



TRINITY HOUSE

INSIDE +

STAFF PROFILE

Living and
working as a
Second Engineer
on THV *Patricia*
P28

Flash

THE TRINITY HOUSE JOURNAL

ISSUE

38

SPRING 2023



Sea view

Our vessel crews and shore teams are getting ready to launch a showcase of our work at London International Shipping Week 2023.

Flash

SPRING 2023 | ISSUE 38



TRINITY HOUSE

Editor's note

Thank you for picking up the spring 2023 edition of *Flash* and thank you to everyone who wrote or otherwise contributed to its production.

We are glad to be able to present the valuable stories and features written by Trinity House staff, cadets and fraternity members as well as partners from the wider maritime sector with whom we are always keen to work and cross-promote. In this issue we have great stories from our cadets, officers and engineers working at sea, as well as some of the work being done on shore to upgrade our lighthouses in Cornwall and Northumberland.

We also have a good news report of a just-in-the-nick-of-time rat eradication project at Round Island from the Isles of Scilly Wildlife Trust, so many thanks are due to them too.

I hope you will enjoy reading the various activities going on in and around Trinity House today; for those with an interest in our long history too, there is the 450th anniversary of our coat of arms.

Neil Jones
Editor

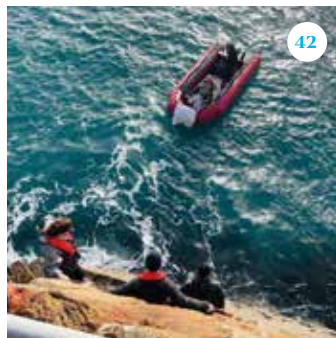
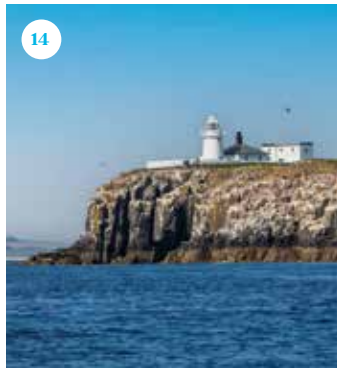


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Deputy Master's introduction

This year brings the prospect of a major industry showcase of our safety at sea expertise and technologies at this year's London International Shipping Week, as well as a mournful farewell to a much-respected Elder Brother.

This year will bring some exciting updates about the project to replace THV *Patricia*; to date, the vast majority of the work has taken place behind the scenes as various teams work together through the lengthy preparation and procurement phases.

The work so far has been critical and exhaustive, with the additional frustration that the intangible and confidential work means that we did not have much that we could share.

Now, however, we are almost at a point in the project timeline where we can expect to sign a design and build contract for a new vessel in summer this year.

Expect more news and information on that major project later this year, but it will suffice to say that this vessel's design will incorporate features that have been proven through many years of operating in harsh marine conditions, and will build on that hard-earned experience

with new technologies that increase performance and reduce emissions.

The ship will complement our other vessels and improve our performance in maintaining the essential maritime safety service that we deliver as a General Lighthouse Authority.

Well done to our sister GLA the Northern Lighthouse Board for announcing the contract for a new vessel in December, using a different design to meet their own operational requirements as they replace NLV *Pole Star*.

Many of our teams will come together again to help showcase the work we do when we moor THV *Galatea* in the Pool of London as part of London International Shipping Week (LISW) in September.

At events like this, we take the opportunity to set out our stall in one of the world's great maritime centres and invite industry and government to see some of the various facets

▲ THV *Galatea* at LISW in 2017.

that go on behind the scenes; the tech, the engineering, the decision-making and the navigational expertise, as well as some of the charitable work we do on the other side of the organisation.

While it is necessarily a pale imitation of taking guests out to sea or to our operational bases, it is nevertheless important to remind stakeholders that we remain committed to delivering against our safety mandate in a way that seeks constantly to improve and innovate.

In a similar vein, it is heartening to see us progress as an employer of people, as we work on various fronts to develop our pledges to diversity, inclusivity and environmental sustainability.

On a personal note, I have announced to the Court my intention to retire as Deputy Master at the end of the year; HRH The Master has consented. While I will be able to expand on this with a look back at 12 great years in the next edition of *Flash*, it goes without saying that first and foremost I wish to express my deep gratitude to all of our people at Trinity House, without whom none of our vital work—whether at sea or on shore, or through the maritime charity—would happen, to the great detriment of mariners everywhere.

Finally, the Court mourned the passing of The Admiral of the Fleet the Lord Boyce KG GCB OBE DL, who passed in November. The Court remembered his illustrious naval career and his always-welcome presence as an Elder Brother.



Ian McNaught

Captain Ian McNaught
Deputy Master



Review of the last six months:

Looking back at highlights from Trinity House's calendar.

SEPTEMBER 2022

Time and Tide Bell installed on Harwich seafront

A new Time and Tide Bell has been installed by Trinity House staff in Harwich and has been celebrated in a series of community events, including a sea shanty.

The 668kg bell was the eighth in the nationwide art project Time and Tide Bell, which plans up to 16 similar installations at coastal locations around the UK.

The bells ring at high tide and were designed by UK sculptor Marcus Vergette and Australian bell designer Neil McLachlan.

As well as artistic inspiration, the bells serve as a reminder of rising sea levels caused by climate change. According to organisers some of the bells will have to be relocated in the 21st century due to global warming.

Marcus Vergette said: *"The installation of each bell presents its own challenges,*

due to the widely varying nature of the sites. The one common element is the need to be able to lift nearly a tonne with accuracy and safety. In Harwich we were partnered by Trinity House who take safety very seriously."

Trinity House played a key role in the Harwich bell's installation, which took place on 25 September and was completed by the Harwich Buoy Yard team members. Due to the difficult access,

"One of Trinity House's goals is to move towards a carbon neutral operation and with this in mind we were delighted to be able to assist in spreading the message about global warming to the wider community and help with awareness among the next generation."



we were unable to utilise the Buoy Yard crane and had to hire a smaller tracked crane to ensure the bell could be installed safely.

