



TRINITY HOUSE

INSIDE +

**STAFF PROFILE**

A day in the life of  
our Local Aids to  
Navigation Officer  
**P20**

# Flash

THE TRINITY HOUSE JOURNAL

ISSUE

37

AUTUMN 2022

# Full Steam Ahead

The Trinity House story continues with exciting new  
cadet voyages and safety at sea innovations

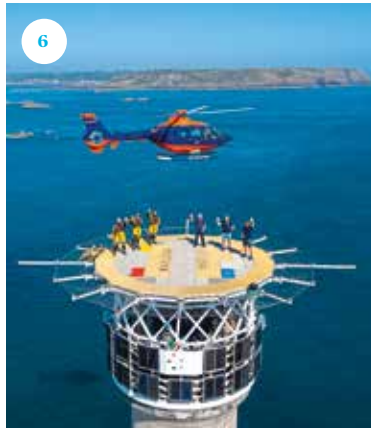


# Flash

AUTUMN 2022 | ISSUE 37



TRINITY HOUSE



**4-6**  
Review of the last six months

**7**  
Trinity House Calendar

**8**  
Coming Events

**9**  
Tribute to HM Queen Elizabeth II

**10-11**  
Fraternity News

**12-17**  
Safety at Sea updates

**18-19**  
IALA status marks  
maritime milestone

**20-21**  
Staff profile: Adie Thomas, Local  
Aids to Navigation Officer

**22-31**  
Supporting Seafarers updates

**32-33**  
Diversity Working Group

**34-35**  
Mapping out the future

**36-39**  
Partner Profile: Brian Johnson, MCA

**40-41**  
From the archives

**43-47**  
Around The Service

## Editor's note

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

Our gratitude goes to our maritime safety partners at the Maritime and Coastguard Agency and to their Chief Executive Brian Johnson who kindly agreed to write up a great piece reflecting on his four years in charge of their evolving practices.

I am also grateful to all of our contributors for their various stories, long and short, about the spectrum of work we do at Trinity House, whether that involves sending Cadets to renowned research vessel *RRS Sir David Attenborough*, documenting a day in the life of our local aids to navigation team or keeping us updated about the latest round of charitable grants made by the Trinity House Maritime Charity to the wide maritime community.

For readers with an interest in our history, as well as marking the end of service for Royal Sovereign Lighthouse, I have added some colourful anniversaries from 1622 and 1822.

**Neil Jones**  
Editor



How to get in touch

For any feedback or questions, or to change your subscription details, please get in touch with us.

Trinity House, The Quay,  
Harwich CO12 3JW

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





# Deputy Master's introduction

A lighthouse upgrade project concluded with a visit by HRH The Master, an exciting new venture began for Trinity House Cadets, and new faces at Court add to a long history made great by the variety and excellence of its people.

Looking out of the window of my first floor office at Trinity House's London headquarters, it is gratifying to see that the two long signs affixed to our railings outlining Trinity House's story to passers-by continue to stop groups of pedestrians in their tracks.

Recently enhanced with more information about what we do as a General Lighthouse Authority and maritime charity, the two signs regularly attract passing office workers, tourists, day trippers and even—perhaps surprisingly—the occasional teenager.

I mention the above as a way of saying that the story of Trinity House—its variety as much as its longevity—holds a strong appeal for a great many people; the great majority of that is thanks to the hard work and intelligence of our people, past and present, which is why it was such a pleasure to be able to reinstate our annual staff awards ceremony after the hiatus forced upon us by successive

lockdowns. Please be sure to read the feature later in this journal, to see the breadth and depth of work put in by our people towards the goal of maritime safety.

A similar expression of impressed gratitude was made by HRH The Princess Royal earlier this year when she visited our two lighthouses on Lundy Island in her capacity as Master of Trinity House. Our Engineering and Operations teams were visibly proud to show the Master the work and resourcefulness that had gone into modernising Lundy North Lighthouse; congratulations are due to everyone at Trinity House for working towards such a first-rate result.

We were pleased to receive an invitation from the British Antarctic Survey to send four of our Merchant Navy Scholarship Scheme Cadets on the celebrated research vessel RRS *Sir David Attenborough*. It demonstrates the high regard in which the charity's cadet sponsorship scheme is held



in industry; hearing reports back from the Cadets shows it to be an enormously exciting undertaking ahead of a great career.

I would like to welcome two new Elder Brethren to the Court. Mr Lance Batchelor and Rear Admiral Ian Moncrieff were both sworn in at a meeting of the Court on 18 October, and both will join the Corporate Board. It is always a pleasure to bring new perspectives into the Court's pool of expertise, and Lance and Ian do exactly that.

Lance and Ian replace, respectively, Mr Richard Sadler and Rear-Admiral David Snelson; I would like to thank Richard and David for their invaluable service to the Board, and I look forward to continuing to work with them both at Court.

It was with great sorrow that the Master, Wardens, Assistants, Fraternity and all the staff of the Corporation of Trinity House marked the passing of Her Majesty Queen Elizabeth II on 8 September.

We are proud of our long association with Her Majesty Queen Elizabeth and of our service to her through our Royal Charter. We are grateful to both Her Majesty and to the late Duke of Edinburgh for their support and encouragement over the decades, not just to Trinity House but to many other organisations providing safety for those at sea.

Finally, I would like to mention the sad passing of our Navigation Support Officer Martin Thomas, after a battle with cancer. It is a point of great sadness that he was not able to retire to enjoy the fruits of his long labours, having worked at Trinity House for a period just short of 45 years. He will be missed by everyone at our London headquarters and much farther beyond.

**Captain Ian McNaught**  
Deputy Master



# Review of the last six months

Looking back at highlights from Trinity House's calendar.

JUNE 2022

## Platinum Jubilee Festival of the Sea

As part of the Queen's Platinum Jubilee Celebrations, the Royal Hospital School in Holbrook, Suffolk, arranged a 'Festival of the Sea' event to which Trinity House was invited to set up a stand. It was a nautical themed day where a number of maritime related organisations gathered and promoted their own organisation with displays, leaflets and other handouts explaining their roles.

It was a varied day with lots of visitors to our stand learning about our role in the maritime world as well as our Merchant Navy Scholarship Scheme that provides financial support for young people seeking careers as officers in the Merchant Navy.



MARCH 2022

## End of service for No. 20 Lightvessel



LV20 was built at Phillip and Sons of Dartmouth, the home of all but a handful of Trinity House Lightvessels. LV20 came into service at the very turn of the 1950s and 1960s in 1959. A very different time to today some 60 years plus in the future.

During the 1970s a flight deck was added to enable crew change by air. Having served in a manned configuration on numerous stations until the mid 1980s the vessel was converted from a manned diesel electric configuration to a

fully automated 240V AC diesel electric vessel. This was a major departure for Trinity House from the traditional manned lightvessel. In the following years as technology improved and methodology changed such items as the masts and the helideck were removed to reduce recurring maintenance costs.

As the LV fleet and the stations requiring marking reduced, the LV fleet was solarised. This 'reduction in the number of moving parts' led to a significant improvement in overall cost effectiveness.

LV20 being one of the class of LVs with a tubular tower variously described as deep water or high-sided or 20 class, served throughout the solarisation period up to the point when it became a 'cold' spare as the remaining 20 class vessels were converted

from unmanned diesel electric configuration to unmanned solar powered configuration in 2011-12.

Since that time LV20 has remained a cold spare, available as a donor hull for possible solarisation moored in Harwich. Having reviewed the future need it was decided in 2021 that the vessel was surplus to requirement.

LV20 departed Harwich for a final time heading for the River Humber and New Holland where it will be recycled.





▼ Design Manager John Chilvers and PR and Records Assistant Nichole Kelly



JUNE 2022

## London Careers Festival

Fraternity Co-ordinator **Michelle Tindall** and PR and Records Assistant **Nichole Kelly** represented Trinity House at the London Careers Festival at the Guildhall, educating secondary school pupils about the role of Trinity House and in particular, the Merchant Navy Scholarship Scheme it offers to young people who are interested in a career with the Merchant Navy.



JUNE 2022

## The Queen's Platinum Jubilee Beacons

As part of the official Platinum Jubilee Weekend, more than 1,500 beacons were lit on 2 June 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.

We lit ceremonial beacons at a number of our lighthouses: Bardsey (Gwynedd), Flamborough Head (Yorkshire), Longstone (Tyne and Wear), Portland Bill (Dorset), South Stack (Anglesey) and St Catherine's (Isle of Wight). This photo shows the beacon at Bardsey Lighthouse, taken by the west coast Technical Manager **Jim Veall**.



JUNE 2022

## Cadets join RRS Sir David Attenborough

Four Trinity House Merchant Navy cadets joined celebrated polar research vessel RRS *Sir David Attenborough* in the Falkland Islands for a four-month training deployment, at the invitation of the British Antarctic Survey (BAS). During their time on board, the cadets undertook a range of activities and tasks as part of completing their MNTB Training Record Books, including vessel familiarisation, maintenance work and watchkeeping duties.

**Captain Nigel Hope**, Director of Maritime Training for Trinity House, remarked: "We are delighted BAS have selected Trinity House cadets to train on board RRS *Sir David Attenborough*, as the training opportunities that BAS can provide will be invaluable. Trinity House cadets train on board a variety of different vessels during their sea phases. We are looking forward to working with BAS on this long-term partnership."

JULY 2022

# THV Patricia at Cowes Week

The Deputy Master and the Directors of Operations and Navigational Requirements joined the Captain and ship's company on board THV Patricia while visiting Cowes for a reception on board. This crew photo was taken on 30 July and sent in by Chief Officer **James Charles**.



JULY 2022

## HRH The Master visits Lundy Island lighthouses

On 22 July we were delighted to welcome HRH The Princess Royal—in her capacity as Master of Trinity House—to Lundy North Lighthouse in the Bristol Channel, where she met staff from the project team to learn about the upgraded aid to navigation systems and the challenges overcome.

Once the upgraded lighthouse had been inspected, HRH was escorted to the southern end of the island to visit Lundy South Lighthouse, with a tour around the station by our proud Field Operations South team.



JULY 2022

## New information signs outside Trinity House London

The timeline signs installed on the railings outside Trinity House in London for the 500th anniversary in 2014 were showing signs of deterioration, so Trinity House designed two new signs to replace them.

The two six-metre-long signs include a map of our major aids to navigation, our history, the A to Z illustrated guide, our work as a General Lighthouse Authority and maritime charity, as well as short descriptions of our work with wrecks and dangers at sea, cadet training and our support vessels.

The signs were installed and have so far been a big draw for passers-by, with many stopping to read the story of Trinity House.



SEPTEMBER 2022

## Photography competition winner

Congratulations to **Scott Tacchi**, the winner of our annual photographic competition. His photograph of Les Hanois Lighthouse features on the cover of our 2023 calendar.

Every year Trinity House holds a photography competition. The winning images appear in our annual calendar. The competition is open to photos of Trinity House's many lighthouses, vessels, depots and buoys.



Find out more on our website:

[www.trinityhouse.co.uk/photography-competition](http://www.trinityhouse.co.uk/photography-competition)





#### How to Order

Your order can be placed online; please visit our shop at [www.trinityhouse.co.uk](http://www.trinityhouse.co.uk) or call 01255 245156 where one of the Commercial team will be able to process your order.



# Trinity House 2023 Calendar

**B**ack with a slightly updated design this year, the 2023 calendar showcases Trinity House through a variety of stunning images, their beauty captured by you and submitted to our annual Photography Competition. These photographs not only display our stunning lighthouses in their unique settings but also feature our hard-working ships and buoys.

This year you will see lighthouses including Les Hanois Lighthouse, built by Trinity House in 1862. Wolf Rock Lighthouse, the first rock lighthouse to have a helideck constructed on top of

the lantern housing, and South Stack Lighthouse, which marks a tiny islet off Anglesey at the north west tip of Wales. Our Rapid Intervention Vessel *THV Alert* is the featured image for December.

The calendar is printed throughout in full colour on white silk paper size: 300 x 300mm, opening to 600 x 600mm with a gloss lamination to the front cover.

We are committed to stopping producing avoidable plastic waste and as such the calendar will arrive packaged within the boarded mailing envelope.

**Prices start from £8.99 excluding postage.**



**Enter Now**  
Our photography competition is still open for entries. Please visit our website for more information and to view our terms and conditions.





# Coming events

A brief look at selected highlights from our forthcoming calendar.

## Remembrance Day Wreath Laying Service at Tower Hill Merchant Navy Memorial and Lloyd's

11 and 13 November

The Remembrance Day wreath laying service will take place at Tower Hill Merchant Navy Memorial on Sunday 13 November 2022 in a ceremony remembering those who have lost their lives at sea. The Lloyd's Remembrance Day ceremony will take place on Friday 11 November 2022. Deputy Master **Captain Ian McNaught** will represent Trinity House at the events.



## Merchant Navy Medal for Meritorious Service ceremony

22 November, Trinity House

The Merchant Navy Medal for Meritorious Service is a state award within the British honours system, awarded to those who are serving or have served in the Merchant Navy and fishing fleets of the UK, Isle of Man or Channel Islands for exemplary service and devotion to duty, rewarding those who have set an outstanding example to others. The names of the recipients are announced each year on Merchant Navy Day (3 September) and the medals are

awarded, on or around that date, by HRH The Princess Royal in her capacity as Master of Trinity House.

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



## Staff Awards

14 November

The Trinity House Staff Awards will once again take place in November after a gap of two years caused by the pandemic. We look forward to congratulating our staff on this happy occasion.

## Carol Service

7 December, St Olave's Church

The annual Trinity House Carol Service is to be held at St Olave's on 7 December 2022, led by The Reverend Canon Arani Sen, Rector of St Olave's. The service will be open to the family of the Corporation: staff and their partners, beneficiaries from the Walmer almshouses and the Elder and Younger Brethren of the Fraternity. On conclusion of the service, there will be a reception at Trinity House.







▲ HM The Queen at THV Galatea naming ceremony 2007.

▼ A crowd gathers to watch HM The Queen reopen Trinity House in 1953.



▲ HM The Queen and HRH Prince Philip reopen the rebuilt Trinity House in 1953.

and is one of which the City of London can be justly proud.

*“The Corporation of Trinity House has a great record of public service and of charitable benefaction. For centuries, its members have been the Good Samaritans of the sea. I should like to take this opportunity of telling all those who have ever been associated with our Lighthouse and Pilotage services how deeply I appreciate their work and their devotion to duty on which depends the safety of those who sail the seas around these islands.”*

Deputy Master Captain Ian McNaught marked the passing of Her Majesty with the following words:

*“We are proud of our long association with Her Majesty Queen Elizabeth and of our service to her through our Royal Charter. We are grateful to both Her Majesty and to the late Duke of Edinburgh for their support and encouragement over the decades, not just to Trinity House but to many other organisations providing safety for those at sea.*

*Our thoughts and best wishes are with the family at this time.”*

▼ The Royal Family attends a luncheon in their honour at Trinity House in 1975.



