant Navy Scholarship Scheme, will be part of an exchange between the Merchant Navy and the Royal Navy.

The exchange will place 30 Merchant Navy Cadets—the majority of whom are Trinity House-sponsored—on Royal Navy ships this winter, as part of a long-standing agreement which has given trainee Royal Navy officers the opportunity to sail on merchant vessels, giving them extra time at sea, especially on the bridge.

Before the pandemic, nearly 150 Royal Navy officers spent time with the Merchant Navy—including helping to crew cross-Channel ferries—for an insight into safely guiding a ship through busy waters.

To offer something by way of return, the Royal Navy has now formalised a reciprocal arrangement.

Merchant Navy Cadets will spend three months at a time on patrol and survey ships to help with their training and give them a greater understanding of the Royal Navy's role.

One such officer is Trinity House Deck Cadet **Scarlett Barnett-Smith**, currently on transfer to Royal Navy patrol ship HMS *Tamar*.

She said the time attached to the patrol ship on a "once-in-a-lifetime passage" has been a hugely rewarding experience; HMS *Tamar* entered the Pacific via the Panama Canal.

Scarlett said: "*The immensely dedicated crew have been extremely welcoming and helpful, allowing me to grow and understand the responsibilities as a sailor of the Royal Navy. I'm looking forward to one day seeing HMS Tamar from the bridge as an Officer of the Watch in the Merchant Navy, and will think fondly of her throughout my career.*"

The first batch of Merchant Navy officers are due to join their ships this month, having completed their navigational training.

Administering the scheme in his capacity as the Royal Navy's

Merchant Navy Liaison Officer is **Lieutenant Commander David Carter**, also a Younger Brother of Trinity House.

He said: "*This is something of a novel concept for the Royal Navy but it runs alongside several strands of the Merchant and Royal Navy coming closer together in the maritime sphere for multiple 'wins'.*"

"*All the Merchant Navy cadets who have sailed with the Royal Navy so far have loved it and these cadets will be the next generation of influencers who will have the Royal Navy close to their hearts.*"

Naturally, the exchange scheme will continue to send Royal Navy and Royal Marines personnel on board Merchant Navy vessels for voyages that can last from one week to three months on a variety of vessels, including cargo and container ships, fast-craft, passenger ferries, Ro-Ros and tankers. While on board, they participate in their share of duties, including watch keeping, loading and discharging cargo, machinery space routines, domestic activities and—where appropriate—passenger care.

Trinity House's Director of Maritime Training **Captain Nigel Hope** remarked of the newly formalised initiative: "*Our Merchant Navy Scholarship Scheme has a great new pull for future candidates with this new learning exchange.*"

"*This development adds significant breadth to an already industry-leading cadetship offering for young people who want to take up one of the best possible careers out there. For anyone looking at a career at sea and its wealth of benefits, both personal and professional, I urge you to take up a Trinity House Cadetship through the MNSS.*"

To find out more about taking up a career at sea with Trinity House's Merchant Navy Scholarship Scheme, visit this link on our website:

www.trinityhouse.co.uk/supporting-seafarers/merchant-navy-scholarship-scheme





Merchant Navy cadets on the Bridge Simulator at HMS Collingwood

Cadet Scarlett Barnett-Smith in formal dinner wear as Virgin's *Scarlet Lady* cruise ship sails past HMS *Tamar*



A cadet learns how to use the Royal Navy's WECDIS digital navigational system



Scarlett on the flight deck of HMS *Prince of Wales*



Scarlett with her training providers and sponsors



Cadet Scarlett Barnett-Smith taking a navigational fix aboard HMS *Tamar*

CHARITIES UPDATE

A fantastic opportunity

Trinity House Cadet **Scarlett Barnett-Smith** gives us an update on her officer training and some of the amazing experiences she has had so far

My name is Scarlett Barnett-Smith, and for the past three years I have been working in the maritime industry. This career began as an apprentice for a small passenger boat company on the river Medway, before applying for a Marine Service Apprenticeship at the Port of London Authority (PLA). During my three-year apprenticeship I worked on various PLA craft, which allowed me to achieve my Boat-Masters License. Earlier this year I was honoured to be awarded the John Percival award by the Workboat Association for the best industry trainee of 2021.