Steve Keddie (Head of Engineering, Trinity House) said: *"One of Trinity House's goals is to move towards a carbon neutral operation and with this in mind we were delighted to be able to assist in spreading the message about global warming to the wider community and help with awareness among the next generation."*



NOVEMBER 2022

Trinity House Staff Awards

Trinity House hosted its staff awards at its headquarters on 14 November 2022. A number of staff and teams received awards for exceptional performance and achievements over the past year, many of them travelling to the event from our ships or operational locations at Swansea, St Just and Harwich.

The event is especially pleasing, given the number of times it had to be cancelled in recent years because of COVID-19. The awards are described in full later in this issue.



NOVEMBER 2022

Maritime Leaders Forum

Trinity House and Maritime UK hosted the first Maritime Leaders Forum event on 21 November at Trinity House. The Forum will blend Trinity House's wide industry expertise with Maritime UK's reach and capacity to drive change in the maritime sector.

The programme of fora will bring together authoritative speakers and industry leaders to discuss key industry issues and ambitions with each event being held at Trinity House. Each will consist of a topical keynote speech to provoke constructive and entertaining debate, followed by a networking reception hosted by Trinity House.

We plan to hold four events in the first year and look forward to feedback from maritime leaders who attend.

The first meeting invited guest speaker Michael Parker, a key figure in the global maritime sphere and a respected authority on the Poseidon Principles, to address the subject of what the maritime sector can practicably do today—and what we need to do in the future—to accelerate progress toward Net Zero.



DECEMBER 2022

Clacton County High School careers fair

From **Emma Bell**, HR Advisor:
 “We had an approach from Clacton County High School to take part in their careers fair on 15 December. We were one of a number of

employers attending the fair. It was a pleasure to chat to some of the students about their career aspirations and tell them about Trinity House and what we do. Who knows, we may have sparked an interest in them pursuing their ambition in the maritime sector. Thanks to those that gave their time on the day!”



◀ Pictured left to right: **Kirsty Grant** (Project Engineer), **Ashton Frost** (Trainee Catering Rating), **Nick Letch** (Buoy Yard Support Technician) and **Elwood Marshall** (Buoy Yard Electrical Technician).

JANUARY 2023

New community signboards at Harwich

Following the popularity of the two information signs installed on the railings of our London headquarters, Trinity House decided to provide similar signs for the Harwich depot to give the local community and visitors to The Quay an overview of what we do as a General Lighthouse Authority and maritime charity.

Three new six-metre-long signs were installed on the railings of the Buoy Yard, with one of the signs taking advantage of the location to explain to passers-by what happens in the Buoy Yard. The signs also include general information about our aids to navigation service, our charity and cadetship work, our history and an illustrated A to Z of Trinity House.



JANUARY 2023

New home for St Catherine’s Lighthouse optic

Subsequent to the modernisation of St Catherine’s Lighthouse on the Isle of Wight, we moved the historical optic to the Classic Boat Museum in Cowes. Museum Trustee Dr Victoria Preston welcomed the new addition to their display, saying:

*“The Classic Boat Museum in Cowes is delighted to be the custodian of the decommissioned optic from St Catherine’s lighthouse, located on the south coast of the Isle of Wight. We are proud of the trust that Trinity House has placed in us by permitting us to take full responsibility for installing and displaying the lens. Working under the guidance of **Chris Wroe** from Trinity House, the museum’s Boat Shed team had the steel support frame built to receive the 20 individual sections of the optic. The museum’s curators are collaborating with students from the local secondary school, Cowes Enterprise College, which recently won an award for its Maritime Futures Programme. They will produce interpretation and display materials telling stories about the optic to attract a wide and diverse number of visitors.”*

Coat of arms anniversary

While readers of *Flash* will by now appreciate that Trinity House has accumulated a wide range of anniversaries over the course of 500 years, it may be worth noting briefly that 27 January 2023 marked the 450th anniversary of the grant of the Corporation's coat of arms.

The most recent interpretation of the grant was commissioned in 2017 through the College of Arms (pictured here).

For more on the story behind our highest-level insignia, please seek out the feature later in this issue.



Annual Carol Service

The annual Trinity House Carol Service took place on 7 December at St Olave's Church, London, with an open invitation to Trinity House's fraternity, staff and almshouse residents.

The service was led by the Reverend Arani Sen and included readings from **Captain Duncan Glass** (Elder Brother), **Captain Nigel Hope** (Elder Brother), **Bill Summers** (retired Head of Planning and Commercial), **Sarah Treseder** (Younger Brother), **Norman Blackford** (Trinity Homes resident) and **Captain Ian McNaught** (Deputy Master).

The service was followed by a reception at Trinity House.



In brief

Festival of Remembrance

On 12 November, **James Charles** (Chief Officer, THV *Patricia* port watch) and Cadet **Jude Payne** represented Trinity House at the event dedicated to those that have served and sacrificed.

James said: "I was given the honour to represent the Merchant Navy and Trinity House at the Royal British Legion Festival of Remembrance at the Royal Albert Hall."

"This was alongside Trinity House Cadet Jude Payne and my wife Stacy."

"We commenced rehearsals under the Garrison Sergeant Major at Wellington Barracks earlier in the week so the performance was seamless. On Sunday we attended the Merchant Navy service at Tower Hill where the Elder Brethren were present."



A quick look at some news items from in and around Trinity House since the last issue



Redundancy and Retraining Fund

The report of the Maritime Charities Group (MCG) Redundancy and Retraining Bursary Fund, published in November, showed that 105 seafarers who lost work due to COVID-19 were granted help with the cost of training.

Launched in November 2020 at the height of the COVID-19 pandemic, the MCG bursary fund offered support to UK-based seafarers who had been made redundant or lost a contract and needed help towards the cost of training to stay in the industry. The scheme was funded by the Merchant Navy Welfare Board, Trinity House and the Nautilus Slater Fund, and administered by the Marine Society on their behalf.