# HM Queen Elizabeth II

Trinity House marks the passing of HM Queen Elizabeth II.

It is with great sorrow that the Master, Wardens, Assistants, Fraternity and all the staff of the Corporation of Trinity House mark the passing of Her Majesty Queen Elizabeth II on 8 September 2022.

Trinity House is proud of its long-standing association with the Royal Family and has been honoured to welcome Her Majesty to a number of Trinity House events throughout the second half of the 20th century and the start of the 21st.

Queen Elizabeth opened the newly rebuilt Trinity House on Trafalgar Day (21 October) in 1953. HRH Prince Philip, The Duke of Edinburgh had been sworn in as an Elder Brother on 6 June 1952, and accompanied Her Majesty on the visit.

Another visit of note was Her Majesty’s attendance at a luncheon at Trinity House on 4 December 1975, accompanied by HRH The Duke of Edinburgh and HRH The Prince of Wales.

In more recent times, Trinity House had the honour of inviting Her Majesty to name THV Galatea at a ceremony in the Pool of London in 2007, once again accompanied by HRH The

Duke of Edinburgh in his role as Master of the Corporation.

On each of those occasions, Her Majesty met staff with engaging questions and supportive comments. On the occasion of the re-opening of Trinity House after its near-destruction in the Blitz, Her Majesty offered the following kind words:

*“Following the tradition of our Family, which I hope will be long maintained, my Father was an Elder Brother of Trinity House, and, as you know, had intended to open your new building. I am therefore especially glad that I can today carry out his wishes, and join with you in celebrating your return to your historic home. This new building is a noble replica of the old House, so tragically destroyed,*



# Fraternity news

A review of new appointments, honours and obituaries.

## New Elder Brethren

At a meeting of the Court on 18 October 2022, Trinity House swore in two new Elder Brethren, both of whom will join the Corporate Board.

Mr Lance Batchelor will become one of the Corporate Board's two Business Assistants, replacing Mr Richard Sadler who stepped down from the role in the autumn.

Rear Admiral Ian Moncrieff will become one of the Corporate Board's eight Mariner Assistants, replacing Rear-Admiral David Snelson who stepped down from the role in June.

Deputy Master Captain Ian McNaught welcomed both to the Court:

*"It is always a pleasure to bring new perspectives into the Court's pool of expertise, and both Lance and Ian do exactly that. I look forward to working with them both at Corporate Board and putting their experience and counsel to good use in service of the Board's various charitable aims."*

*"I would also like to thank Richard and David for their invaluable service to the Board; I look forward to seeing them at fraternity events in the future."*

### Mr Lance Batchelor

Lance Batchelor is the Chairman of several UK tech-services businesses, including Ometria (a digital marketing platform), Workwise (an onboarding app for gig economy workers) and Appello (digital monitoring for the elderly).

Previously he was CEO of three well-known companies: Tesco Mobile, Domino's Pizza plc and Saga Plc. At Saga cruises Lance



oversaw the design, build and commissioning of two brand new 58,000 tonne cruise ships, *Spirit of Discovery* and *Spirit of Adventure*. He is particularly proud that the new ships wear the red ensign and are London registered.

Earlier in his career Lance served in senior marketing roles for P&G in Cincinnati, and Amazon.com based in Seattle. He holds a Harvard MBA.

Lance's first career was as a submarine warfare officer in the 1980s, in the last years of the previous Cold War. His naval career has come full circle; since 2018 he has been the senior external director on the Royal Navy's board. He holds the honorary rank of Captain RNR.

Lance spent eight years as a trustee of the National Gallery and is now a trustee of Royal Museums Greenwich.

Lance is an RYA Ocean Yachtmaster, and home ports his 37' sailing boat *Saphena* in Gosport.

He is married to Wendy, a tribunal judge, and they have four university age sons. Home, when not away sailing, is in rural West Berkshire.

## New Younger Brethren

(As at 5 July 2022)

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

**Mr Stephen Mark Cotton**, General Secretary, International Transport Workers' Federation.

**Mr Anthony Mark Dickinson** MNM, General Secretary, Nautilus International.

**Ms Nusrat Ghani MP** (Con, Wealden), Trustee, The Seafarers' Charity. Former Maritime Minister.

**Sir David Hempleman-Adams** KCVO OBE KStJ DL, Company Director, Cold Climates.

**Sir Edward James Holman**, The Honourable Mr Justice Holman, High Court Judge.

**Commander Michael Robert Hutchinson** RN, CO HMS *Tamar*.

**Captain Ajit Jacob**, Chief Examiner, Maritime & Coastguard Agency.

**Mr Iain Aitken Mackinnon**, Managing Director, The Mackinnon Partnership.

**Mr Patrick Joseph (Paddy) Rodgers**, Director, Royal Museums, London.

**Captain Adrian Scales** CMMar FNI, Director Nautical, Brookes Bell.

**Commander Anne Gillian Sullivan** MVO RN, Deputy Private Secretary to HRH The Princess Royal.

**Captain Susan Elspeth Thomson** MNM CMMar AFNI, Head of Operations Trading BP.

**Mr Peter Richard Thornton** MBE, Associate, Solicitor Advocate, Master Mariner, Hill Dickinson LLP.

**Mr Samuel Compton Swire**, Director, John Swire & Sons Ltd.

**Captain William (Will) Whatley**, Master, RRS *Sir David Attenborough*.

**Captain Michael Leslie Wood** MBE RN, Head of Force Development, Navy Command.



## Rear Admiral Ian Moncrieff CBE BA DL

A YB since 2007 and former Chief Executive of the UK Hydrographic Office (UKHO) from 2010 – 2015, Ian also served as UK National Hydrographer as a Rear Admiral from 2006. Qualified as a Principal Warfare Officer specialising in Communications, he served in the Royal Navy for 34 years, over half of which were spent in practical seagoing experience in nine warships and the Royal Yacht HMY *Britannia*.

His senior Command roles included Joint Command as Commander British Forces South Atlantic, the ice-breaker HMS *Endurance* and destroyer HMS *Nottingham*, and he was executive officer of the aircraft carrier, HMS *Invincible*. Ashore he filled a number of increasingly senior appointments in Plans & Programmes in MoD and HQs as well as a spell as the Chief Naval Signals Officer. He holds a Joint Honours Degree in Geography and Geology from 1977. He is a graduate of the Higher command & Staff Course and the Defence Strategic leadership Course. While at UKHO, he also passed the Institute of Directors examinations for the Certificate in Company Direction.



He was appointed CBE in HM The Queen's 2010 Birthday Honours List. He was a Non-Executive Director on the Port of London Authority Board from 2015-2021 and continues on the Operational and Safety Advice Panel for the British Antarctic Survey. He has three other voluntary roles: as a Deputy Lieutenant for Somerset since 2015, as a Governor of Taunton School since 2016, and as a Trustee of the Falklands Conservation charity since 2010.

He is a member of the Naval and Military and Antarctic clubs. He and his wife Marion live in Exmoor National Park with their working cocker spaniel Fergus.

## Honours

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

### HM The Queen's Birthday Honours List 2022:

#### CB

Rear Admiral  
**Iain Stuart Lower**,  
Younger Brother No 398.

#### OBE

**Theocharis Panaylotou (Harry) Theochari**,  
Younger Brother No 396,  
Chair Maritime UK

**We have been informed of the following award to a Member of the Fraternity this quarter:**

#### RGS FOUNDER'S MEDAL

**Sir David Hempleman-Adams**  
KCVO OBE KStJ DL, Younger

Brother No 447, awarded the Royal Geographical Society's Founder's Medal for 2022 'for enabling science through expeditions, and inspiring younger generations over the last 30 years.'

#### APPOINTMENT

**John Humphrey**,  
Younger Brother No 391,  
has been appointed HM Trade Commissioner to Africa. This was reported by the Department for International Trade on 23 June during the Commonwealth Heads of Government Meeting (CHOGM) held in Kigali, Rwanda.

## Obituaries

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

### Captain Joe (Joseph Christopher) Clark

on 20 February 2022, aged 86, Younger Brother No 21. He was admitted in 1980.

He first went to sea in May 1953 as an Apprentice and over the following 19 years served in various vessels of the Royal Mail Lines and Furness Withy trading to North and South America, the West Indies and the Mediterranean. He obtained his Master's certificate in 1962.

During 1963 and 1964 he was seconded to the Marine Division of the International Labour Office in Geneva.

As Chief Officer in 1972 he left Furness Withy and joined Maersk & Co of London, a subsidiary of AP Møller of Copenhagen and served in *Maersk Captain* trading to the Far East and the following year served in *Maersk Commander* on the same trade.

He attained his first command in 1973, of *Maersk Commander* trading world wide. He remained in command of that vessel and subsequently commanded *Maersk Cadet* to 1978.

In 1978 / 1979 he commanded *Knud Maersk* of A P Møller, Japan, trading out of Singapore to ports in Japan, to Bangkok and to Indonesian ports.

---

**Captain Roy Henry Stanbrook** on 14 July 2022, aged 64, Younger Brother No 212. He was admitted in 2008.

He went to sea in 1978 with the Royal Fleet Auxiliary joining *Hebe* and to 1991 served from Third Officer to First Officer and Principal Warfare Officer in various vessels of the RFA and the Royal Navy. He was one of the first RFA officers to be trained as a PWO on exchange with the Royal Navy.

RFA service included the Falklands Conflict of 1982 during which his ship *Sir Galahad* was bombed. He also served in the first Gulf War of 1990 to 1991, in response to the Iraqi invasion and annexation of Kuwait.

From June 1992 to August 1996 he was senior lecturer on short courses on radar, ship simulator and manned models at Warsash Maritime Centre. For a year to October 1997 he was a surveyor providing advice to underwriters at British Marine Mutual. Then to August 2001 he was Operations Director at R Laphorn Co Ltd, responsible for the safe operation of 25 ships. For 15 months he served in the cableships *Monarch* and *Iris* of the BT Marine Fleet. His first command was as relief CO from 1994 to 1996 in the Sea Cadets TS *Royalist*.

Later in 2001 he joined the Port of London Authority as deputy Harbour Master (Lower District) and was promoted Harbour Master in 2007.

From 2007 he served on the Management Committee of TS *Lennox*, the Gravesend Sea Cadet Unit.

With The Nautical Institute he was chair of the Solent Branch from 1993 to 1995 and represented the International Harbour Masters' Association at IALA, at the UK Major Ports Group and other forums.

Following his time with the PLA he was CEO of Gibraltar Port Authority and Captain of the Port. In 2014 he moved to the Port of Melbourne as Harbour Master from whence he retired in 2020.

# Helping navigate a brighter future

As the project to modernise Lynmouth Foreland Lighthouse nears completion, Project Engineer **Phil Hawtin** describes the works done to update the aid to navigation systems.

**L**ynmouth Foreland Lighthouse is positioned in Devon, on the northern-most tip of the Exmoor National Park, just east of the towns of Lynton and Lynmouth. The lighthouse is nestled on a steep hillside and—being north facing—is famed for not receiving much sunlight.

However, what it lacks in Vitamin D potential it makes up for with wildlife aplenty; Exmoor ponies are often found having a scratch on the gate posts and red deer casually make an appearance during the twilight hours, along with many visiting game birds and birds of prey.

Trinity House completed construction of the lighthouse in 1900; the tower is positioned lower down the cliff than the accommodation, making this one of the more unusual looking buildings and one of the few lighthouses that has more steps going down than up. The accommodation is now owned by the National Trust and rented out as a holiday let.



◀ The team disassembles the historical optic (seen above) to make way for the new LED lantern.

The first order catadioptric rotating lens has provided the navigation light throughout the station's history, including electrification in 1975 and departure of the lighthouse keepers following station automation in 1994.

The flash character of four white flashes every 15 seconds has remained unchanged over this lifetime, meaning the rotating optic has spun around floating on its mercury bath in excess of 250 million times!

With the aid to navigation equipment being over 25 years



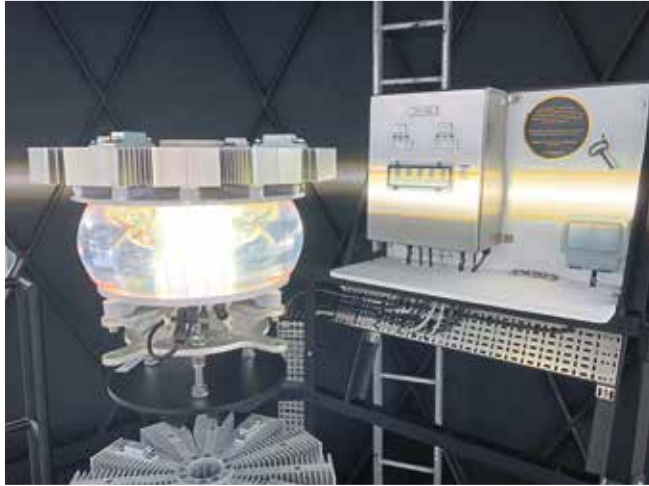
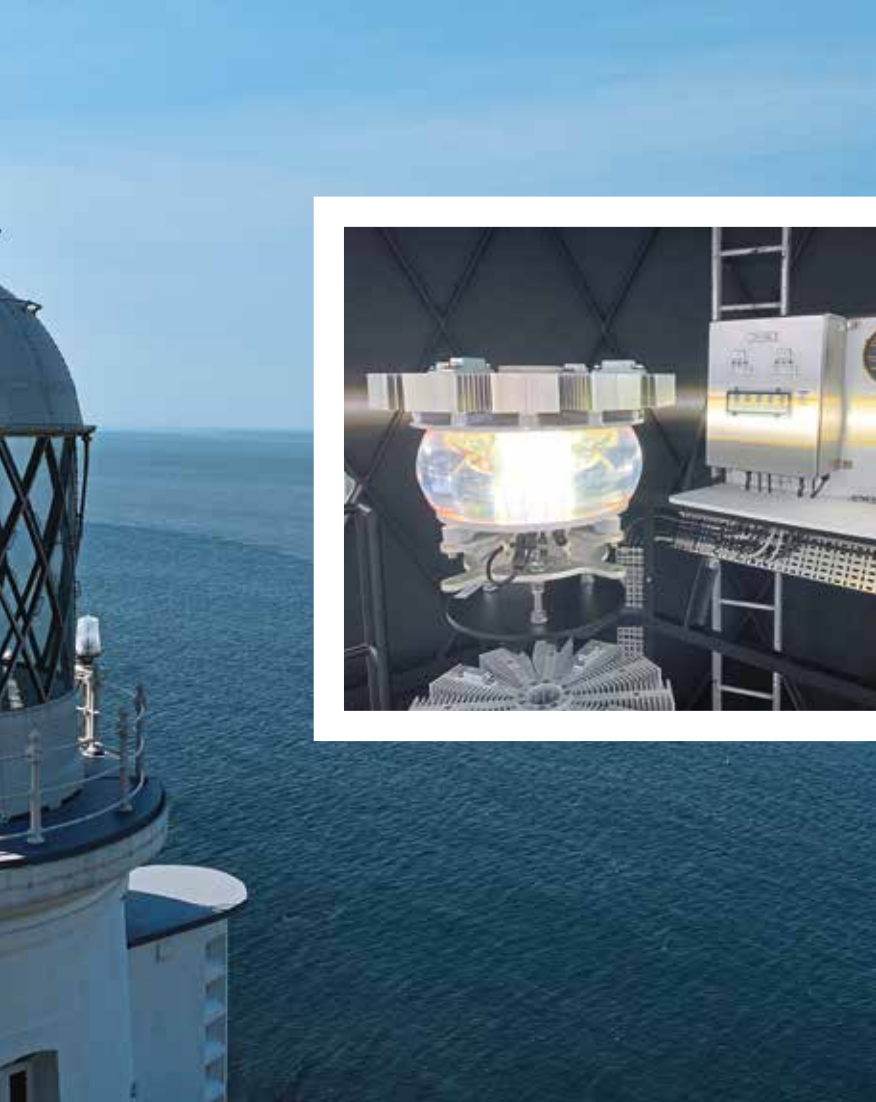
old, the station was in need of a modernisation project to ensure the station could continue to provide a reliable service for the next 20 years and more.