Following my apprenticeship with the PLA, I was offered the fantastic opportunity to be the first OOW Deck Cadet to be co-sponsored by The Port of London Authority and The Trinity House Corporation. After training at Warsash Maritime, I joined the THV *Galatea*, operating all around the UK, gaining excellent sea going experience and being fully supported by the vessels crew, before transferring to the Royal Navy Warship HMS *Tamar* under their partnership scheme with the Merchant Navy.

Being sponsored by Trinity House was an incredible opportunity due to the sheer breadth of experience available on a broad

variety of ships; however, I never thought that it would involve a stint on an operational warship. The diverse experience I have gained throughout my sea time has certainly made me a more well-rounded mariner with a greater understanding of the wider maritime industry.

HMS *Tamar* is the second newest ship in the Royal Navy, as well as being the greenest. The Royal Navy operates in a completely different way to the merchant world and it is amazing to get to experience events not normally seen onboard a ship at sea, such as prolonged helicopter operations and gunnery exercises.

The Commanding Officer, Commander Michael Hutchinson, Royal Navy, allowed me the opportunity to invite representatives onboard from Warsash Maritime (part of Solent University), Trinity House, the Port of London Authority and Chiltern Maritime. The purpose of this visit was to show them my personal development onboard so far. Having Merchant Navy representatives onboard was encouraging for the ship as well as the guests, as we all felt the benefit of co-operation between our different organisations.



The new generation of

The RNLI's Engineering and Supply Director **Jamie Chestnutt** writes about the life-saving organisation's behind-the-scenes work, including in-house boat building and the Shannon class all-weather lifeboat

The Royal National Lifeboat Institution (RNLI) has been saving lives at sea in the UK and Ireland since 1824. RNLI lifeboat crews past and present have launched in all manner of conditions, whether it's day or night, to rescue those in trouble at sea. The sight of the charity's lifeboat crew in their yellow wellies on orange lifeboats

has been synonymous with our coastlines. But there's a great deal of work behind the scenes of the charity we don't often see, which provides their lifeboat crews with the equipment and facilities to carry out their lifesaving work.

The RNLI's lifeboats have to be able to respond to any possible call-out, whether it's being out for hours in stormy conditions, navigating around rocks at the

bottom of cliffs, or landing onto a beach. So it is imperative they are designed and made for all these potential requirements. The charity is unique in the way it keeps every stage of their lifeboat building process in-house.

In the past, the RNLI has bought in boats from outside yards and modified them to its requirements, or sub-contracted the design process to others, albeit with RNLI input. But in 2015, the RNLI constructed a brand new All-weather Lifeboat Centre (ALC) at its Support Centre in Poole. It joined the already existing Inshore Lifeboat Centre on the Isle of Wight which has been building and refitting over half of the lifeboats in



life savers

the RNLI's fleet for the past 50 years. It has allowed the charity to govern its own destiny. There are fewer suppliers who can meet their specialist requirements. So, as well as mitigating the risk within their lifeboat building supply chain, the new facility gives them greater control over quality and costs. By bringing all-weather lifeboat building in house and capitalising on the expertise within the organisation it also saves the charity money.

The Shannon class all-weather lifeboat is the latest to join the RNLI's fleet. She's the first modern all-weather lifeboat to be propelled by waterjets instead of traditional propellers, making her the

most agile all-weather lifeboat yet. It uses cutting-edge technology, is faster and more manoeuvrable than existing vessels, and has a quicker and safer launch and recovery system. Designed entirely in-house by a team of RNLI engineers at the ALC, the Shannon is a product of careful thought about lifeboat design and operation. Its novel method of coming ashore is the most visible manifestation of what amounts to a minor revolution in the core business of the RNLI, part of a set of changes that encompass not only the engineering, design and operation of RNLI's new generation of vessels, but also the organisation, location and economics of their construction.