Coming events

A brief look at selected highlights from our forthcoming calendar.



London International Shipping Week 2023

11-15 September

LISW23 will be the 'must attend' event of 2023, offering unique networking opportunities for leaders across all sectors of the international shipping industry: regulators, charterers, ship owners, ship managers, bunker suppliers, lawyers, ship brokers, bankers, insurers, insurance brokers, commodity traders

and brokers, ship suppliers, port operators, shipping service providers and many more. London International Shipping Week's Headline Conference will once again be held at the impressive headquarters of the International Maritime Organization, the heart of global maritime regulation.

During LISW23 Trinity House will moor THV *Galatea* alongside HMS *Belfast* in the Pool of London, with representatives of our shore teams joining the ship's crew on board in order to showcase to industry and other stakeholders our technological capabilities and innovative engineering and research projects.

www.londoninternationalshippingweek.com



▲ THV *Galatea* © Paul Vallely



Day of the Seafarer 2023

25 June

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

Governments, shipping organisations, companies, shipowners and all other parties concerned are invited to promote and celebrate the Day in an appropriate and meaningful manner. This year the Day will recognise the unique contribution made by seafarers from all over the world to international seaborne trade, the world economy and civil society as a whole, with the theme Seafarers Matter.

www.imo.org





▲ ©Ryan Palmer.

IALA World Marine Aid to Navigation Day 2023

1 July

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

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

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

www.iala-aism.org



World Maritime Day 2023

29 September

IMO World Maritime theme for 2023 is: ‘MARPOL at 50—Our commitment goes on’.

The theme reflects the organisation’s long history of protecting the environment from the impact of shipping via a robust regulatory framework and emphasises its ongoing commitment to this important work.

The theme ‘MARPOL at 50—Our commitment goes on’ also spotlights the International Convention for the Prevention of Pollution from Ships (MARPOL), which covers prevention of pollution of the marine environment by ships from operational or accidental causes.

IMO Secretary-General Kitack Lim said: *“A lot has changed in shipping in the 50 years since the MARPOL Convention was adopted on 2 November 1973, and IMO’s commitment to protecting and preserving the marine environment has remained unwavering. The World Maritime Theme for 2023 will allow us to celebrate this legacy, while also underscoring our dedication to building on the existing foundations as we move towards a brighter future together.”*

www.imo.org

Merchant Navy Day 2023

3 September

Intended to raise public awareness of the UK’s ongoing dependence on seafarers, the Merchant Navy Day campaign invites local authorities to fly the Red Ensign—the official flag of the UK Merchant Navy—atop public buildings and on prominent flagpoles on 3 September.

Every community, parish and town council is asked to take part, in addition to all borough, county and district councils plus unitary authorities throughout the UK. Owners and custodians of

historic and landmark buildings with flagpoles have also been invited to get involved, including English Heritage, Historic Scotland, Historic Houses Association, National Trust and Cadw. Trinity House flies its own ensign at a number of lighthouses that are open to the public.

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





Fraternity news

A review of new appointments, honours and obituaries.

Obituaries

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

Admiral of the Fleet the Lord Boyce KG GCB OBE DL

On 6 November 2022, aged 79. He was admitted as a Younger Brother in 1999 and elected Elder Brother in 2006.

Born in April 1943 in Cape Town, Michael Cecil Boyce joined the Royal Navy in 1961 and having qualified as a submariner served in HM Submarines *Anchorite*, *Valiant* and *Conqueror*, subsequently commanding *Oberon* and *Opossum*, before serving as Staff Warfare Officer to Captain (SM) Submarine Sea Training.

Promoted Commander in 1976, he commanded *Superb* before moving to the Ministry of Defence (Directorate of Naval Plans) and became Captain in 1982. Following command of the

frigate *Brilliant* and appointment as Captain (SM) Submarine Sea Training, he returned to the MoD as Assistant Director (Warfare). He became Senior Naval Officer Middle East and later Director of Naval Staff Duties. After promotion to Rear Admiral he was appointed Flag Officer Sea Training at Portland, and served as Flag Officer Surface Flotilla and NATO Commander Anti-Submarine Warfare Striking Force.

He was promoted Vice Admiral in 1994, and in 1995 was appointed Second Sea Lord and Commander-in-Chief Naval Home Command as Admiral. He became Commander-in-Chief Fleet, Commander-in-Chief Eastern Atlantic and Commander Allied Naval Forces North-western Europe in 1997 and First Sea Lord and Chief of the Naval Staff in 1998, the year he was created First and Principal Naval ADC. He was appointed GCB in 1999.

In 2001 he was appointed Chief of the Defence Staff and retired



from the Royal Navy after 42 years' service in 2003, in which year he was created a Life Peer.

He was awarded the Honorary appointment of Admiral of the Fleet in June 2014.

In 2004 he was appointed Lord Warden and Admiral of the Cinque Ports and Constable of Dover Castle.

Within the realms of the Orders of Chivalry he was King of Arms of the Order of the Bath in 2009-2018. In 2011 he was made a Knight Companion of the Order of the Garter and appointed Vice Admiral of the United Kingdom in 2021.

His interests extended to a number of charities. He was President of the St John Ambulance (London District) and served on a number of trustee bodies including the Forces Pension Society, where he was Vice-President, the National Maritime Museum, the Officers' Association, and was a Council Member

New Younger Brethren As at 12 January 2023

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

Scott Robert Baker Esq
Head of Marine Standards—Europe, Svitzer.

Rear Admiral Paul Beattie
Director Naval Staff, Royal Navy.

Nigel James Blazeby Esq
Managing Director, Blazeby Maritime.

Captain Ross Chadwick
Senior Marine Superintendent, Trinity House.

Lieutenant Commander Finn Adam Egeland-Jensen MBE FRIN RN
RNPA Chairman. Officer in Charge of Navigation Training Unit Maritime Warfare School.

Captain Benjamin Stuart Haskins OBE RN
Deputy Head Special Operations Transformation Programme.