The new system design work and procurement of materials were completed in 2020. Unfortunately, due to lockdown, the listed building consent took much longer than usual—16 weeks in total—with some conditions placed upon the project including a level three historical building survey.

Early engagement between Project Manager **Mike Yaxley** and the National Trust enabled the accommodation to be block booked for use throughout the installation period, securing the idyllically-located property.

The road to the lighthouse is narrow, steep and over a mile long with multiple hairpin turns and daunting sheer drops. Walking the access road can be considered more than a brisk walk which is why for many years the keepers kept a barely roadworthy car at the lighthouse for driving up and down this private road.





This included the installation of the new LED lanterns, control equipment, batteries, wiring and a new lantern access platform based on an evolution of the Portland Bill Lighthouse platform design.

The inside of the lighthouse had some wall repairs carried out and was fully repainted just in time for the Christmas break. Commissioning was completed in January 2022, followed by some snagging works and a soak test period.

The demobilisation was carried out using the helicopter and THV *Galatea* in February and the accommodation handed back to the National Trust with one week to spare before the next holiday booking.

The optic was flown off and returned to Swansea stores awaiting a new home. Local interest was sought and a proposal was submitted by the Lynmouth Sailing Club, to display the optic (on loan from Trinity House) on Lynmouth seafront.

A successful viewing trial of the new LED navigation light was also completed in February marking another successful lighthouse upgrade project.

At the time of writing, official handover of the station was planned for completion in October.

Today a portion of the road and a section of cliff directly behind the lighthouse forms part of the South West Coast Path, with keen walkers often found passing through.

The tight bends and narrow access of this road prohibited the traditional mobilisation approach of simply delivering tools and equipment by van to a land-based lighthouse.

“The road to the lighthouse is narrow, steep and over a mile long with multiple hairpin turns and daunting sheer drops.”

In October 2021, all the equipment and tools required by the project were transported to Swansea, loaded on to THV *Galatea*, sailed to the Devon coastline and flown to station using the helicopter.

All underslung loads were carefully landed into the tight squeeze of the courtyard area and the Field Operations team on site

managed the manoeuvring of these loads to ensure enough space was available for the next incoming load. Once all loads were safely received, two temporary storage sheds were erected to house the majority of the tools and equipment.

Following the mobilisation to site, Field Operations personnel drained down the mercury and carefully dismantled the optic into wooden crates, positioned outside on a scaffold platform erected to provide additional space for heli-ops.

The dismantling of the optic was overseen and captured within a photographic record by a heritage consultant as part of listed building consent conditions.

Originally all installation works were to be completed by Field Operations personnel; however—due to issues outside of the project’s control—the bulk of the installation was carried out by our approved installation contractors.



# Royal Sovereign Lighthouse finishes its service

Royal Sovereign Lighthouse was decommissioned as an aid to navigation on 21 March 2022; Public Relations and Records Manager **Neil Jones** marks the station's 50 years of service.



**A**fter more than 50 years of reliable service as an aid to navigation, Trinity House turned off Royal Sovereign Lighthouse on 21 March 2022 at the end of its serviceable life.

Royal Sovereign Lighthouse was built in 1971 with a design life of 50 years. Having monitored the fabric of the lighthouse over the last decade and observing the expected signs of deterioration, Trinity House concluded that the ongoing safety of the mariner required that the structure be decommissioned.

The project to decommission the station was announced on 28 June 2019. At that time, Trinity House's Deputy Master **Captain Ian McNaught** said:

*"It is never an easy decision to discontinue and even remove such a prominent aid to navigation, but our first priority will always be the*

*safety of the mariner. Now that Royal Sovereign Lighthouse has reached the end of its serviceable life, it is time for us to take steps to ensure that the lighthouse itself does not become a hazard. There will be a lot of work involved for our engineers and our various other teams and we will be working extensively in collaboration with a number of organisations to ensure the success of this project."*

In anticipation of the removal of Royal Sovereign Lighthouse, Trinity House upgraded nearby Beachy Head Lighthouse; it also increased the capability of the offshore CS2 buoy and retained the nearby Royal Sovereign buoy. The upgrade to Beachy Head Lighthouse increased the number of solar panels around the base of its lantern gallery and installed a longer-range LED lantern; the CS2 lighted buoy will also benefit from an increase in range.



▲ Trinity House used a lightvessel to mark the Royal Sovereign station until 1971.

## An unusual tower

Royal Sovereign Lighthouse was brought into operation at noon on 6 September 1971.

The lighthouse is of concrete construction and was built in two sections on the beach at Newhaven. The base and vertical pillar section were floated into position and sunk on to a levelled area of the sea bed; the upper cabin section and superstructure were then floated over the pillar section. The pillar had an inner telescopic section which, when attached to the cabin, was jacked up 13 metres and locked into position.



## FACT FILE

At the time of decommissioning, Royal Sovereign Lighthouse had the following particulars.

**Built:** 1971

**Height of Tower:** 36 m

**Height of light above Mean High Water:** 28 m

**Automated:** 1994

**Lamp:** Tungsten Halogen

**Character:** Fl20s

**Intensity:** 3,976 candela

**Range of light:** 12 NM

Consulting Engineers, Contractors, the Department of Trade & Industry, the Chamber of Shipping and Civic and Public Organisations. With a farewell blast from the lighthouse's diaphone fog signal, THV Winston Churchill towed away the Royal Sovereign lightvessel, the last of the lightvessels which have marked the station since 1875.

*"The navigational light is provided from a 100W electric filament lamp, in conjunction with an AGA Catadioptric lens and has a clear weather range of 26 miles. The fog signal is a Stone Platt Omni-directional Diaphone with a range of 4-5 miles, and is powered by two diesel compressors, whilst power for the light, radio beacon and domestic needs are supplied by four 20kW diesel generators.*

*"Accommodation for the three keepers on duty and visiting mechanics includes bedrooms, hobby room, lounge, fully equipped kitchen and all mod. cons.*

*"The lighthouse is relieved monthly by helicopter. If sea conditions permit, access can also be made by a ladder or by using a crane and basket.*

*"The cost of building the Royal Sovereign, over £1½ million, was considerably higher than expected.*



*The whole civil engineering project however, incorporated many novel features in a hostile environment in which the engineering field is still a long way behind that of land work."*

### Royal visit

On Tuesday 30 July 1974, HRH the Duke of Edinburgh visited Beachy Head and Royal Sovereign Lighthouses in his capacity as Master of the Corporation of Trinity House.

HRH Prince Philip flew and landed a Wessex Helicopter from the Queens Flight on to the Royal Sovereign Lighthouse helicopter platform. He spent an hour aboard Royal Sovereign Lighthouse and not only inspected the lighthouse in great detail but was obviously very interested and impressed by all he saw aboard the 'lighthouse of the seventies'. After the inspection, Prince Philip flew into Eastbourne by helicopter and transferred to THV *Patricia* which took him out to Beachy Head Lighthouse where he carried out a similar inspection.

### Lights out

Before turning off the light, Trinity House's multi-function tender THV *Galatea* laid four cardinal buoys around the lighthouse to mark the hazard while works take place to remove it.

The light was turned off remotely by Trinity House's Director of Operations **Commodore Rob Dorey** in the Planning Centre at Harwich, Essex.

The next day, the Field Operations East team flew to the lighthouse to physically decommission the aid to navigation equipment and carry out preparatory works in advance of the removal of the station by contractors.

The cabin section contained accommodation for the keepers who manned the lighthouse before its automation in 1994. The flat upper deck of the cabin section provides a helicopter landing platform. The lighthouse tower, with the control room, fog signal room and lantern is located at one corner of the main deck with direct access to the cabin section below.

From the winter 1972 edition of Trinity House's Flash journal: *"After long delays during building, caused mainly by the unpredictable weather and various technical problems, the lighthouse was officially brought into operation at noon on 6 September, 1971. The commissioning ceremony was performed by the then Deputy Master, Captain Sir George Barnard, and was attended by other Board Members, Senior Officers, representatives from the*

*"It is never an easy decision to discontinue and even remove such a prominent aid to navigation."*







# Seeing the light

Senior Project Engineer **Rob Race** marks the successful completion of the project to upgrade St Catherine's Lighthouse on the Isle of Wight.

**S**t Catherine's Lighthouse, on the southern tip of the Isle of Wight, occupies a position that makes it a key waypoint and works with Portland Bill and Needles lighthouses to the west and Nab Tower and Beachy Head lighthouses to the east to aid vessels navigating in the English Channel and approaching the Solent.

The existing aids to navigation dated from a 1997 automation project and much of the equipment was considered to be obsolete and required replacement. A project to modernise the lighthouse was initiated in 2019 for completion in March 2022.

As with many lighthouse modernisation projects, one of the critical success factors is the removal of hazardous substances and materials. At St Catherine's this included the mercury, which was relied upon to rotate the Second Order optic. Prior to the modernisation, this optic had exhibited its unique flash character (one flash every five seconds) at the required range of 25NM for over 100 years. However, with the installation of modern flashing LED lanterns, the lighthouse can now achieve its navigation requirement without relying on the hazardous mercury.

“As with many lighthouse modernisation projects, one of the critical success factors is the removal of hazardous substances and materials.”

The optic was removed and a new lantern room platform installed, requiring Listed Building Consent due to the station's Grade II listing. These activities required careful planning and execution due to the size and weight of the elements involved, with the dismantled sections of the optic alone totalling 1,800kg; the combined weight of the mercury and transportation flasks was 650kg.

These tasks were aided by the assistance of a crane which had to be very carefully manoeuvred down the heavily restricted access road; a challenge in itself.

The design of the lantern room platform now affords our maintenance teams excellent access around the new lantern pedestal and a means of cleaning and replacing sections of the lantern room glazing panels. The lantern pedestal supports two LED lanterns—configured as a main and standby—which deliver the 18NM navigation requirement.



Further down the tower, a much consolidated electrical system comprising Trinity House's standard telemetry, power and lantern control cubicles deliver a reduced maintenance requirement. Much of this is housed within the service room alongside a newly-installed sector light. This light replaces the obsolete light source and still exhibits the 17° red sector with a range of 13NM and marks the Atherfield Ledge to the west of the lighthouse towards the Needles.

Elsewhere on the site, a new position for third-party equipment has allowed the removal of a deteriorated GRP building on the site and will eventually mean that access will no longer be required to one of the outbuildings that lies close to the eroding cliff edge.

In anticipation of the discontinuation of the DGPS system at this location, the backup TS3 engine and fuel system were removed from the day facilities building and returned to Harwich depot.

A further project will follow to remove the remaining DGPS infrastructure when that system is turned off. This includes equipment such as the main and standby beacon masts and the gantry structure on the lighthouse gallery.

The build-up to the execution of this project was significantly hampered by the COVID-19 pandemic and the associated lockdowns. Add to that a disruption to resource availability caused by other projects being delivered concurrently; the Trinity House teams and the installation contractors deserve great credit for completing these works on time and largely to budget.

# IALA status marks maritime milestone

Head of Legal and Risk **Thomas Arculus** marks the UK's part in elevating IALA's role in international maritime safety as another milestone is reached.

**T**he United Kingdom has become the seventh state to complete the ratification process for the international convention which will bring about the change of status of IALA from a non-governmental organisation (NGO) to that of an inter-governmental organisation (IGO).

On 5 May the UK completed its legislative process to ratify the *Convention on the International Organization for Marine Aids to Navigation* which was agreed at a diplomatic conference in Kuala Lumpur in early 2020 following

pre-diplomatic conferences in Marrakech and Istanbul.

The Convention was opened for signature by the French Government, which hosts IALA, in January 2021. The UK has joined Singapore, Norway, Japan, Malaysia, India and the Netherlands in ratifying (or in the case of

Japan, accepting) the Convention. Canada has subsequently ratified the Convention on 8 June.

Many other countries, including Ireland, are working towards ratifying the Convention soon.

The Convention will come into force on the 90th day after the 30th state has ratified it.

The UK, represented by Trinity House, was one of the four founding members of the International Association of Lighthouse Authorities which was established on 1 July 1957 and was renamed the International Association of



▲ Pictured is Longstone Lighthouse.



Marine Aids to Navigation and Lighthouse Authorities in 1998.

The IALA Council adopted a resolution in 2014 to begin the process of transition to become an IGO, a move which will give it equal status to other similar technical organisations such as the International Maritime Organization and the International Hydrographic Organization and will enhance the safety of marine navigation by giving greater prominence to IALA as the leading international expert body for marine aids to navigation.

In its new guise as an IGO IALA will remain a consultative, technical and not-for-profit organisation. Its principal aims and objectives will be the same as its predecessor, as enshrined in Article 3 of the Convention. The aim of the Organization is to bring together governments and organisations concerned with the regulation, provision, maintenance or operation of Marine Aids to Navigation in order to further the objectives.