“WHAT WE ARE DOING NOW IS BUILDING THE NEW GENERATION OF LIFEBOATS AND LOOKING TO THE FUTURE, LOOKING TO TECHNOLOGY, INNOVATION AND CREATIVITY, TO SEE IF THERE ARE BETTER AND MORE SUSTAINABLE WAYS OF DELIVERING A WORLD-CLASS LIFE-SAVING SERVICE”

Mark Dowie

RNLI Chief Executive, Mark Dowie, said: *“I am very proud of our volunteers for what they do around the coast, search and rescue, talking to the public to keep them safe. But I am also extremely proud of all the staff whose job it is to support this effort. Over the time we have seen the design and building of generations of lifeboats from the early rowing boats all the way to what we see now. What we are now doing is building the new generation of lifeboats and looking to future technology, innovation and creativity to see if there are better and more sustainable ways of delivering a world-class lifesaving service.”*

The community of Wells-next-the-sea in Norfolk will be next in line to receive a Shannon class lifeboat from the ALC. It will be named in honour of His Royal Highness The Prince Philip, Duke of Edinburgh, who had a long history with the RNLI and gave long service and support to the maritime sector. To accommodate their new Shannon, Wells-next-the-Sea will receive a new launch and recovery vehicle.

To the outsider, if not to the crews, the Shannon's most innovative feature is operational rather than structural: its capacity to leave the sea and return to land by beaching itself under its own power. This course of action is only possible because of engineering decisions taken during the design stage.

Being powered by water jets enables



PARTNER PROFILE

the Shannon to launch itself out of the sea and onto the beach easily without risking damage to a traditional rudder and screw propulsion systems. The outer layer of the hull is also thicker than needed so that it is resistant to shocks and scratches. Unlike lifeboats which have come before, the Shannon can be brought bow first on to the cradle designed to hold and transport it.

The launch and recovery system acts like a mobile slipway for the Shannon, which can be driven directly onto the beach for recovery, making it both ideal for our lifeboat stations without harbours, slipways or davit systems. Weighing in at 37 tonnes, this impressive piece of kit can carry an 18-tonne Shannon over all kinds of beach terrain, from steep shelving shingle to wet, sticky sand.

It can drive straight into big surf and safely launch the lifeboat in up to 2.4m of water. Not only that, in the event of breakdown with an incoming tide, the watertight tractor can be completely submerged in depths of up to 9m before being retrieved once the tide has receded. In calm conditions, the tractor doesn't even have to get wet. Its hydraulic carriage tilts 7 degrees downwards, allowing the lifeboat to run down the slope into the water.

The lifeboat is launched at the touch of a button and the whole system requires less manual handling by shore crew volunteers, making for a safer and more efficient launch and recovery. When it's time to recover the beached lifeboat bow-first onto the tractor's unique turntable cradle, it can rotate the lifeboat 180°, ready to be launched again within 10 minutes. Every second can mean the difference between life and death in an emergency at sea.

They are produced at Claytons Engineering who manufacture launch and recovery equipment for the RNLI. From new equipment, refurbishment and refits, the staff at Claytons pride themselves on the quality of their engineering because they know that people's lives are depending on the quality of their workmanship.



All-weather Lifeboat Centre (ALC) at Poole

The new Shannon lifeboat and launch and recovery system is expected to arrive at Wells this year and will be housed in a new lifeboat station. Sustainability has been a major aspect of this project with the build and quality of the materials being

used. It has evolved over the past two years and it is set to be an amazing facility for the community in Wells-next-the-Sea.