Ms Sarah Kenny OBE
CEO BMT Group Ltd and Chair Maritime UK.

Captain Barry Melvyn Sadler CMMar AFRIN AFNI
Southampton Pilot / Director Training and Consultancy Limited Company.

Captain Adrian Simonds
Deep Sea Pilot.

Captain Brett Stewart Smith
Senior Master, MY *Eclipse*.



▲ A junior officer on survey ship HMS *Roebuck* shows a chart to Admiral Boyce (Ministry of Defence Crown Copyright ©).

of the RNLI, and the White Ensign Association.

Further, he was a Knight of Justice of St John and Patron of Sail4Cancer, Trafalgar Woods and of the Submariners' Association. He was a Freeman of the City of London, an Honorary Doctor of Laws (Portsmouth) and Doctor of Civil Law at the University of Kent and of Science at Imperial College, London, and an Honorary Bencher of the Middle Temple. He was President of the Royal Navy Submarine Museum, a Director and Vice-Chairman of the Naval & Military Club and President of the RN Squash Rackets Association. He was the first Colonel Commandant of the Special Boat Service and held non-executive directorships of WS Atkins plc and the VT Group plc.

Captain Garth Harry de Courcy-Ireland RN

On 12 November 2022, aged 90, Younger Brother No 38. He was admitted in 1984.

He served in *Liverpool*, *Birmingham* and *Lock Craggie* in the Mediterranean and Home Fleets and in the Dartmouth Training Squadron's *Virago* and *Venus*. At some time he served with the Royal Australian Navy in HMAS *Voyager*. His first command was *Shoulton* followed by *Kirkliston*.

In 1968 he was in *Dido* with the Home Fleet, in the South Atlantic, Indian Ocean, Australia and the Far East. Command of *Achilles* in 1972 was followed by *Southampton* in 1982. A world tour was completed in *Fife*, *Tiger* and *Glamorgan*.

He enjoyed much sea-time as well as shore appointments including on the staff of Flag Officer Second Flotilla (1976) and the Assistant Chief of Defence Staff (1977). He attended the Royal College of Defence Studies. In 1983 he served in *Rooke* and later on the staff of the Flag Officer, Gibraltar.

Captain John Patrick Thompson OBE MNM AFNI RFA

On 11 October 2022 aged 76, Younger Brother No 92. He was admitted in 1993.

He first went to sea in 1963 as an Apprentice in mv *Kepwickhall* of the West Hartlepool Steam Navigation Co trading worldwide. The following year he joined the company's *Apsleyhall* and in 1967 moved to Turnbull Scott's *Eastgate* as Third Mate. From 1968 to 1971 he was Second Mate with Souters of Newcastle upon Tyne in *Longstone*, *Sheaf Tyne*, *Sheaf Crest* and *Irish Wasa* trading worldwide.

In 1971 he joined the Royal Fleet Auxiliary as a Third Officer, his first ship being RFA *Grey Rover*.

As Second Officer the following year he transferred to *Bayleaf* and served widely in the RFA Fleet: *Tidepool*, *Sir Galahad*, *Bacchus*, *Retainer*, *Tideflow* and *Regent*. He was appointed First Officer in *Stromness* in 1975. His first command was *Sir Caradoc* in 1987/88 and subsequent commands were of *Sir Tristram*, *Sir Lancelot*, *Appleleaf*, *Sir Geraint*, *Blue Rover* and *Black Rover*.

Appointments

News has been received of the following appointments within the Fraternity:

Hon Captain Lance Batchelor RNR, Elder Brother, elected Chairman of Royal Museums Greenwich in place of **Admiral Sir Mark Stanhope**, Younger Brother No 162, whose tenure in office as a Trustee has expired.

Commodore Robert James Astley Bellfield CBE ADC RN Younger Brother No 399, appointed Deputy Lieutenant for the County of Suffolk.

Hon Captain The Rt Hon The Lord Mountevans RNR Younger Brother No 313, elected Chair of the Baltic Exchange.

Honours

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

HM The King's New Year Honours List 2023

MBE
Iain Aitken Mackinnon, Younger Brother No 459.

Honours 2022
The Merchant Navy Medal for Meritorious Service

Captain Andrew Cassels, Younger Brother No 272.

Captain David Warden-Owen, Younger Brother No 124. (The Investiture was held at Trinity House on 22 November 2022).

Networking in the Netherlands



THV *Galatea's* Acting Captain **Adam Keen** (words) and Second Officer **Storm Smith-Suckoo** (photos) meet their Dutch counterparts while the vessel is alongside in the Netherlands.

THV *Galatea* recently spent a period alongside in the Netherlands for a busy ship maintenance visit. Upon arrival into the port of Vlissingen, it is impossible to miss the colourful buoy yard and 'Kustwacht' branded vessels lying alongside in the

Binnehaven. As THV *Galatea* ran astern to her berth, the bridge team asked the Pilot if they might have any contacts within that organisation, through whom we might be able to arrange a visit. As ever, the world of maritime networking did not take long to produce results, and contact details were swiftly exchanged and a visit for that Friday afternoon was set.

THV *Galatea's* Bridge Team—2nd Officer Storm Smith-Suckoo, 3rd Officer Alistair Bardon and Acting Captain Adam Keen—met with Kristian Gijssouw (Nautical Advisor) and Frans Mol (Hydrographer) from the Rijkswaterstaat, and were shown around one of their three larger buoy-laying vessels, the buoy yard and office. We then returned to THV *Galatea* and showed them round our vessel whilst alongside.

We were given an in-depth tour of the *Frans Narebout* and shown the bridge, accommodation, engine rooms and working deck. It was very interesting to see another vessel designed to do a similar job and we discussed the differences and similarities of our respective ships.

The ship is fitted with twin propellers/rudders, bow/stern thrusters and DP (direct positioning) system for positioning the buoys. The bridge layout and equipment is typical of a late-1980s vessel, and the view from aft DP stations across the working deck is comparable to that from THV *Galatea's*. The vessel appeared very manoeuvrable and of a handy size.