## Objectives

(a) Fostering the safe and efficient movement of vessels through the improvement and harmonization of Marine Aids to Navigation worldwide for the benefit of the maritime community and the protection of the marine environment;

(b) Promoting access to technical cooperation and capacity building on all matters related to the development and transfer of expertise, science and technology in relation to Marine Aids to Navigation;

(c) Encouraging and facilitating the general adoption of the highest practicable standards in matters concerning Marine Aids to Navigation; and

(d) Providing for the exchange of information on matters under consideration by the Organization.



▲ IALA founders, 1957.

## Article 3 of the Convention on the International Organization for Marine Aids to Navigation

Trinity House, working with the Northern Lighthouse Board and the Department for Transport, has been a staunch supporter of the change of status project and was a key part of the UK delegation to the diplomatic and pre-diplomatic conferences as well as serving on various IALA committees and panels whose work on the detail of the Convention was essential to the progress of the change of status project.

Trinity House welcomes the ratification of the Convention as a significant milestone and will continue to participate in the activities of the IALA with enthusiasm once the change of status is complete.

▼ Third Preparatory Diplomatic Conference in Istanbul in March 2019.



# Maintaining mariner safety

Continuing our look at various roles around Trinity House, **Adie Thomas** describes her work as our Local Aids to Navigation Officer.

## Q What does the Local Aids to Navigation Officer do?

A I act as a key interface between local aid to navigation (AtoN) providers and Trinity House, communicating matters relating to the inspection of local aids to navigation. The scope of authorities includes—but is not limited to—ports, harbours, councils, utilities companies and renewable energy development companies.

By building strong relationships with these authorities, we are helping to maintain the safety of the mariner.

## Q Tell us about a typical day in the Local AtoN team.

A A typical day could begin with a casualty notification from a member of the public, notifying that a buoy has washed up on the beach. I would then investigate the charts for the area and our internal database to find the owner of the aid to navigation and contact them accordingly, advising that the buoy is missing and must be returned to station.

My mid-morning could consist of a meeting with our Inspector and Auditor to discuss the findings of the week and come up with solutions to any issues that have arisen.

My afternoon could then involve applications from authorities who are requesting to move their buoys, due to a shifting

channel or other marine works. I would chart the new positions, analyse the risks and impacts in the area and prepare an Examiners Form, with my comments and recommendations on the request, to assist the Navigation (Examiner) Manager prior to them being accepted and signed off.

## Q How do you process the data received from the inspection of 11,000 local aids to navigation?

A On a weekly basis, I receive an inspection report from our Inspector, detailing the inspection results for on average 300 aids to navigation. I send out correspondence to the authorities, communicating what issues need to be rectified. This prompts action at the local authority.

At the end of the year, I consolidate all of the statistics for our annual report to the Secretary of State, which is also used to direct Trinity House resources to the authorities requiring further auditing in the following year.

## Q Does your role allow you to go out and about?

A I have been fortunate to be able to join our Inspector of Seamarks for a week on the road at Lymington, Beaulieu and Exeter to observe the physical inspections of the aids and

meet some of the Harbour Masters. I usually liaise with from the office.

I also recently joined our Navigation (Examiner) Manager on THV *Patricia* for the Examiner's sign-off of the new light at St Catherine's Lighthouse.

## Q What has been a highlight during your time with Trinity House?

A My highlight at Trinity House is yet to happen in the coming months: I am the Project Lead for a redevelopment project, combining our internal AtoN management system and external AtoN availability database to a unified programme.

After a lot of hard work from the team, my highlight will be launch day for this new, online platform.

## Q Do you have a favourite part of the job?

A The preparation of our Annual Report to be delivered to the Secretary of State for the Department for Transport is definitely a highlight of the year. The whole team come together to consolidate the year's findings.

My role in this is the preparation and trend analysis of the performance statistics of the marine aids to navigation for the inspection year.







# Ready to ride the tide

UKSA caught up with Superyacht Cadetship graduate **Holly Barnard** to ask her about the wealth of experience she has picked up at sea and how being sponsored by Trinity House has helped her achieve her ambitions.

**H**olly Barnard learned to sail recreationally as a child, then threw herself into a host of different water sports. Many years later, she spent a summer in Croatia and rediscovered her love for sailing. This prompted her dramatic decision to drop out of university and start training at UKSA for a professional maritime career.

Through its UKSA Superyacht Cadetship Bursary, Trinity House supports young people like Holly who do not have the financial means to afford maritime training, helping them to access careers in the yachting industry.

Holly graduated from UKSA in February 2022, and we caught up with her this month on board SV *Sea Dragon* where she is 2nd Mate.







**Q Tell us how you got your job as 2nd mate on board SV Sea Dragon?**

**A** I had been following the works of Pangaea Exploration and EXXpedition for a number of years through different social media platforms. When my position as a Lead Flotilla Skipper fell through due to visa issues, I stumbled across the job advert through Pangaea’s Instagram. I was quick to get in touch with the land-based team who were equally prompt with their response.

During the online interview, the team had a quick discussion on mute and returned to me, unconventionally offering me the position there and then. A month later, they flew me out to Victoria, British Columbia, where I started on deck maintenance that next day.

**Q How many crew on board, and what are the different roles?**

**A** In total, there are three crew members on board; the Captain, 1st Mate and myself as 2nd Mate. *Sea Dragon* is a 72ft (22m), 90,000lb displacement steel hulled sailing vessel built in the UK in 2000. Formerly

known as a CB 37, she is one of 11t second-generation yachts built for the Global Challenge Race—one of the longest, most demanding ocean voyages ever made with an upwind, west-about 32,000km circumnavigation. In her new role, the boat provides a superb platform for rugged capability, capacity and efficiency with a naturally low environmental footprint; perfect for the type of remote sailing expeditions that we do.

**Q Describe a typical day for you.**

**A** 0600 wake up. Coffee. Make breakfast. Engine checks. Prep the deck. Engine on. Store away down below. Hook up. Navigate out of the anchorage. Main up. Yankee unfurled. Engine off. Venture towards next anchorage. HUMPBACK WHALE! Clean down below. Teach guests knots. PORPOISES! Deep chats on deck. BALD EAGLE! Teach navigation. Bake and make

lunch. ORCAS! Fix any niggles. Maybe put a reef in/shake out a reef/motor? Singing at the helm. BEARS! Giggle at the abundance of jumping salmon. Pilotage to anchorage/night sailing. Hook down. Put boat to bed.

Launch tender. Explore ashore. OTTERS! SNAKES! SEALS! BEARS! Venture up rivers. Explore rock pools. Hike trails. Back for dinner. Dinner on deck. Draw/read/swim/paddle board/play music/ukulele/games. Kettle on. Cuppa in hand. Watch the sunset. Anchor alarm on. Blog writing. Watch the sea light up bioluminescence. Night night.

**Q Thing you love most about your job?**

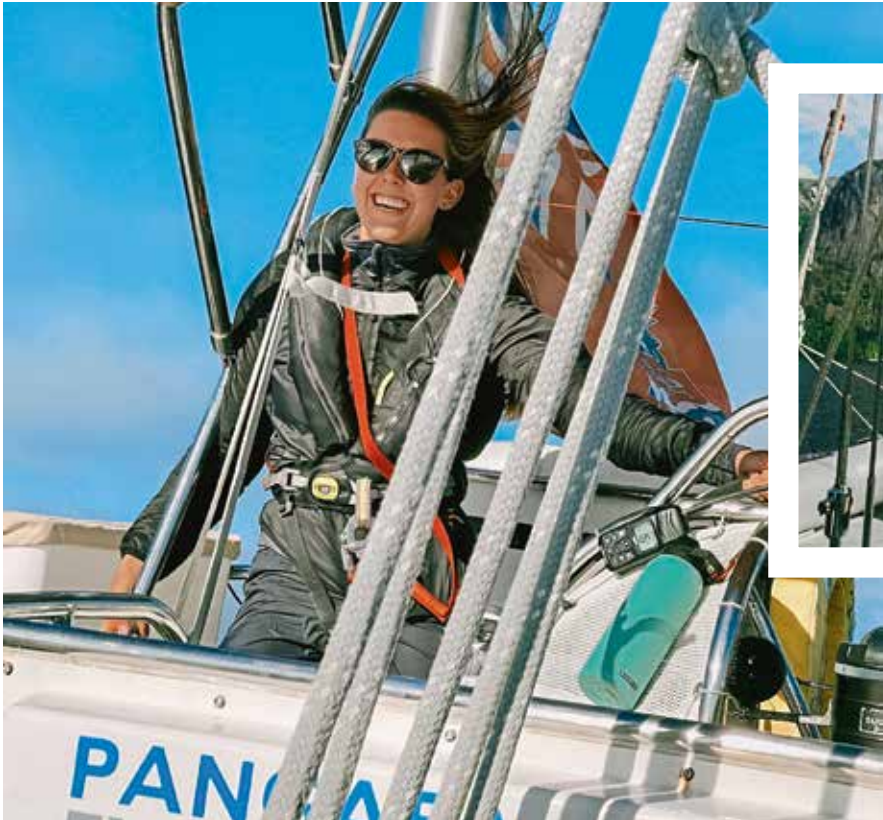
**A** Every day is an adventure. Exploring unknown territories, meeting new wildlife neighbours, and being able to sail to areas only accessible by boat is pretty spectacular. I’ve always loved being on and in the ocean, so living and working on it is a dream come true. I love travelling and discovering new places and cultures, plus being able to share these experiences with our guests and making their time on board unforgettable. We at Pangaea go to sea to observe, document, learn, listen and communicate.

As J.Y. Cousteau believed “*we must go and see for ourselves*”.

**Q Thing you like least about your job?**

**A** Spending long lengths of time away from family and friends. Not having enough time to enjoy my favourite sports and passions, like windsurfing/winging, hill walking or painting. Due to a strict itinerary and time schedule, the worst part of this job is having to sail past places that you want to go explore more of. There’s nothing more frustrating than sailing past a beautiful mountain ridge line, a spectacular beach or a quirky looking island and not being able to stop.

Putting a twist on this, I’ve made note of the places I’d like to revisit, marked them off on Navionics and one day I’ll return to them to go explore.



**Q Tell us what you've learned from working on board?**

**A** Every day on board is a school day. I'm constantly building my broad skillset, solving different problems and learning from my colleagues' experiences. Coming from an instructor background, I've learnt how to effectively teach guests how to safely handle a large vessel and teach basic navigation. I've become a somewhat savvy plumber, deck repairer and maintenance minion. I've understood the importance of clear communication amongst a small crew and how to stand up for myself when necessary.

**Q Most exciting place(s) you've seen?**

**A** Since joining onboard, we have sailed from Victoria BC Canada, through the infamous Inside Passage to Ketchikan, Alaska and back down to Vancouver. Shaped by the staggering forces of massive glaciers millions of years ago, the Inside Passage stretches 500 miles along the Pacific Ocean, full of

hidden and untouched inlets. We've explored trails only accessed by local bears and wolves, swum in natural hot water springs, waterfalls and glacier waters and eaten dinner on beaches only populated by seals, otters and seabirds.

**Q Tell us about the wildlife!**

**A** Words actually cannot describe the sheer vastness of wildlife we've come across. From breaching pods of humpback whales and orcas, to pesky peckish porpoises. We've observed grizzly bears foraging with their cubs, gazed at bald eagles diving for fish, swum with wild salmon the length of my leg, awwwed at otters playing amongst rocks, and aaahed at the amount of seals basking in the sun.

**Q Most interesting people you've met?**

**A** Everyone who has come on board *Sea Dragon* has an interesting story to tell. Each guest, regardless of their sailing experience, brings something unique to the boat as a

crew member. We've met different sailors on our passages also, one of whom was a guy circumnavigating with his Alaskan husky Shera.

**Q You will be working long hours; what is the pay like?**

**A** Currently, my position onboard is voluntary. When on board, you're always working so the hours are long. My job doesn't stop simply at my standing orders but includes creating a safe and encouraging space for guests to experience a hands-on and immersive environment on board. This position has enabled me to enhance many of my skills whilst developing new ones, and for me these are worth more than any pay cheque.

**Q How do you cope being far from home and away from family and friends?**

**A** Being away from loved ones is always tough, especially when you're living so remotely, sometimes without phone signal for weeks on end. You miss birthdays, you miss big family events, you miss holidays. You're always the one cancelling plans and cancelling calls, because when aboard you're always working. Thankfully, my friends and family are deeply supportive, patient and understanding, and for that they'll never know how grateful I truly am. Without each of them, I wouldn't be sailing the seas I am today. Travelling



the world has always been a dream of mine, and as selfish as I sometimes feel, I know that if I stayed at home, I would forever be craving the experiences I am currently living. My biggest fear in life is looking at the life I've led when I'm old and weathered, and regretting not living my potential, so I'm living it!

**Q Do you eat well on board?**

**A** On board *Sea Dragon*, our cuisine is delicious, hearty vegetarian food, made by all crew members on board. Each of us takes a turn to cook up a storm in the galley, sharing recipes with our guests and sometimes vice-versa.

**Q Do you have your own cabin or are you sharing?**

**A** I currently have my own cabin, cosy, simple and quiet. Perfect for some down time at the end of a full-on day.

**Q You're working towards your OOW modules; how will you fit this in with jobs on board?**

**A** At the minute, I'm working towards them by gaining invaluable real-life experience, exploring different waters, expanding my navigation, maintenance, and engine skills. When I'm settled in a more permanent role or between different gigs, I'll be back in the classroom gaining more qualifications and putting all my new skills to the test.

**Q The maritime industry is still playing catch-up in terms of diversity. Have you found it a disadvantage to be female? Can you see this being a barrier in the future?**

**A** How many times do you hear the phrase 'Male Captain' or 'Male Deckhand', vs the amount of times you hear 'Female Captain' or 'Female Deckhand'? The maritime world remains a male-dominated industry. Traditional mindsets and patriarchal norms are the biggest hurdles to accepting women on-deck. The representation of women in the sector is so meagre,

but times are definitely changing. Personally, I've never considered my gender to be a disadvantage to me, however I've had moments where being a woman has been a disadvantage. For instance, I've applied for several jobs that turned out were only considering male candidates. Truth is, to be considered and respected, you have to be better than a man, and potentially working up the career ladder will take longer than if you were male. Currently, only two per cent of yacht captains are female. Slowly, more and more women are being encouraged to seek careers on deck. What we need is the right support networks, and to be given the same opportunities as men. We do not need special privileges; we need to be given a chance.

"The day the gender distinction of deckhands and captains would be no longer necessary, we would have finally reached gender equality."

How I see it is, those who cannot see your potential beyond your gender, are simply not worth your time; it's their loss and your gain. I would never consider mine or anyone's gender to be an excuse



For more information contact [careers@uksa.org](mailto:careers@uksa.org) tel: +44 1983 203038

not to succeed. Success is achieved with perseverance.