A second significant building project for the RNLI in 2022 is for the charity's busiest lifeboat station which operates on

“THE RNLI IS A RENOWNED ORGANISATION, SAVING LIVES AT SEA SINCE 1824, AND WHILE IT IS STEEPED IN HISTORY IT REMAINS FOCUSED ON MAKING SURE IT CONTINUES TO EVOLVE AND MODERNISE WITH THE TIMES. THEIR LIFESAVERS WHO LAUNCH TO THOSE IN PERIL AT SEA SHOULD BE CELEBRATED BUT THOSE BEHIND THE SCENES WHO PROVIDE THEM WITH THE EQUIPMENT, TECHNOLOGY AND FACILITIES MUST ALSO BE RECOGNISED”

Jamie Chestnutt



the River Thames. Tower's current station is old and cramped and floats on the river, rising and falling with each tide. The constant rocking and jolting has left the structure beyond economical improvement and has a considerable impact on the comfort of the crew. A brand new station will include modern facilities such as private, purpose-built spaces for casualty care, a drying room for kit and a new area for public engagement.

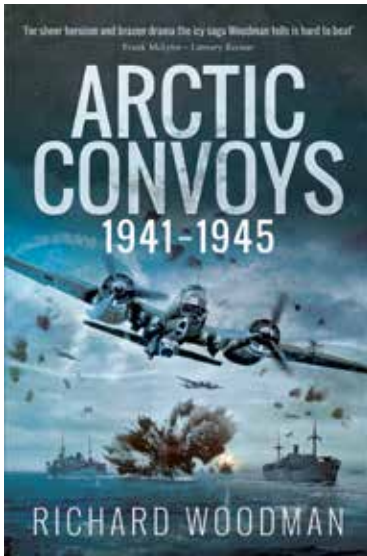
The RNLI is a renowned organisation saving lives at sea since 1824, and while it is steeped in history, it remains focused on making sure it continues to evolve and modernise with the times. Their lifesavers who launch to those in peril at sea should be celebrated but those behind the scenes who provide them with equipment, technology and facilities must also be recognised.



The Shannon class lifeboat

BOOK REVIEWS

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



ARCTIC CONVOYS 1941-1945

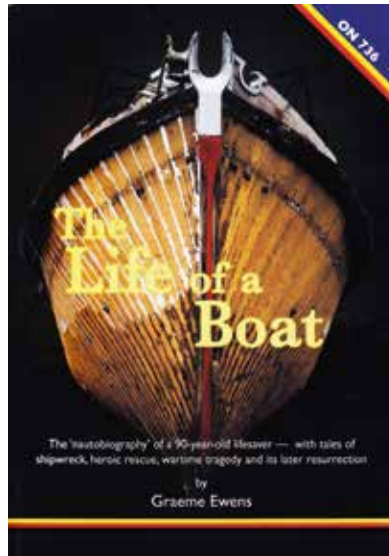
By **Richard Woodman**
Pen & Sword Maritime, 560 pages
ISBN 978 1 84415 611 5

This paperback was first published in 1994 by John Murray and by Pen & Sword Maritime no fewer than seven times from 2007 to 2021. The opening years of the war led to the Western Allies supplying Russia with vital food, arms, aircraft, vehicles, fuel and other warlike stores. This included 5,000 tanks and more than 8,000 aircraft. It is estimated that one quarter of the USSR's needs, totalling four million tons, was delivered by sea to Archangel and Murmansk through the courage, determination and sacrifice of Allied merchant ships, which withstood unremitting U-boat attacks and aerial bombardment as well the extremely harsh weather to maintain this highly important lifeline to Russia. Of a total of 811 ships sailing on Arctic convoys to Russia, 720 completed their voyages, 33 turned back and 58 were sunk, a loss rate of 7.2%.

An old friend of the author, Admiral of the Fleet Lord Lewin, Elder Brother, wrote the foreword and provided his valuable recollections.

May the bold Merchant Mariners and their Allied naval escorts never be forgotten. Books such as *Arctic Convoys 1941-1945* keep their flame burning.