The accommodation is well fitted out and there is more than enough space for the regular crew of eight persons. We were told that ordinarily the vessel operates on a day work model, returning to port (and plugging in to shore power) each evening. Like all organisations providing aid to navigation services, this is subject to emergencies and other duties, and the vessel is fully equipped to spend long periods at sea if required.

It was interesting to note that *Frans Narebout* is one of three sister vessels, the others being the *Rotterdam* and the *Terschelling*. We were told that *Terschelling* once made a trip across the Atlantic to Suriname to assist with aid to navigation maintenance there; quite an impressive feat for a vessel of her size.

The working deck is spacious and the centrally-mounted crane provided a good view to either side of the vessel for lifting buoys, chain and sinkers



▲ Pictured L-R: Frans Mol (Hydrographer), Kristian Gijssouw (Nautical Advisor), Alistair Bardon (Third Officer), Storm Smith-Suckoo (Second Officer), Adam Keen (Master).

inboard. Interestingly, the vessel is not fitted with chain winches/capstans like Trinity House ships, but utilises two separate crane falls to bring the chain and sinker up in bights.

The chain is of a comparable gauge and design and the sinkers are cast concrete, larger in volume/size but smaller in cost than the equivalent steel sinkers that we use. The vessel is also able to load small containers of counter-pollution equipment, if tasked to such an incident.

Below decks, the machinery spaces are impressively well maintained. Perhaps the items that we were most jealous of were the wire-guided automatic 'RAM' shapes, 3D shapes used to indicate to other vessels that the ship is restricted in its ability to manoeuvre, due to the nature of its work. On all Trinity House vessels these are hauled up by hand on a halyard, often a job for the cadet (when carried) especially if raining. The fact that these could be raised and

lowered at the press of a button evoked a little jealousy from us.

We then took a short tour of the buoy yard, hearing how buoy refurbishment is carried out under third-party contract away from the buoy yard. The standard coastal-sized buoys are directly comparable to our Type 2s and a move to lighter-weight plastic equivalents is underway, with steel buoys slowly being decommissioned. A set of cardinals are on standby for any wreck-marking duties. In addition, the organisation provides and maintains all of the inland waterway buoyage, and there are several buoys with non-IALA paint schemes, destined for the network of inland waterways, canals and rivers throughout the country.

Inside the office building, we were shown various ship models and memorabilia over a cup of very pleasant (and warm!) coffee, much-needed on a cold afternoon. The current *Frans Narebout* was one in

a series of vessels, with the name originating back to a well-respected Dutch Pilot and rescuer from the late 18th/early 19th century.

Returning to THV *Galatea* and reciprocating the tour, we discussed the vessel's capabilities and our varied areas of operation. Earlier in the afternoon, Hydrographer Frans Mol had told us how—for many years—an old Trinity House buoy bell dated 1943 had sat by his desk, and had recently been donated to the Maritime Museum in Vlissingen. Inspection of the buoy bell fitted to one of THV *Galatea's* stock superstructures revealed a similar item dated 1944.

We discussed THV *Galatea's* helicopter capability and towing capability, alongside the ability to host guests, supernumeraries and contractors in the extensive accommodation on board.

We were also pleased to welcome two of their Captains from the buoy-laying vessels later on during our visit to Vlissingen. They were keen to look round THV *Galatea*, and we had conversations on many topics, as there are replacement vessels for *Frans Narebout* and her two sisters on the horizon. We discussed the practical aspects of buoywork on THV *Galatea* and various other equipment such as the workboat davits, survey suite and extensive deck space.

It was a worthwhile event and really interesting to exchange stories, ideas and experiences with an organisation carrying out a very similar job, but in some ways a very different one. It was good to talk about the historical aspects, but also to focus on the future and alternative ways of doing things.