The day the gender distinction of deckhands and captains would be no longer necessary, we would have finally reached gender equality.

**Q What's your long-term goal/aspiration in the maritime industry?**

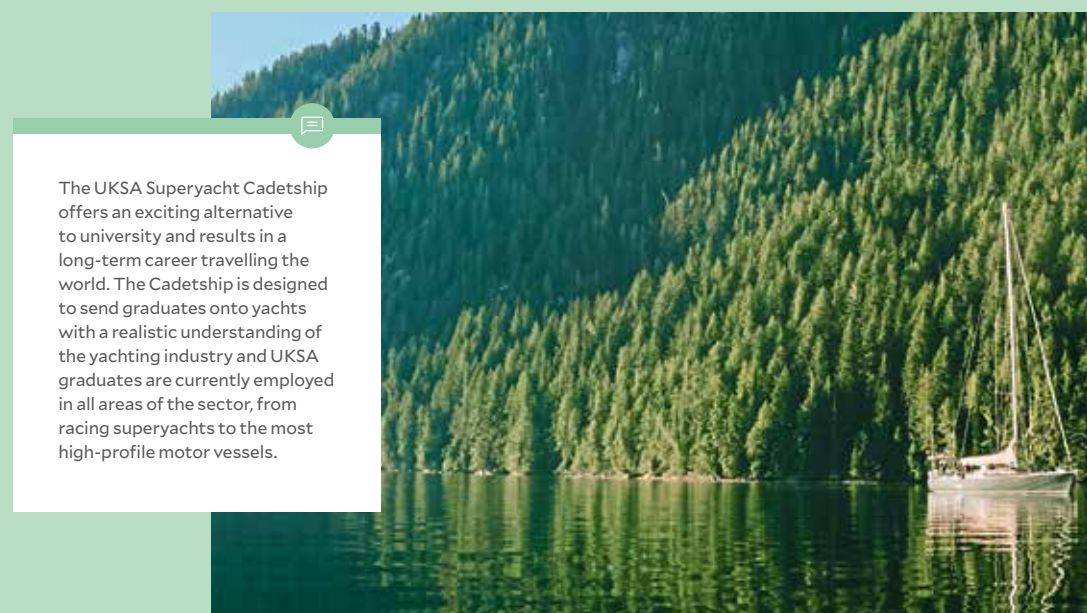
**A** My long-term goal within the maritime industry is to captain an exploration vessel, forever exploring new waters with fellow thalassophiles.

**Q What's next for you?**

**A** That's the million-dollar question. I usually just roll with the waves and go with the flow — you never know who you're going to meet and what opportunities may present themselves. My position on board *Sea Dragon* comes to an end mid-October, so I'll be keeping my eyes peeled for upcoming positions. The maritime industry is fast-paced, and you've got to be ready to ride the tide.

I will also be heading back to UKSA soon to complete some new courses, gain more qualifications, and catch up with friends—so stay tuned!

With the support of Trinity House, I have been given the opportunity of a lifetime.



The UKSA Superyacht Cadetship offers an exciting alternative to university and results in a long-term career travelling the world. The Cadetship is designed to send graduates onto yachts with a realistic understanding of the yachting industry and UKSA graduates are currently employed in all areas of the sector, from racing superyachts to the most high-profile motor vessels.



# 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

### The AHOY Centre – A Charity Changing People’s Lives Through Sailing & Rowing

**T**he AHOY Centre is proving that rowing and sailing are sports that can change the lives of young people in some of the most deprived areas of the country.

Based in Deptford, one of London’s most deprived areas, The AHOY Centre has provided disadvantaged, at-risk youth and disabled people with training through sailing, rowing and water-sport activities since 2003.

Their flagship scheme is a 15 month-long ‘Pathway to Employment’ apprenticeship, designed to equip young people with the skills they need for careers on or off the water. Apprentices on the scheme are taught valuable communications skills, leadership abilities and problem-solving

techniques while improving confidence and self-esteem.

Other opportunities extend from Royal Yachting Association sailing courses to apprenticeships in activity leadership, as well as land-based activities, such as after-school clubs, all of which build life skills, self-confidence and team building, which help with finding employment.

Dan O’Sullivan, Head of Fundraising at AHOY, says “We are passionate about helping less fortunate young people secure futures and careers they can be proud of and we believe sailing, rowing and water sports has the power to do this, despite their elitist reputation.”

Akoreda Adesina (bottom left) and Keon Ste-Froix are two

recent graduates of the scheme who have gone on to careers in maritime thanks to the skills learnt at The AHOY Centre.

Akoreda first came to the UK from Nigeria on his own four years ago and hasn’t looked back since undertaking an apprenticeship with The AHOY Centre. After bonding with the other apprentices like family, Akoreda is now looking to get his Boat Master’s licence with a reputable maritime firm and has ambitions to become a captain.

Keon says he wouldn’t hesitate to recommend the apprenticeship to anybody – especially those less fortunate.

“The work that it does, especially for youth who have been abandoned, or have been in the system, I think it definitely







## The Nottage Maritime Institute

The Nottage Maritime Institute (fondly known as “the Nottage”), sits on Wivenhoe’s Old Quay in Essex, beside the river Colne. It was founded in 1896, funded by a bequest from Captain Nottage, a wealthy Victorian yachtsman who wanted to support and help educate the local crewmen he employed from the region. Its remit was to teach navigation and seamanship, initially to professional sailors, and it has done this for over 125 years.

The Nottage has evolved as the world of working sail and yachting has changed and is now an RYA-certified training establishment, offering courses on a range of nautical skills and run as a registered charity.

As well as delivering the main RYA shore-based courses, the Nottage management committee and its tutors have regularly created and offered in-house courses on more informal and localised themes, so there is considerable expertise to draw upon for creating such courses. There is also the ongoing requirement stated in Captain Nottage’s bequest that the Nottage should aim to “enable yachtsmen and other sailors to improve themselves or make up their skills generally”.

Thus in 2018 an idea grew to create a new course for a more general and expanding target audience, one that was going afloat on an increasingly wide range of “vessels” for their leisure and enjoyment. And so the idea of the River Users’ Course was born.

In recent years there has been growing concern expressed by many different organisations over the rising use of personal watercraft on the country’s rivers, estuaries and coastal waters without due basic safety knowledge, prompting calls for appropriate training to become a requirement.

Jet skis have for some years been the main “personal watercraft” to generate this concern. However, recent years have seen substantial growth in users of other watercraft, including paddleboards, canoes, kayaks and rowing gigs, all of which join the traditional range of dinghy sailors, water skiers, speedboaters, windsurfers and yachtsmen, for whom there is an established curriculum of mostly RYA-supported training courses.

provides them with a lifeline and an opportunity to do better.”

AHOY offers inclusive programmes, open to all young people aged eight and upwards, and which has been adapted to ensure accessibility for people with disabilities and enable participation on an equal level. Trinity House Maritime Charity have been a long term supporter of the charity’s work and has recently granted AHOY funds toward instructor costs for its project delivery.

Dan says: “We’re grateful for the support and ever developing relationship with THMC. Its recent grant award will allow us to continue to deliver innovative training to disenfranchised young people and break down barriers to participation, raise aspirations and develop future generations through the power of waterborne activities.”



Wish to find out more and offer your support to AHOY? Please email Dan O’Sullivan: [Dan@ahoy.org.uk](mailto:Dan@ahoy.org.uk) or call 02039309493



▲ A meeting of the Nottage Maritime Institute.

It was to the newer “river users”, especially those new to the river Colne and its estuary serving Brightlingsea, Wivenhoe and Colchester, that the course was aimed, although all river users were encouraged to join.

The aim was to increase the safety of people who might otherwise head off, without any knowledge or understanding of the many features of being afloat, and would therefore potentially place themselves, or others, at risk.

The syllabus was based on generic themes, including: buoyancy aids, the threats of hypothermia, heatstroke, sunburn, dehydration, etc, basic pilotage, emergency equipment and procedures, weather, tidal streams, GPS and establishing position, rules of the road, legislation and insurance and further training opportunities. It also delivered local themes linking the above topics to locality, including: charts, publications and buoyage, other river users and their needs, ecology of the marine environment and sources of local information.

In December 2018, a proposal was submitted to the East Regional Grants Committee to seek funding to support the creation and subsidised delivery of the course by the Nottage. It was to be delivered as a one-day course, with the important feature of having a fee of only £10. This was to encourage people new to their sport, with little experience and with less incentive to take a longer RYA course. Without funding from a supporting body, the Nottage with its limited funds would not have been able to spend the time and money to create such a course and its teaching materials, and to offer it at such a low fee.

Trinity House came up trumps and generously awarded funding in December 2018. The course initially ran from March to November 2019, teaching 93 students, before stopping due to the pandemic. The course started again in September 2021 and continues to attract good support, mostly drawn by its growing reputation and promoted by the satisfied students.

It has proved to be a great success, attracting students new to their sport and the river, who have offered very useful feedback and helped to promote the course. This year, with further support and encouragement from the East Committee, the Nottage is now developing the course for the nearby Suffolk rivers of the Orwell and Stour.

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

HEALTH AND WELL-BEING

## The Sailors’ Society – There’s no vaccine against poor mental health

**W**e certainly live in unprecedented times. First, we were confronted

with a global physical health crisis; then, before we could take a breath, came a harsh economic crunch and the war in Ukraine.

The pandemic placed a huge strain on our mental health. Being locked up, isolated, socially distanced, uncertain and anxious is a reality we all became uncomfortably familiar with. And as a result, mental health issues were catapulted into the spotlight like never before. But in the maritime world, the pandemic highlighted a problem for our industry that is as old as the industry itself.







at Sea is making in the industry. Researcher Lauren Brown conducted the analysis with two crews—one had attended a Wellness at Sea workshop over the last two years and was part of a Wellness at Sea peer support programme, while the other had not attended any kind of training on wellness or mental health.

Findings confirmed the testimonials we have received from seafarers over the last decade. Nearly 10 per cent fewer seafarers who had taken part in Wellness at Sea training reported feeling anxious or worried at work compared to those who had not attended any wellness training (43.1 per cent vs 52.8 per cent), while 14 per cent fewer of the wellness-trained crew reported feeling sad at work (27 per cent vs 41.2 per cent).

Outside of the wellness programme, the last few years have also seen us adapt our traditional chaplaincy to ensure we're there when seafarers need our help, whether it's face-to-face, on WhatsApp or through our 24-7 helpline.

Our chaplaincy in ports across the world remains a core part of the charity's work, as recognised by Trinity House who kindly supported our UK chaplaincy and outreach work in 2021. With Sailors' Society chaplains and ship visitors in 87 ports worldwide, we reach out to 200,000 seafarers every year.

We bring phone cards and Wi-Fi units so seafarers can contact loved ones, take them to town or the doctor or dentist, listen to their stories from home or their worries and bring them provisions and small

treats. Small things that make a big difference to someone's wellbeing.

While the pandemic has taken its toll on seafarer mental health, it has also offered hope, and encouraged more in the industry to recognise the vital importance of that wellbeing.

It has been at the heart of Sailors' Society's work for more than 200 years now and will continue to be as we face the future together.

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

Because for seafarers, these conditions are nothing new. Life at sea can feel like an extreme version of lockdown—isolated, away from loved ones for long periods of time and maybe worried about health, finances and the future. Based on the rise in calls to our helpline and seafarers expressing anxiety and sadness, it is evident that the mental health of seafarers further deteriorated during the pandemic.

Since 2015, Sailors' Society's Wellness at Sea programme has been advocating a holistic

approach to seafarer training, while emphasising the importance of mental health support.

Our pioneering programme offers a range of tools to empower seafarers at all ranks to look after their own and others' wellbeing.

We provide facilitated in-class and online Wellness at Sea training, both for individuals and for organisations that want to better support the wellbeing of their crews. Since its launch, we've trained more than 34,000 seafarers.

We offer companies a free introduction to seafarer wellbeing through our Wellness at Sea Awareness Campaign, rolled out to crews over 27 weeks. Created in response to the pandemic, we've now expanded the initial programme to include families and shore staff. Last year, more than 60 companies participated in the campaign.

“Our pioneering programme offers a range of tools to empower seafarers at all ranks to look after their own and others' wellbeing.”

We're also currently updating our Wellness at Sea e-learning platform, kindly funded by Trinity House, in response to the pandemic and will be making it free for all seafarers to use when it launches.

We want to ensure as many seafarers as possible can benefit from the training.

A recent PHD research report, from the Rhodes University in South Africa, confirms the impact Wellness



# New training partnership with British Antarctic Survey

Trinity House Merchant Navy Cadets join prestigious polar research vessel RRS *Sir David Attenborough*, and we get an update from Trinity House Cadets **Cameron McFarlane** and **Joshua McLeod**.

**T**rinity House's Merchant Navy Scholarship Scheme Cadets will now be training with the British Antarctic Survey (BAS) on board its new state-of-the-art polar research vessel RRS *Sir David Attenborough*.

Four Trinity House Merchant Navy Cadets joined the vessel for the first time in May 2022 for a four-month training deployment. During their time on board, the cadets will undertake a range of activities and tasks as part of completing their MNTB Training Record Books, including vessel familiarisation, maintenance work and watchkeeping duties.

RRS *Sir David Attenborough* is one of the most advanced research vessels in the world and is set to transform ship-borne science in the Polar Regions. The ship was commissioned by NERC, was built by Cammell Laird and is operated by BAS.

BAS took delivery of RRS *Sir David Attenborough* in November 2020 and the ship departed the UK for its maiden voyage on 17 November 2021. The ship is currently sailing back to the UK following a successful first season in Antarctica, under the command of former Trinity House Merchant Navy Scholarship Scheme Cadet Captain Will Whatley.

"We are delighted BAS has selected Trinity House cadets to train on board RRS *Sir David Attenborough*"

Captain Nigel Hope, Director of Maritime Training for Trinity House, remarks: *"We are delighted BAS have selected Trinity House cadets to train on board RRS Sir David Attenborough, as the training opportunities that BAS can provide will be invaluable. Trinity House cadets train on board a variety of different vessels during their sea phases. We are looking forward to working with BAS on this long-term partnership."*

Captain Will Whatley, Master of RRS *Sir David Attenborough*, says: *"I started my career at sea as a Trinity House Cadet myself so it gives me great pleasure to be able to welcome this first group of cadets aboard our incredible new ship. This trip will give the cadets a fantastic experience as this ship has so many interesting features. I look forward to having Trinity House cadets on board RRS Sir David Attenborough for many years to come."*



Main image © Jenna Plank, BAS.





## Trinity House Cadet Joshua McLeod

I live in west Wales; growing up I was always surrounded by the sea, so it was only a matter of time before I took up a career in the Merchant Navy. I started my cadetship at Fleetwood Nautical Campus.