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



THE LIFE OF A BOAT

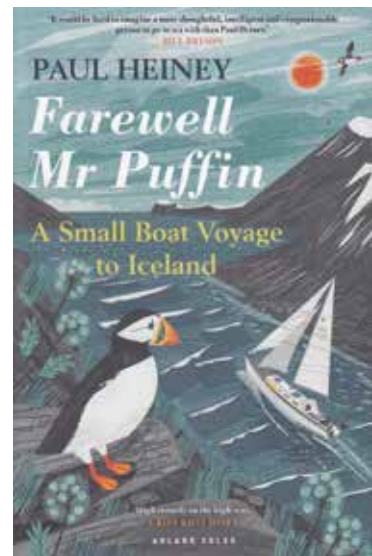
By **Graeme Ewens**
Buku Press, 224 pages
ISBN 978 0 9523655 3 2

Sub-titled: *The 'Autobiography' of a 90-year-old lifesaver*, here are tales of shipwreck, rescues, sale out of service, private ownership, abandonment, discovery, restoration, vandalism, further restoration leading to her berth at Harwich.

More than 90 years ago, on 26 February, 1931, the RNLI commissioned a new lifeboat, the *W&S*, which still survives after an heroic career of over 30 years at Penlee and ten years with the Scottish Reserve Lifeboat Fleet and a longer period of retirement. Nearing the conclusion of its third major rebuild, the boat's birthday was celebrated by the book's publication.

Here is the life story of a remarkable boat which served the RNLI so well before conversion as a pleasure cruiser. The 45ft 6in Watson Cabin class boat *W&S* (a subtle Trinity House link there) was built by craftsmen at J Samuel White & Co, of Cowes, who constructed our Mermaid class of diesel-electric lighthouse tenders. She was of the RNLI's longest serving lifeboats and saved a total of 108 souls. This is book is profusely illustrated and has been meticulously researched. Sales of the book will help finance *W&S*'s restoration.

Graeme Ewens is a photojournalist, author and editor. From 2008 to 2015 he published *Harwich Ahoy!* for the Harwich Lifeboat.



FAREWELL MR PUFFIN: A SMALL BOAT VOYAGE TO ICELAND

By **Paul Heiney**
Adlard Coles, 237 pages
ISBN 978 1 4729 9097 6

It is a pleasure to read works by members of Trinity House. Paul Heiney, writer, broadcaster and yachtsman, was admitted as a Younger Brother in 2019.

He set sail on the east coast bound for Iceland, propelled by a desire for cool, clear air of high latitudes, and to follow in the wake of generations of sailors who have made this often treacherous passage since the 13th century and the days of the Hanseatic League. Wherever he landed he reflected on maritime history or local legend and, particularly, on his childhood's Yorkshire coastline.

Sadly there were no puffin colonies as he had envisaged; none off the Farne Islands, nor Orkney, nor on Iceland. Heiney still hoped he would see this joker of the seas and he did, one only, east of Grimsey, 40 km north of Iceland.

Here is inspired travel writing and highly perceptive social history with humour, on passage north and the sheer joy of being afloat. A rare document.

To quote Bill Bryson: *"It would be hard to imagine a more thoughtful, intelligent and companionable person to go to sea with than Paul Heiney."*

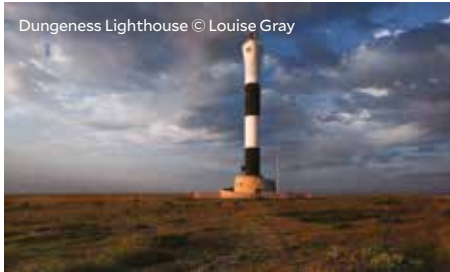
Photography competition

Every year Trinity House holds a photography competition, featuring not just Trinity House lighthouses but our vessels, buildings and buoys too. The most recent competition closed on 28 February 2022, with another great round of entries for us to choose from.

Trinity House judges will select 12 photographs entered as part of this competition to be included in the annual Trinity House calendar.

To find a winner we will post the 12 images online and ask you to vote for your favourite to choose an overall winner. Once the voting system goes live, please vote at www.trinityhouse.co.uk/photography-competition Congratulations to Chris Taylor, last year's winner, for his picture of THV *Galatea*: see page 5.