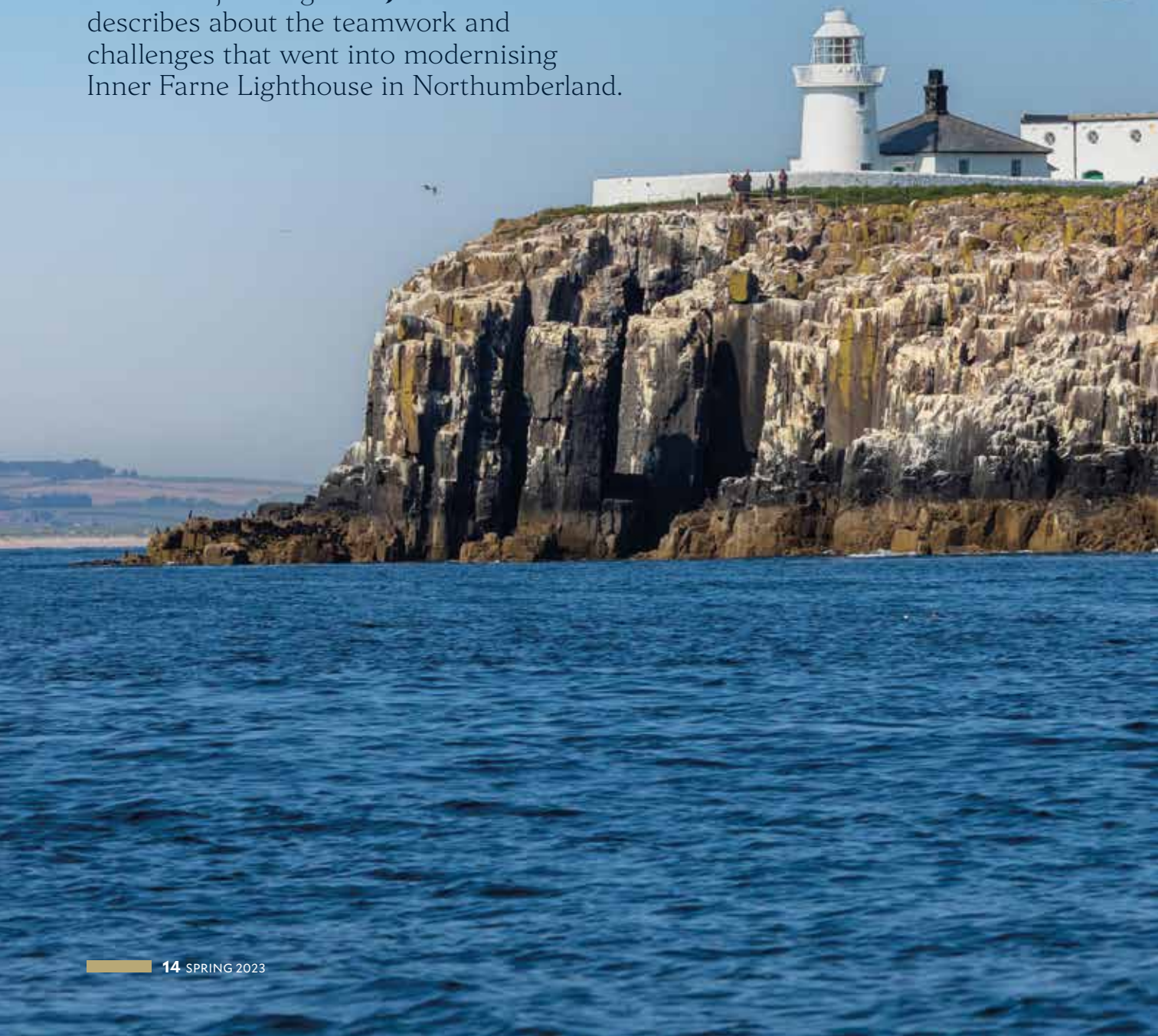


Frans Narebout information

Year Built: 1989
 Home Port: Vlissingen (Flushing)
 Length: 44.2m
 Breadth: 10.2m
 Draft: 3.1m
 Speed: 12.0kts

Team effort key to modernisation

Senior Project Engineer **Jamie Hammond** describes about the teamwork and challenges that went into modernising Inner Farne Lighthouse in Northumberland.





Inner Farne Lighthouse is located on Inner Farne Island, situated offshore of Bamburgh in Northumberland. It is accessed by boat from Seahouses or helicopter from Eshott near Morpeth. In 1811, the present Inner Farne Lighthouse was built. Designed by Daniel Alexander, it is a squat, compact station with a circular white tower 13 metres in height. The lantern and gallery with its closely strutted railings was installed with reflectors and Argand lamps. The keepers' cottages were sited just to the rear of the tower, and the whole station is surrounded by a stone wall.

In 1825, Trinity House bought out the lease from the Blacketts for Inner Farne Lighthouse at a cost of £36,484.

In 1910, Trinity House converted the present lighthouse to automatic operation with an acetylene light controlled by a sun valve. This remained in operation until the lighthouse was modernised and converted

to solar-powered operation in late 1996.

The National Trust acquired the Farne Islands in 1925 and Trinity House now leases the operational areas of the lighthouse from them.

The project to update the lighthouse began in autumn 2019 with a site visit to scope the project and build on the mandate. The visit was also attended by the National Trust who were a key stakeholder for the project.

Prior to the modernisation the lighthouse was already solar-powered with ageing panels and still had wet lead acid batteries with outdated charging equipment. The light source was redundant technology that was being phased out due to replacements not being available.

The site also had an emergency accommodation pod in the acetylene building. This was at the end of its life and the decision was taken to plan to remove it and relocate it into the old battery room,

moving the smaller, new batteries into the tower base. The station's domestic power was provided by a small diesel generator; we decided that this should be removed and replaced with an inverter so that no fuel would be stored on site and no emissions from an engine.

In tandem with the early project management works on Inner Farne, the St Tudwal's Lighthouse modernisation design and Caldey Lighthouse minor works planning stages were underway. All three projects planned to use the new-to-service, eight-sided RLS LED light source developed by the tri-GLA research and development team GRAD. This allows the main and standby light to be exhibited from an existing optic.

In 2021 when the design visit was finally able to take place, COVID-19 was still a major issue and the country was in lockdown.

This meant that eating out and vehicle sharing was not an option, likewise for discussing the design face to face. ©

However, the trip to the island went ahead and the relevant information was collected, discussed and processed remotely.

The other issue with the lockdown was that engaging external stakeholders was more of a challenge initially due to furlough of staff.

The islands see puffins and seals in large numbers and species such as Arctic terns, shags, kittiwakes, razorbills, eider ducks and guillemots.

Inner Farne is a haven to wildlife for marine mammals and migratory birds. The islands see puffins and seals in large numbers and species such as Arctic terns, shags, kittiwakes, razorbills, eider ducks and guillemots. On one trip, the team witnessed a dolphin calf.

The sensitive nature of the islands meant that certain elements of the works were constrained to periods outside the bird-breeding season, and the works involved some careful negotiations with both the National Trust and Natural England.

The lighthouse is also listed and this needed to be taken into account. A listed building application was submitted for the works, mainly involving external alterations and works to the light pedestal.

The mobilisation was planned for the first week of March 2022 and was particularly challenging with the weather conditions. Agile use of resources including the local boat, helicopter, THV *Galatea* and the work force was required as weather reports changed by

the hour. Approximately 35 loads were delivered.

There are no facilities or real storage on Inner Farne and the site needed some temporary cabins, which were erected in two days.

There was also the public access to the islands for the tours to consider so fencing was erected. Soil erosion and avoiding bird's eggs were highlighted as potential risks by the National Trust and Natural England so a network of temporary covered walkways was also laid.





▲ The new LED light source.

This—coupled with the installation of the new light source, temporary aid to navigation control equipment and the new solar array—made for a productive week in some challenging circumstances.

The rest of the installation began in early April and lasted to July. The team had to also negotiate some challenging weather, parts delays caused by the pandemic and an evolving design due to the inability to pre-commission correctly because of late delivery of electrical cubicles. These challenges were dealt with well by all parties with some great teamwork and individual efforts to get the job done.