I have previously been on board a cable layer in the North Sea with Maersk Supply Service, a cruise ship in the Caribbean, and with Trinity House on board THV *Galatea* in the Irish Sea, continuing annual inspections of the aids to navigation around the UK.

As all my ship appointments have varied so much, between them it has allowed me to fine tune the skills required to become an officer as well as the opportunity to gain an insight into how different industries use the ocean, from renewable energy infrastructure to cruising around the Mediterranean.

I'm looking forward to my time on board as these opportunities don't arise often. A chance to learn on board a state-of-the-art research ship. I'm most looking forward to day-to-day operations, experiencing a new part of the world, and how the work that BAS does benefits the future of everyone.



## Trinity House Cadet Cameron McFarlane

I am one of the Trinity House Cadets joining the RRS *Sir David Attenborough*.

After only being home a week or so from my previous placement, I had a phone call about potentially working with the British Antarctic Survey. It definitely took me by surprise and I have to say that I was delighted to be chosen as one of the four cadets to join the RRS *Sir David Attenborough*. It is an amazing opportunity to be able to work on such a modern vessel.

Moving towards the end of my cadetship, I have completed the first parts of my studies at Humber Maritime College which has provided me with the base knowledge that I have used on my ship placements in practice. Working on a varying range of vessels has allowed me to develop these skills and understand how each sector of the maritime industry fits together. In fact, such a variation in the types of vessels I have been on board has given me the chance to fine tune each of the different skillsets in preparation to becoming an Officer. Working with ferries has given me a large insight into heavy traffic situations and the rules of the road and a cruise ship company has given me experience of the key maintenance tasks a 3rd mate would be responsible for. While working for an offshore company on a service operation vessel I have been given a large insight into people skills and management on board a vessel. All these experiences will be pulled together and honed on board the RRS *Sir David Attenborough*, preparing me for the final stages of my cadetship.

Although I have enjoyed working on all the vessels I have been on, I don't think I have been as excited as I am for this placement.



# Diversity Working Group

As the Chair of Trinity House's Diversity Working Group, Commodore **Bill Walworth** gives us an update on the group's activities and progress so far.

**S**tarting out as a Fraternity initiative, 12 months ago the Trinity House Diversity Working Group (DWG) welcomed Chitra Watson (HR Operations Manager) from the GLA and Vikki Muir (Head of Charitable Giving) and became truly representative of Trinity House.

The DWG is comprised of—from the Fraternity—Fran Collins, Theresa Crossley, Saurabh Sachdeva, Bill Walworth and Katy Ware and—from the GLA and Corporate Department—Neil Jones, Vikki Muir and Jenny Smith (replacing Chitra).

Since then, we've made steady progress. Our aim is to signpost ways to recruit employees and the fraternity from 100 per cent of the eligible population. To do that we need to attract the attention of women and members of ethnic minorities who may otherwise have looked in different directions for employment or a professional body.

The GLA has active initiatives for recruitment; the Fraternity are more concerned with raising awareness of the issue with the Brethren and doing all we can to appear inclusive and worthwhile. How we appear from the outside is key to success in both communities.

For the Fraternity, where our numbers are not representative of the population in general or even the maritime industry, we thought the website could do more to explain what the Fraternity offers. After some work, we think it does now.

That said, we consider Trinity House could do more to utilise the eminence of members of the Fraternity and we are looking at a more organised engagement with the maritime industry.

We have initiated a collaboration with Maritime UK, to be called the Maritime Leaders Forum, which will be an opportunity for us to attract authoritative speakers to address major maritime matters,

and for maritime leaders to offer their thoughts on these. There will be more on this forum shortly.

There are a disappointingly small number of women in senior roles in the industry, even in the City service sector, so the Fraternity inevitably reflects this, but we can still do better.

The GLA has a different problem. Engineering, and seafaring in







▲ The deck team working together to handle THV Galatea's workboat.

particular, have low numbers of women and ethnic minorities to recruit from. Both professions are working hard to overcome this at a national level, and the GLA staff are working hard to make their recruitment processes accessible.

Our two objectives for the next few months are to develop a set of values relevant to the Corporation

as a whole, and to become signatories to the Maritime UK Diversity Charter programme.

Finally, many of you responded to our survey earlier in the year, thank you. The results were reassuringly positive, even how we are seen from outside the Fraternity. There were very few negative responses.

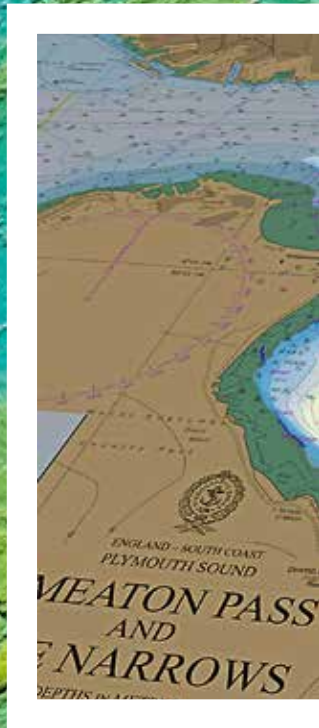
### Get in touch

We are confident members of the Fraternity will tell the Deputy Master, the Secretary or the Wardens if they feel we could do better; however, if anyone would like to expand on their thoughts or have advice to offer on the subject of diversity, please feel free to contact **william.walworth@trinityhouse.co.uk**

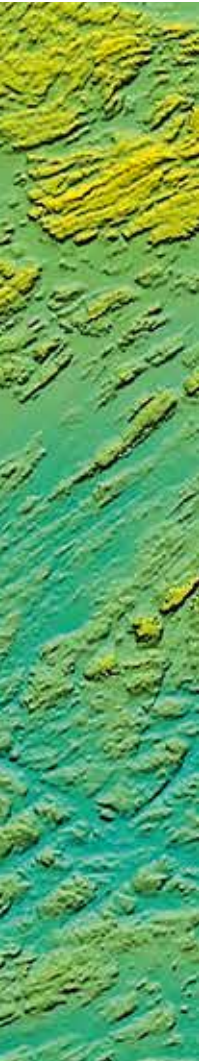


# Mapping out the future

UKCSM Multibeam survey  
of the seabed off Plymouth.  
(© UK Hydrographic Office)







Trinity House is one of the first organisations to join with the UK Hydrographic Office on the newly-established UK Centre for Seabed Mapping.

**T**he United Kingdom Hydrographic Office (UKHO) is inviting UK Government organisations involved in seabed mapping, who share common interests in optimising the UK's national maritime assets, to become a member of its newly-unveiled UK Centre for Seabed Mapping.

Trinity House was one of the first signatories to the new organisation and is part of the management committee, with the Director of Navigational Requirements **Commander Nigel Hare** as the Trinity House lead.

Trinity House has close ties with the UKHO, the Executive Agency sponsored by the Ministry

of Defence that is responsible —among other things—for processing hydrographic data, producing nautical charts and issuing navigation warnings.

The main link between our two organisations, though, is the Navigation team; we share with the UKHO around 25 routine hydrographic surveys each year that are undertaken by our vessels; we also work closely with the UKHO Navigation Warning Department when we are dealing with new dangers or wrecks.

The UK is a world leader in seabed mapping and there are over 30 UK public sector organisations that collect and use survey data. The UKHO has identified an

opportunity to establish and support a collaborative seabed mapping community which coordinates the collection,

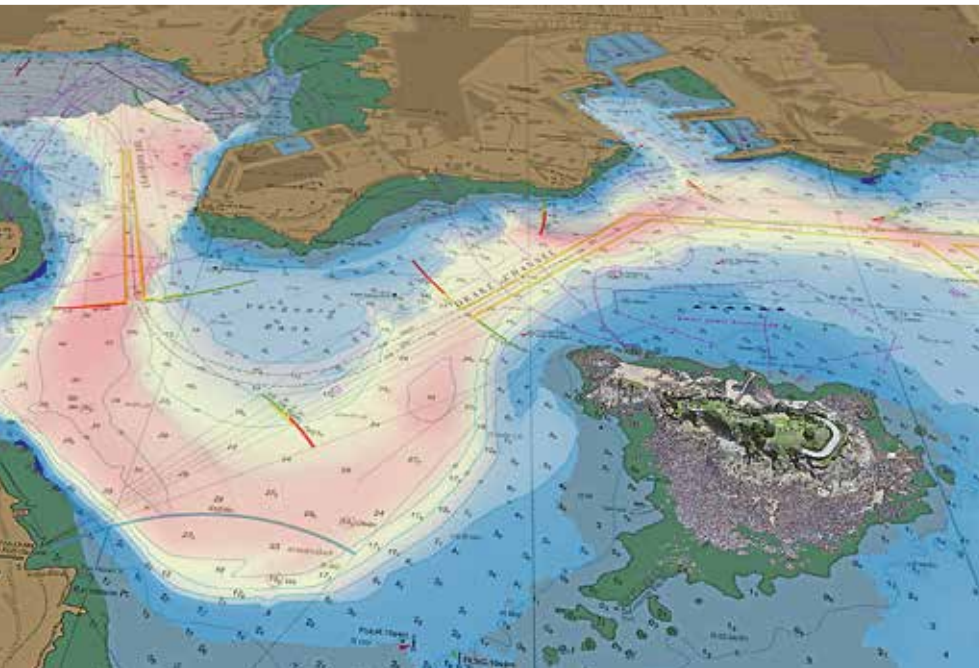
management and access of publicly funded survey data.

Nigel commented: *“The UKHO has made it clear that the UK Centre for Seabed Mapping has a remit to increase the coverage and quality of seabed mapping data collected using public funds, as well as making access to it easier. The Centre will also be in a good position to promote seabed data as a critical component of national infrastructure.*

*“Trinity House is seen as a significant and trusted partner in this venture and it is in our interest to be involved in the development of a better way of co-ordinating and sharing the data that is crucial to the decisions we make about the requirement for aids to navigation.”*

22 government agencies were involved in the inaugural Management Group meeting in June and the group is expected to grow. There will be a number of working groups established as part of the Centre with three identified initially: National Data Collaboration, International Data Collaboration and Data Collection Standards. Trinity House will contribute to workshops when possible.

Nigel added: *“We already have good links with the UKHO, but they will become even stronger through our participation with the Centre for Seabed Mapping. We are fortunate that Emma Brown, who recently left the Navigation Department, is now one of the key UKHO staff members in the Centre and we look forward to continuing to work with Emma and with her colleagues in this important new venture.”*







# Proud to have faced the challenge

Former Chief Executive **Brian Johnson** reflects on the last four years and the MCA's work to prevent the loss of life on the coast and at sea, after handing over the reins to an interim leader this autumn.

**T**he Maritime and Coastguard Agency (MCA) is a remarkable organisation and the last few years have seen a real sense of change in both the way the Agency works and how we've secured our place in the wider maritime agenda.

We've taken huge strides as a world leader in maritime innovation and in supporting the UK maritime economy and transport. There is plenty to celebrate and show the wider world that what we do really matters.

As an Executive Agency of the Department for Transport, maritime safety is at the forefront of all we do. This includes rescuing those in need, protecting people as they travel or work on board ships, trawlers, ferries and boats and finding sustainable solutions to the real challenge of climate change.

The spotlight has been on the MCA in a huge way and the way all our people have risen to the expected, and unexpected, series of challenges will remain a source of pride. From this year's celebrations for

200 years of Her Majesty's Coastguard to the work on the safety of ships through survey and inspection; from the huge successes highlighted by the audit of the UK Maritime Administration carried out by the International Maritime Organization to the ongoing fight to take up the rights of seafarers.

## Rising to the challenges

Thankfully this year has seen the return to a more normal way of working after a challenging couple of years following the impact of the coronavirus pandemic.

That time presented special difficulties for our survey and inspection teams and for our frontline maritime emergency service, HM Coastguard. The work of our coastguard rescue service significantly increased; it responded to 33,000 incidents in 2020-21, sometimes in the most difficult of conditions.

There are teams in operations and coastal areas across the UK and they are supported by around 3,500 fantastic and dedicated volunteers in our Coastguard Rescue Service who respond magnificently to coastal emergencies. They also support other emergency services and partners through mutual aid, often in high profile incidents that go beyond the usual work of the Coastguard, such as support for people affected by flooding and taking a lead role, such as in the rescue of people from the train derailment at Stonehaven in Scotland two years ago.

## Ship safety

The work of the surveyors and regulators is vital now and in the future, with an ongoing programme of improvements such as how we deliver and review the work that's done to keep seafarers and passengers safe and finding better ways to support the industry without compromising safety for seafarers and passengers. Seafarers can carry out their work knowing they are protected by the laws and rules written into law by our MCA team which are enforced by our surveyors and regulatory compliance team.



Our UK Ship Register has been rated as top in the Paris Memorandum of Understanding league table of high performing Flag States. It demonstrated that the UK operates a quality Ship Register and will lead to reductions in the frequency of inspections undertaken of UK-registered vessels by other Flag States.

**Decarbonisation and leadership**

The MCA is now playing a major role in supporting the decarbonisation of shipping. With a dedicated team, we are helping the sector to converge on sustainable propulsion solutions and ensuring that regulation does not become a barrier to implementation.

The introduction of new fuels will result in extraordinary changes to the environment that shipping operates in. We are working with the whole sector in implementing changes to how merchant shipping officers of the future are trained, in making the necessary changes to regulation and in working with our colleagues at the Department for Transport and commercial partners to implement commercial demonstration projects.

The UK is a world leader in autonomous shipping and the MCA is playing its part in ensuring that we have a leading-edge regulatory system to enable adoption of increasingly sophisticated automation in the UK.

All of this provides a huge opportunity to turn around a maritime economy in the UK and we have established the UK Shipping Concierge, alongside the Department for International Trade, which provides a 'one stop shop' to support shipping operators wanting to access the unique suite of services available in the UK.

“The MCA will continue to play its part supporting the national and international drive towards zero carbon emissions from shipping.”

**What is the MCA?**

The Maritime and Coastguard Agency (MCA) is an Executive Agency of the Department for Transport (DfT).

We provide a 24-hour maritime and coastal search and rescue emergency coordination and response service for the United Kingdom.

We produce legislation and guidance and provide certification to ships and seafarers. Through our survey and inspection regime, we enforce standards for ship safety, security, pollution prevention and seafarer health, safety and welfare. We promote maritime standards, encourage economic growth and minimise the maritime sector's environmental impact.



**What's ahead?**

For the coming year, passenger and fishing safety, new technologies and a greener future have been identified as the top priorities. The Agency continues to focus on maritime safety, pledging to improve how it responds to search and rescue incidents, promising to prioritise safety inspections on domestic passenger ships and fishing vessels.