Here are some of the winning entries over recent years:



Dungeness Lighthouse © Louise Gray



Longstone Lighthouse © Steve Sole



Portland Bill Lighthouse © Norman Price



Whitby Lighthouse © Ollie Taylor



Bishop Rock Lighthouse © Jack Lowe



Bamburgh Lighthouse © Andy Johnson



Needles Lighthouse © Sam Morris



Lundy North Lighthouse © Emily Hand



Trwyn Du Lighthouse © Brian Johnson



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

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People on the move

STARTERS

Permanent

Polly Farrington, Purchasing Officer, 4 October 2021
Joshua Parkin, AB Seaman (Port watch, vessel TBC), 3 November 2021
Goran Lovric, Third Engineer (*Patricia* Port), 3 November 2021
Daniel Volkaerts, AB Seaman Auxiliary (*Galatea* Port), 3 November 2021
Jamie Ash, Lighthouse Support Team Member (St Just), 6 December 2021
Robin Why, Second Officer (*Patricia* Starboard Aux), 5 January 2022
Sarunas Druckus, Third Officer (*Patricia* Starboard), 5 January 2022
Dominic Chodzynski, Third Officer (*Galatea* Starboard), 5 January 2022
Thomas Booth, Second Officer (*Galatea* Starboard), 5 January 2022
Christopher Gilboy, Engine Room Assistant (*Patricia* Port), 26 January 2022
Paul Stuart, Trainee Deck Rating (*Patricia* Port), 26 January 2022
Hayley Chaplin, Expenses and Payroll Assistant, 2 February 2022
Lloyd Spencer, Trainee Deck Rating (*Galatea* Starboard), 16 February 2022
Nicola Boak, Second Officer (*Patricia* Starboard), 16 February 2022

PROMOTIONS

Alice Kent, Second Officer Aux (*Patricia* Port), 11 August 2021
Storm Smith-Suckoo, Second Officer (*Galatea* Port), 22 September 2021
Colin MacDougall, Third Officer (*Galatea* Port), 22 September 2021
Alan Grant, Head of Research & Development, 1 November 2021
Alistair Hutchinson, Third Officer (*Patricia* Port), 3 November 2021
Martin Hamilton, Captain (*Galatea* Starboard), 15 December 2021
Di Ayton, Payroll & HR Systems Manager, 4 January 2022

TEMPORARY PROMOTIONS

Lawrence Hughes, IT Project & Support Engineer, 20 September 2021 - 19 March 2022

TRANSFERS

Tara Magill, Second Officer (*Alert* Port), 18 August 2021
Daniel Griffin, AB Mechanic (*Alert* Starboard), 16 October 2021

LEAVERS

Derek Gannon, Lighthouse Support Team Member (St Just), 15 August 2021
James Gheisari, Second Officer, 5 September 2021
Karen Clarke, Expenses Assistant, 19 September 2021
Tim Hammond, Engine Room Assistant (*Patricia* Port), 21 September 2021
Tom Humphris, Trainee Deck Rating (*Patricia* Port), 21 September 2021
Abby McCarthy, Trainee Catering Rating (*Patricia* Starboard), 22 September 2021
James Donnelly, Captain (*Galatea* Starboard), 21 October 2021
Steven West, Petty Officer, 2 November 2021
Ryan Palmer, Second Officer, 23 November 2021
James Rowe, IT Support Officer, 1 December 2021
Lisa Siggers, Payroll & HR Systems Manager, 3 January 2022 (retiring)
Lynn Harris, Receptionist/Administrator, 3 January 2022 (retiring)
Sonny Roberts, Trainee Deck Rating, 5 January 2022
Alistair Bygrave, Second Officer, 20 January 2022
Adam Smith, First Officer, 26 January 2022
Joan Casey, Receptionist/Administrator, 27 February 2022 (retiring)
Vince Laing, Lighthouse Technician (Swansea), 1 March 2022 (retiring)
John Purves, Second Officer, 8 March 2022
Matthew Vickerson, Engine Room Assistant, 9 March 2022
Richard Tomkins, Senior Support Engineer, 31 March 2022 (retiring)
Bill Summers, Head of Planning and Commercial, 1 May 2022 (retiring)

Alice and Phil encourage young people to consider maritime careers



Two of our Trinity House colleagues recently agreed to be profiled by OAT Futures (part of Ormiston Academies Trust, one of the largest not-for-profit educational trusts in England) as part of its campaign to help young people make well-informed and aspirational choices for their future.