Later in the summer the light was viewed and accepted by THV *Galatea* with some complimentary comments on its effectiveness.

The demobilisation and removal of the old accommodation pod was completed in September with the first round of teas brewed using the new inverter system in the new day room completed during the week.

The system has finished its soak test following some snagging works at the start of December and is to be handed over before to the end of March 2023.

Ensuring a safer future

Project Engineer **Christopher Pearson** describes the works done to modernise Tater Du Lighthouse in Cornwall.



Trinity House built Tater Du Lighthouse in 1965, marking a headland on the south Cornwall coast to the west of Penzance. The construction of the lighthouse came about from the tragedy of losing a small Spanish coaster (the *Juan Ferrer*) on 23 October 1963, on the nearby Boscawen Point. The vessel capsized with the loss of eleven lives. The lighthouse was originally built to be an automatic installation, and was originally monitored and operated by the Coast Guard station at Gwennap Head. A red sector light warns shipping of the Runnelstone Rocks lying to the west of the lighthouse.

There is a steep driveway leading down to the station and it requires the use of a 4x4 vehicle for access.

All the equipment needed for the project was delivered this way.

Contractors were used for the installation and enabling works of the project.

One tricky task was the decommissioning of two 500 gallon / 2,500 litre diesel tanks that supplied the original diesel engines. It was decided that leaving the contaminated water in the tanks would pose a risk of contamination in the future, so removal now was preferable. The task was further complicated as the steel tanks

were located in the lighthouse basement which has only a small hatchway—measuring 600mm x 450mm—for access. The tanks were cut up using reciprocating saws into small enough bits to fit through this hatch.

The CDM regulations require that a Design Hazard Risk register is produced, the idea being to encourage the identification of risks and using the design process to mitigate these risks. This led to removal of all the cable runs and telephone sockets out of the basement, and so removing as many reasons as



▲ Contractors were used for the installation and enabling works of the project.

possible to enter this restricted area in the future.

The modernisation project replaced the small 4th order rotating optic with two new LED lamps to achieve the required range of 15NM (reduced from 20NM).

The project also updated the water delivery system to reduce the amount of manual handling required to fill the original header tank. The new system allows filling directly from containers in the back of the 4x4 vehicle by way of an electric pump. This has made the system much safer and more ergonomic. It also highlights the importance of listening to the users and properly capturing

and acting on customer requirement in the Project Management process.

James Hilton (Project Engineer) and Julian Coles (Design Tech) used the design standards to guide the design of the electrical systems, and Rob Race (Senior Project Engineer) along with Chris Harbour (Design Tech) designed the improved water system, while I designed the mechanical elements. Chris Wroe was instrumental in his role as Principal Designer/ Installation Coordinator in making sure that the contractual work was carried out in a safe and orderly manner.

“There is a steep driveway leading down to the station and it requires the use of a 4x4 vehicle for access.”

The project has been successful with no health and safety incidents and it has been delivered on time and to budget. The sector light was updated by Jim Veall (Technical Manager) and team prior to this project.



Building for safer seas

Director of Operations **Rob Dorey** briefs readers on the progress of the project to replace THV *Patricia*.

The projects to replace THV *Patricia* and decommission Royal Sovereign Lighthouse

remain the two major works for Trinity House in its role as a General Lighthouse Authority.

In previous updates we talked about the high-level objectives for the project along with the progress of the tender submissions, including assessments of shipyards.

Now, since the yard visits and the initial tender submissions, work has continued with tender improvement meetings to clarify points raised and to allow further improvement of submissions. The second submission period was November 2022 followed by an evaluation period that is now complete. The procurement process allows a period of negotiations and opportunities for further refinement and

improvement before the final submission towards the end of February.

From there and following evaluation, the preferred supplier will emerge, with the aim of contract award in the summer.

Trinity House and Northern Lighthouse Board have been working closely with the Department for Transport, HM Treasury and Cabinet Office to establish the approvals for the replacement vessels under two separate contracts. It has been encouraging to see the NLB procurement moving ahead now and we will benefit from testing of an accelerated approvals process.

The result will be a helicopter-capable, hybrid, DP2 vessel incorporating a zero emission energy source within the power generation mix.

To refresh on the key elements of the procurement: this is a design and build contract, based around a set of requirements that were derived from multiple stakeholders, with the core principles embedded within a business case that was endorsed by the Maritime Minister.

The result will be a helicopter-capable, hybrid, DP2 vessel incorporating a zero emission energy source within

the power generation mix, which will facilitate efficient, low emission running for routine operations. This battery bank will support the optimum operation of generators through 'peak shaving', which avoids an additional generator starting to deal with a surge of power, while being capable of supporting up to 12 hours at anchor, so that our coastal communities, as well as our crews, will benefit from periods of zero emissions and quiet operations. A range of other efficiency features will be included, such as heat recovery from engines to provide heating for accommodation spaces.