Fishing is recognised as one of the most dangerous jobs in the UK and it's the MCA's ongoing mission to continue to improve health and safety standards. Our teams work closely with partners in the Fishing Industry Safety Group to help reduce the number of deaths in the industry, with the aim of eliminating preventable deaths by 2027. This is done through measures such as the updated Small Fishing Vessel Code introduced last year which addresses crew protection and man overboard recovery, construction, watertight and weathertight integrity, stability, machinery, electrical installations and in and out of water inspections.

With the challenges facing the world from climate change, the MCA will continue to play its part supporting the national and international drive towards zero carbon emissions from shipping.

The UK Maritime Services team has pledged to deliver digitised processes for seafarers including an online certification service by March 2023. It has also promised to make sure it offers 95 per cent of candidates an exam at an MCA venue within 21 days of a request in that same time frame as part of its work to transform seafarer training.





### Bio

**Brian Johnson** joined the Maritime and Coastguard Agency as Chief Executive Officer in November 2018, bringing with him senior leadership experience gained over 30 years across industry.

A graduate in chemical engineering from Cambridge University, Brian's career started with ICI where he spent 15 years. He went on to work at Tate and Lyle, Remploy and the affordable housing sector where he was CEO of three companies over 13 years.

Her Majesty's Coastguard will continue to maintain its high standards by reviewing search and rescue and pollution incidents to look for ways to improve its response. It is also launching a website to help promote safety messages to the wider public.

As part of the continuing commitment to bringing in technology, the MCA will be awarding the contract for the next generation of aviation support for HM Coastguard which has undergone a complex and rigorous contracts process. At the time of writing this article, the announcement date is yet to be confirmed but it is likely to be widely publicised. It will herald the start of another exciting time as we look forward to seeing the next generation of air support for search and rescue.

### An extraordinary organisation

It's been a time to look back and to look forward at an Agency whose people do remarkable work. And now is the right time for me to take a step back, to let a highly capable Executive Team take up the reins of the work and continue to do amazing things.

# From the archives

1622

In the Parish Church of Stepney, there is a Monument in memory of Sir Thomas Spert, erected in 1622 with the following inscription:

**DOM**

Hereunder was laid up the bodie of Sir Thomas Spert, Knight, sometime Comptroller of the Navy to King Henry the 8th, and both the First Founder and Master of that Worthie Society or Corporation called the Trinity Howse.

He lived enobled by his own worth, and died the 8 of September in the year 1541. To whose pious memory the said Corporation hath gratefully erected this monument.

*Not that he needed monuments of stone  
For his well gotten fame to rest upon;  
But this was rear'd to testifie that he  
Lives in their loves that surviving be;  
For unto Virtue who first raised his name,  
He left the preservation of the same;  
And to posterity remain it shall,  
When brass and marble monuments do fall.  
Learn for to dye while thou hast breath,  
So shalt thou live after thy death.*

Anno 1622, by the Company of the Trinity Howse this monument was erected; 81 years after the decease of their founder.

This monument was again repaired and beautified by the Corporation of the Trinity House in commemoration of their founder in the year 1806.

Earl Spencer, Master.  
Captain Joseph Cotton, Deputy Master.





▼ HM Queen Elizabeth and HRH The Prince of Wales wave from HMY *Britannia* as the Elder Brethren steam past on THV *Patricia*.



## 1822

### Preceding the Monarch

On 10 August 1822, the Trinity Yacht departs Greenwich for the Nore to join the Royal Squadron bound for Scotland, awaiting the arrival of the *Royal George* from Greenwich where King George IV had embarked. So began the privilege of Royal escort that became the tradition, whenever the monarch went afloat in English or Welsh waters, of the Elder Brethren preceding the Royal Yacht while she was in pilotage waters.



▲ Captain Orr speaking with HM Queen Elizabeth II at the naming ceremony for THV *Galatea* in 2007.

# Captain David John Orr



The death was reported on 14 October 2022 at the age of 88 of **Captain David John Orr**, Elder Brother.

**H**e was elected in 1980 on the retirement of Captain John Bury and had been elected a Younger Brother in 1971. He retired as a Member of the Corporate Board in May 2000 at the age of 65. On election as an Elder Brother and for some years he was involved with the management of the Trinity House Pilotage Service at a time of great change prior to the 1988 Pilotage Act which removed Trinity House port pilotage responsibilities.

Subsequently he was appointed Director of Navigational Requirements (from 1987), Director of Operations from 1990 and was elected Nether Warden in 1991.

The following year he was appointed Chief Executive of Trinity House's Lighthouse Board. In 1993 he was elected Rental Warden.

Paul Ridgway, Younger Brother, offered the following reflection:

Looking back on a fine and rewarding life one sees the steps of a cadetship in HMS *Worcester*, the seagoing career as an officer in one of the great shipping companies under the Red Ensign, then trading to Scandinavia with Fred Olsen and as an Elder Brother of the Corporation.

He left Worcester, the Thames Nautical Training School at Greenhithe on the Thames, with a First Class Extra Leaving Certificate in 1950 and went to sea as an Apprentice the following year. For three years he served in the vessels *Fordsdale*, *Wairangi*, and *New Australia* of Shaw Savill Line.

From 1954 he served in various *Port Line* vessels including *Port Napier*, *Port Quebec*, *Port Melbourne*, *Port Dunedin*, *Port Wellington* and *Port Huon*. He achieved his Mate's FG Certificate of Competency in 1956 and his Master's in 1960 when he was promoted to Chief Officer.

His first command was in 1968, *Port Macquarie*, trading from the UK to Australasia; to the USA and Canada, and Japan.

With Fred Olsen he served as Master in the dual-purpose passenger liner *Blenheim* operating with 400 passengers from London to the Canary Islands, and as a North Sea ro-ro ferry carrying up to 1,300 passengers trading from the UK to Norway and the Netherlands.

On election as an Elder Brother and appointment to the Board of the Corporation he was concerned

with the management of Trinity House as a maritime pilotage authority during a period of radical change. He was directly involved in the introduction of the fast pilot launch shipping and landing services at the Sunk station in 1986. One way this was achieved involved persuading the more conservative pilots of the advantages of the new ways.

As Director of Navigational Requirements there was responsibility to the Trinity

House Lighthouse Board for the management of the provision and rationalisation of aids to navigation. This included a major review of aids to navigation in 1987, at a time of rapid advancing technology, lighthouse automation being in full-swing for completion throughout the Service at North Foreland on 26 November 1998.

With this programme delicate handling was required with improving consultation

and communication with the maritime community nationally. Effort included a press conference, radio and television interviews and speaking engagements. Since those days review of navigational requirements has become a continuing process in harmony with the whole spectrum of marine user.

In his time from 1991 as Nether Warden of the Corporation and Rental Warden in 1993 (he had been appointed Chief Executive of the Trinity House Lighthouse Board in 1992), the Service concentrated its efforts in improving cost control, greater efficiency, better communications and establishing management systems which have been augmented to the present.

As a member of the Board of the Corporation he sat from time to time as a nautical assessor at hearings of marine causes in the Admiralty Division of the Royal Courts of Justice, a responsibility fulfilled by Trinity House since 1536.

He was without a doubt one of life's gentlemen and it has been a privilege to have worked with him down the years. Always happy to talk cricket, particularly the county competition, which he followed closely, and whenever we met in later years we went on at some length about that great village game portrayed by A G Macdonnell in his classic *England Their England*.

After David Orr's death we were informed that there was to be a private family funeral. Donations were requested to the Mission to Seafarers, a charity of which he and his wife Vivienne were staunch supporters.

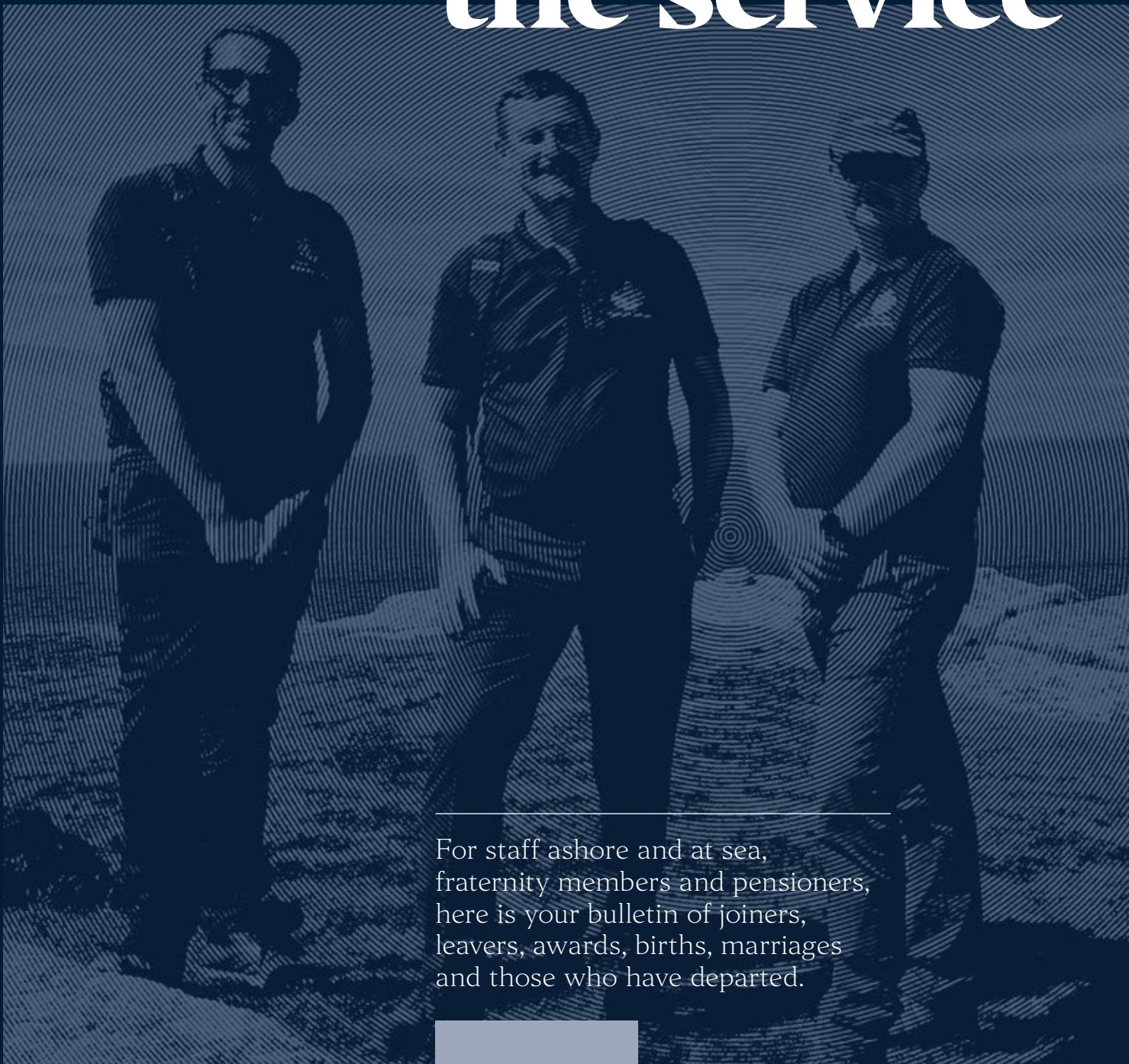




TRINITY HOUSE

AUTUMN 2022 | ISSUE 37

# 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.





# People on the move



STARTERS

PERMANENT

**Daniel Marshall**

Engine Room Assistant (THV Galatea Port) 9 March 2022

**Daniel Pickett**

Seaman Aux (THV Patricia Port) 20 April 2022

**Tristan Hill**

Second Officer (THV Galatea Starboard) 11 May 2022

**John Turrell**

Second Officer (THV Galatea Port) 1 June 2022

**Owen Power**

Second Officer (THV Patricia Port) 1 June 2022

**Lydia Hyde**

Principal Systems Engineer 13 June 2022

**Richard Bolan**

Hydrography and Charting Officer 13 June 2022

**Rhiannon Rate**

Operations Officer 4 July 2022

**Richard Tilley**

Operations Officer 11 July 2022

**Joanna**

**Whittingham**  
Assistant Procurement Specialist 8 August 2022

**Jessica Ashforth**

Assistant Procurement Specialist 10 August 2022

**Jenny Smith**

HR Operations Manager 22 August 2022

**Paul Lingley**

Operations Officer 29 August 2022

**Edward Philpot**

IT Apprentice 1 September 2022

**Sonia Collison**

Accountant 12 September 2022

**Kevin Gregory**

Head of Planning & Commercial 12 September 2022

**Philip Pinn**

Design Technician 26 September 2022

**Richard Sedgwick**

Operations Systems Manager 10 October 2022

FIXED TERM

**Jonathan Lewis**

Payroll Administrator (6-month contract) 23 February 2022

**David Fernandez-McGurk**

Trainee Deck Rating (THV Patricia Starboard) 30 March 2022



PEOPLE STORIES

## Phillip Howarth (Chief Engineer, THV Patricia) completes Specials training

Like most people during COVID and the lockdown period I took time to look into new interests and ways of utilising my free time in a more constructive and useful way. Being part of the support vessels crew means I have three weeks off following my time on board and a chance advert during one period off led me to applying to the Devon and Cornwall Special Constabulary.

After a three month application and interview process I began a six month online distance learning course covering everything from human rights, common law and statement writing to use of radio communications. This part was quite intense, partly due to the content but also as it's been a few years since I've had to get my head into the books and study! However, my group, D&C 1/21 as we were known, helped each other through via online seminars, and group chats leading to a final exam at the end of last year. Once this was passed, the training moved onto the practical aspect. Ten weekends using actors to put us in situations faced "on the street" from lost children, and

medical emergencies to aggressive confrontations and the use of our protective equipment. This part really brought our group together, learning to gauge situations under the instructors, motivating through the physical exercise, including the bleep test, and tackling each other through handcuff and baton exercises.

Since completing this phase and passing out or "attesting", we received our warrant cards and have been assigned our stations throughout Devon and Cornwall. I've been assigned East Devon based in Sidmouth, a quiet seaside town and rural area, or so I thought! Since starting my shifts I've done work with the neighbourhood teams dealing with ongoing or low level crime, and also response teams who, as the name suggest, are on call for immediate call outs.


The officers on these units have been very welcoming and have very much the same type of attitude as found at sea. Moving between sections is much like moving between vessels and crews, building rapport and trust in each other and working hard to complete tasks set out before you. So far, I have been



involved in searching for missing persons, neighbourly disputes, road traffic collisions, intervention of domestic abuse and tracking of county lines drug routes. A lot of these have called for the kind of problem solving and initiative that my position at sea has taught me and it's been great to bring some of my experience to a new role.