Alice Kent (Second Officer, THV *Patricia*) and **Phil Hawtin** (Project Engineer, Engineering & Project Delivery) both gave their time and expertise to make a video and a profile that would help young people consider taking up careers at sea and in engineering.

The OAT Futures website now features both profiles, detailing what is expected and how to get started on those career paths, in

terms of qualifications, sponsorships, apprenticeships and mindset.

The profile mentions Trinity House's shore-based apprenticeships (in a variety of vocations) as well as our highly successful Merchant Navy Scholarship Scheme. Both Alice and Phil have done a great job of representing Trinity House, and hopefully will encourage more than a few young people to take up the same career path.

To see Alice's and Phil's videos, visit:

Alice's profile: oatfutures.co.uk/careers/third-officer

Phil's profile: oatfutures.co.uk/careers/project-engineer-electrical

Do you know somebody who would be interested in a maritime or engineering career with Trinity House?

Find out more at our website:

trinityhouse.co.uk/careers and trinityhouse.co.uk/mnss

BIRTHS

Congratulations to **Lucy Mulford** (Performance Administrator, Secretariat) and husband Sam! Olive Mulford was born on Christmas Day at 12.25am weighing 7lb 3oz, a lovely little sister for Ruben.



DEATHS

How to report obituaries for *Around the Service*

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

It is with great sadness we report the death of:

Mary Good on 28 August 2021, age 86.

Mary joined Trinity House as a typist in the Stores Department. She continued working after her marriage on 6 April 1963. On promotion to clerical officer, she had periods of acting executive officer. After 35 years of service, Mary retired due to ill health on 12 February 1989.

Sydney Alan Steel on 21 September 2021, aged 83.

My dad (known to colleagues as Syd) was an engineer in the service, joining the THV *Ready* at Harwich in February 1967 and served continuously until early retirement in 1988 due to modernisation and economic changes at the time. He worked on numerous ships including the *Siren* and *Patricia* and was always proud to be a Marine Engineer (officer class) with Trinity House, wearing his badge with pride.

He regularly kept up to date with what was happening through his reading of *Flash!*

William (Bill) Braithwaite on 15 January 2021, aged 77.

Bill joined Trinity House in January 1976 and left in March 1988 as Lightsman first class.

MARRIAGES

Phil Hawtin, Project Engineer, married Hollie Hammans on 19 August 2021 at Channels, Chelmsford.

Third time lucky for the happy couple!



Lloyd Beeney, Procurement Specialist, married Kate at The Tower Hotel on 20 August 2021.



Paul Briggs, Programme Manager, married **Beth Davis**, Procurement Manager, at Stoke by Nayland Resort on 10 September 2021.



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

The Corporation of Trinity House

Master

Her Royal Highness The Princess Royal KG KT GCVO

Corporate Board as at 31 March 2022

Deputy Master: Captain Ian McNaught CVO MNM

Rear Admiral David Snelson CB

Captain Roger Barker MNM

Captain Nigel Hope RD* MNM RNR

Captain Stephen Gobbi MNM JP

Commodore William Walworth CBE MNM RFA

Commodore Robert Dorey RFA

Malcolm Glaister Esq.

Richard Sadler Esq.

Commander Nigel Hare RN (Rtd.)

Commodore Martin Atherton OBE RN (Secretary)

Lighthouse Board as at 31 March 2022

Captain Ian McNaught CVO MNM (Chief Executive)

Commander Nigel Hare RN

Commodore Rob Dorey RFA

Ton Damen Esq.

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

Mrs Valerie Owen OBE (Non-Executive Director)

Alan Moore Esq. (Non-Executive Director)

Dr Margaret Amos (Non-Executive Director)

Thomas Arculus Esq. (Board Secretary)



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Cover image

THV *Alert* moored in the Pool of London during local lights inspections, taken by Second Officer Charlotte Astbury