However, for all the serious aspects of the position there is the lighter side. Cake and doughnut penalties for minor indiscretions is something I'm keen to take back to THV *Patricia*, and piggy backing an officer at 2am so she can see over fences raised a smile! Knowing you've made a small difference or made a positive impact on someone when you finish the shift and close your locker door is a great feeling, and one I'm keen to maintain for years to come.

I'd like to thank Marine Operations for assisting with my training by organising my shift patterns where required and the support I received. For anyone interested in joining the specials the civil service is a keen employer and information can be found at the following websites:

 [tinyurl.com/yw5h5bub](https://tinyurl.com/yw5h5bub)  
[tinyurl.com/4567jwdc](https://tinyurl.com/4567jwdc)



#### LEAVERS

**Natalie Todd**  
Finance System Developer  
6 March 2022

**Maggie Brundle**  
Assistant Accountant  
15 March 2022

**Anne-Lise Nicol**  
Procurement Specialist  
17 April 2022

**Gary Murphy**  
Catering Manager  
20 April 2022  
(retiring)

**Emma Brown**  
Hydrography & Charting Officer  
8 May 2022

**Reece Mitchell**  
Second Officer  
11 May 2022

**Daniel Askew**  
Operations Officer  
28 May 2022

**Lloyd Beeny**  
Procurement Specialist  
29 May 2022

**Daniel Sime**  
IT Project & Support Engineer  
8 June 2022

**Joseph Laurance**  
Leading Seaman  
19 June 2022

**Angela Barker**  
Operations Officer  
30 June 2022

**Polly Farrington**  
Purchasing Officer  
6 July 2022

**Daniel Marshall**  
Engine Room Assistant  
13 July 2022

**David Ling**  
Buoy Yard Team Member (Swansea)  
14 July 2022

**Mark Britton**  
Buoy Yard Team Member (Harwich)  
17 July 2022

**Beth Briggs**  
Procurement Manager  
18 September 2022

**Stuart Brian**  
Head of HR  
18 September 2022

**Charlotte Astbury**  
Second Officer  
24 September 2022

**Alexander Dace**  
Operations Officer  
29 September 2022

**Adam Tyler**  
Electro-Technical Officer  
5 October 2022

#### TRANSFERS

**Alice Kent**  
Second Officer (THV *Alert* Port)  
8 June 2022



#### PROMOTIONS

**Kevin Taylor**  
Catering Manager (THV *Galatea* Starboard)  
16 February 2022

**Jack Oliver**  
Cook (THV *Galatea* Starboard)  
16 February 2022

**Cameron Davey**  
Lighthouse Technician (Swansea)  
2 March 2022

**Jake Hansell**  
Petty Officer Deck (THV *Patricia* Port)  
9 March 2022

**James Charles**  
First Officer (THV *Galatea* Port)  
9 March 2022

**Ian Archer**  
First Officer (THV *Patricia* Port)  
9 March 2022

**Antony Smith**  
IT Support Officer  
14 March 2022

**Darren Day**  
Senior Support Engineer  
1 April 2022

**Harry Robinson**  
IT Junior Support Officer  
25 April 2022

**Adam Keen**  
Commander (THV *Alert* Port)  
1 May 2022

**Colin MacDougall**  
Second Officer (THV *Patricia* Port)  
1 June 2022

**Kieren Brown**  
Catering Manager (THV *Galatea* Port)  
1 June 2022

**Andrew Evans**  
Supplies Officer  
18 July 2022

**Sarah Neal**  
Purchasing Officer  
1 August 2022

**Mary O'Connor**  
Payroll & Benefits Advisor  
25 August 2022

**Ingrid Hazell**  
Finance Team Leader  
27 August 2022

**Sally Stacey**  
Procurement Specialist  
5 September 2022

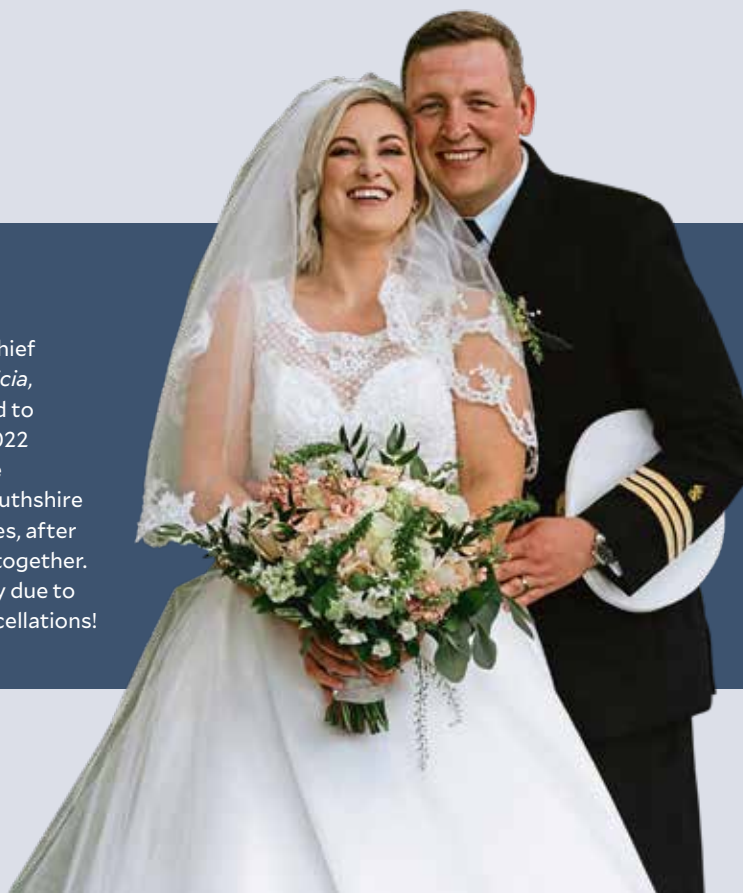
#### TEMPORARY PROMOTIONS

**Ingrid Hazell**  
Assistant Accountant  
28 March 2022 – 28 December 2022



#### MARRIAGES

**James Charles**, Chief Officer THV *Patricia*, finally got married to Stacy on 7 May 2022 at Caer Llan in the beautiful Monmouthshire countryside, Wales, after 16 years of being together. It is 4th time lucky due to three COVID cancellations!





## OBITUARIES

**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.



Email:  
**Neil.jones@trinityhouse.co.uk**



Write:  
**Neil Jones, Trinity House,  
The Quay, Harwich,  
Essex, CO12 3JW**

It is with great sadness  
we report the death of:



## OBITUARY

**Robert Blackmore (Bob)**

(Engineer Officer) passed away on 16 August 2021 at the age of 94.

A thoroughly decent family man, Bob (and also his father, whom he closely resembled) served an apprenticeship at Vosper Thornicroft, Southampton. After this he joined the Royal Mail Shipping Line, mainly crossing the Atlantic to South America, as an engineer.

In May 1960, he joined Trinity House as acting 2nd Engineer Officer on THV *Satellite*, based in Penzance, subsequently being promoted to 2nd Engineer Officer on 1 June the same year. He continued as 2nd Engineer on the new THV *Stella* upon its introduction in October 1961. After being promoted to Chief Engineer, he took up an appointment on board THV *Argus* in September 1964, based at Holyhead. In June 1969 he was appointed to THV *Winston Churchill* based at Cowes on the Isle of Wight.

With the introduction of the Trinity House two weeks on, two weeks off rota, Bob served on both THV *Mermaid* and THV *Stella*, based on the east coast, until he retired from service on 19 May 1987. With two weeks off, the new rota suited Bob very well, giving space for family time and for his leisure interests (his love of gardening and spending time in his workshop).

Bob's wife, Enid, pre-deceased him in 2017. His daughter Sally followed her mother into the NHS as a Radiographer and his son, Nigel, followed his father into engineering to become a consultant Manufacturing Engineer. Bob is greatly missed by all his family, but sadly he died too soon to have seen his great-granddaughter, who was born in December 2021 and whose middle name is that of his wife.

Words by Jim Jordan

## OBITUARY

**Gerry Douglas-Sherwood**

(retired Lighthouse Keeper) passed away on 5 August 2022 at the age of 73.

Neil Hargreaves, Chair of the Association of Lighthouse Keepers, provided the following obituary:

On 6 August, as well as losing a very good friend, the Association of Lighthouse Keepers lost an invaluable member. Gerry was right there alongside me at the very beginning when we founded the Association at our first meeting at the Southwold Yacht Club.

He was a man of many talents; I have a picture hanging on my wall at home which Gerry painted of the South Bishop Lighthouse. He was the first Editor of our journal *Lamp*, which in its infancy was an A4 two-page newsletter,

which very soon became a 14-page newsletter. Gerry would knock these out during his month out on the Needles Lighthouse on an old portable typewriter while sat at the kitchen table. He also produced for us 'A Glossary of Lighthouse Terminology'. Gerry also became our Archivist, a role he carried out for many years. He was meticulous in recording everything he received in longhand in that copperplate writing of his, so his legacy will live on.

When communications used to be based at Tower Hill in London, they would often contact him when they wanted certain information, or when they wanted

a Keeper to be interviewed.

As well as serving on the Needles, another couple of lighthouses he enjoyed serving on were Nash Point and North Foreland, but his favourite lighthouse of all that he served on was Flatholm in the Bristol Channel. Among other things, he loved the amount of history that this island had.

Gerry would sometimes go off to a lighthouse relief on one of his old BMW motorcycles, and should anything go wrong with it, he was more than capable of stripping it down to the last nut and bolt, fixing it, and reassembling it again. When he first left school, he trained as a mechanic with Volkswagen in London. He was also a long-term member of the BMW Club, and would be off on many a jaunt with them during his month off.

RIP Gerry.





◀ Martin Thomas, pictured far left.

OBITUARY

# Martin Thomas

(Navigation Support Officer)  
passed away on 13 August 2022.

**M**artin joined Trinity House in 1978 working in the Swansea Buoy Yard. In the early 1980s the lure of London was too much and Martin transferred to the London headquarters where he joined the Engineering department before finally settling in Navigation.

He had intended to be one of the very few in the modern era to achieve 45 years of service; alas this will be missed by only a few months. Martin was extremely proud to receive his 40 years' service certificate from the Master, HRH Princess Royal, during a Court Meeting at Trinity House in July 2018.

In his early days in London there is a story of him being taken to a meeting in North Wales with stakeholders who notoriously

reverted to Welsh when they didn't want Trinity House people to understand them; when the locals started speaking Welsh, Martin joined in the conversation and everyone immediately spoke English and became more amenable.

Being a proud Welshman, Martin was happy in recent

years to represent Trinity House on work developing the Welsh National Marine Plan; it meant him frequently returning to Wales to work with the Welsh Government departments and their agencies.

Martin's knowledge of maritime regulations was extensive, given the experience he accrued during his 44 years here. Martin was exceptional in his ability to form friendships at work and for passing on his knowledge while guiding new people; he was an ideal mentor.

Martin lived life to the full and enjoyed travelling the globe with his partner of 39 years, Paul, whenever they got the opportunity. Most recently at the start of this year after the travel restrictions eased they managed a trip to Dubai. His insight into booking flights and getting the best five star deals was incredible; he was in fact the Navigation team's own travel guru well before Expedia came on the scene.

He spent a few weeks working with the Northern Lighthouse Board in Edinburgh when they had a shortage of staff; his knowledge

of the processes required for working with the offshore oil and gas industry was what they needed to get them through a few weeks.

Martin's network of friends and colleagues—not only at Trinity House and the other General Lighthouse Authorities, but at every agency with which our team works—will miss him for his experience and welcome counsel. In recent months during Martin's illness the first question at numerous meetings was "How is Martin doing?"

As the middle of three children, he kept in regular touch with both of his sisters in Wales.

Martin was initially diagnosed with prostate cancer in 2019 and underwent a series of operations and treatments. In 2020 during the lockdowns he started a course of radiotherapy and like the rest of us continued working remotely. Towards the end of 2021 things were looking slightly more positive so Martin and Paul got a new dog, Oska, and went on another foreign holiday. In April, Martin took a turn for the worse and was admitted to hospital; he remained there until the end of July when he was discharged to spend his remaining time at home.

Martin was always organising things and when we visited him at home he was telling us all of his plans and music for his funeral.

Everyone in Navigation will miss Martin for his cheerful outlook, his friendship and his knowledge, not to mention the fact that he was in charge of the corkscrew and the Tupperware for when it became necessary to open the wine and squirrel away leftover cakes.



BIRTHS



**Nicole Ash** (Executive Assistant, Corporate Department) married Jo Montgomery on 27 May 2022, and the couple were then blessed with the arrival of baby Ophelia, born on 5 July, weighing 8lb 6oz.

To **Stephanie Ellis** (Local Aids to Navigation Officer) and husband Peter, Avril Rose Ellis was born on 8 August 2022 at 0920hrs, weighing 7lbs 4oz. She is doing well and Maeve is proud to be her big sister!



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

## The Corporation of Trinity House

### Master

Her Royal Highness The Princess Royal KG KT GCVO

### Corporate Board as at 30 September 2022

Deputy Master: Captain Ian McNaught CVO MNM

Captain Roger Barker MNM

Captain Stephen Gobbi MNM JP

Captain Nigel Hope RD\* MNM RNR

Commodore William Walworth CBE MNM RFA

Commodore Robert Dorey RFA

Malcolm Glaister

Commander Nigel Hare RN (Rtd)

Commodore Martin Atherton OBE RN (Secretary)

### Lighthouse Board as at 30 September 2022

Captain Ian McNaught CVO MNM (Chief Executive)

Commander Nigel Hare RN

Commodore Rob Dorey RFA

Ton Damen

Vice Admiral Sir Alan Massey KCB CBE (Chair)

Mrs Valerie Owen OBE (Non-Executive Director)

Alan Moore (Non-Executive Director)

Dr Margaret Amos (Non-Executive Director)

Thomas Arculus (Board Secretary)



TRINITY HOUSE

### Trinity House

Tower Hill

London

EC3N 4DH

Tel: 0207 481 6900

### Editor

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

For updates between issues, please visit:

 [www.trinityhouse.co.uk](http://www.trinityhouse.co.uk)

 [@trinityhouse\\_uk](https://twitter.com/trinityhouse_uk)

 [trinityhouseuk](https://www.facebook.com/trinityhouseuk)

When you have finished with this magazine, please pass it on or recycle it. Printed on Carbon Balanced paper.

Produced by Headlines  
[www.headlines.uk.com](http://www.headlines.uk.com)

Cover image  
THV *Galatea* at Longstone Lighthouse.  
Picture by Paul Vallely