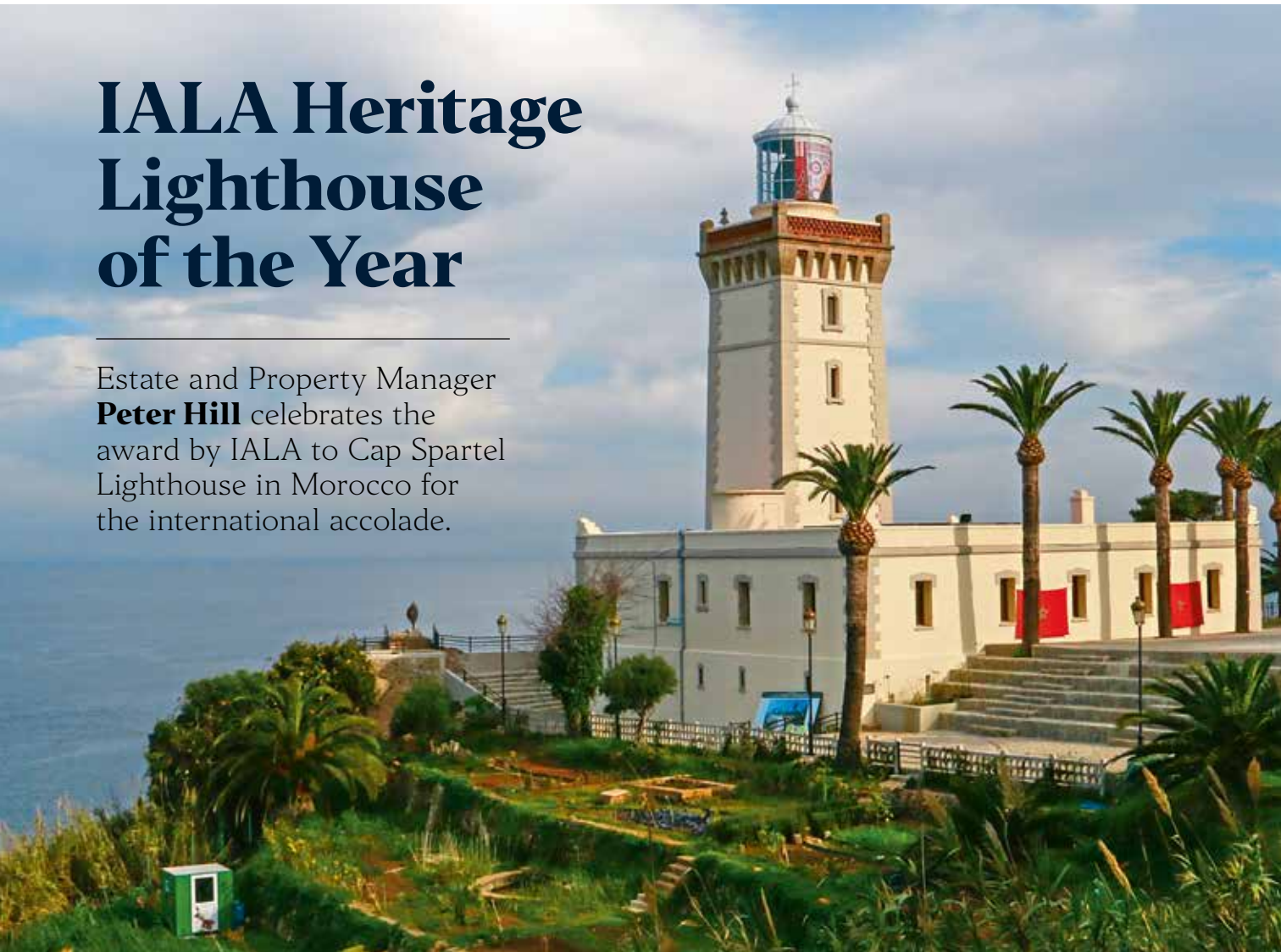
While being optimised for fuel efficiency—which in turn translates into reduced emissions—the hull will be designed for making better progress in heavy weather, with power to match, that will improve performance in the critical area of risk response when required.

While building on some greater design features that have been proven through many years of operating within the harsh operating conditions of UK waters, the ship will also incorporate new technologies that increase performance and reduce emissions.

Overall, the ship will complement our other vessels and improve our performance in maintaining the essential safety service that the whole organisation delivers.

IALA Heritage Lighthouse of the Year

Estate and Property Manager **Peter Hill** celebrates the award by IALA to Cap Spartel Lighthouse in Morocco for the international accolade.



IALA Heritage Lighthouse of the Year 2023 is Cap Spartel Lighthouse in Morocco. The decision was taken by IALA at its 76th Council held in Rio de Janeiro in December 2022, further to a consideration of all nominees by the Heritage & Culture working group of IALA's Engineering Committee.

Now in its fifth year, the accolade has previously been bestowed upon Cordouan Lighthouse in France, Santo

▲ Cap Spartel is a shining example of what it means to be an IALA Heritage Lighthouse.

Antonio da Barra Lighthouse in Brazil, Cape Byron Lighthouse in Australia and—most recently—Homigot Lighthouse in the Republic of Korea.

This prestigious international accolade celebrates operational aids to navigation that present significant historical, cultural or architectural value that go way beyond their function and time. As such, they are the ultimate symbol of aids to navigation and the vital role that these have long

played—and continue to play—in safeguarding lives, property, commerce and the environment.

Cap Spartel Lighthouse, Morocco

All lighthouses have an international dimension, but at Cap Spartel—Morocco's oldest lighthouse—that dimension is intrinsic to its identity. The lighthouse's very origins can be traced back to an international incident: the tragic sinking of the Brazilian



The Republic of Korea designs and commissions an annual artwork to commemorate the IALA Heritage Lighthouse of the Year. It is anticipated that this will be presented to Moroccan representatives at World AtoN Day 2023 celebrations.



Cap Spartel's modern history retains an international flavour, having an innovative lighthouse twinning agreement with Mamelles Lighthouse in Senegal.

to that international importance and prestige can be found in the 1865 convention between Morocco and ten other nations for the operating and maintenance costs of the lighthouse.

Cap Spartel's modern history retains an international flavour, having an innovative lighthouse twinning agreement with Mamelles Lighthouse in Senegal.

Featuring on stamps and banknotes, Cap Spartel lighthouse

ship *Dona Isabel* in 1860 with the loss of 250 lives. Built in a Hispanic-Moorish architectural style in the form of a square minaret, this stunning lighthouse was operational by 1864.

Standing as it does in the north-western point of Morocco and Africa—where the Mediterranean Sea meets the Atlantic Ocean, and with Europe just across the narrow Strait of Gibraltar—the new lighthouse would safeguard some of the busiest and most important shipping lanes in the world; shipping routes that were and are key to the globalised world that we now live in. Testimony

remains an emblematic icon of the city of Tangier, a source of national pride and a symbol recognised by all Moroccans. An excellent website makes it clear that public accessibility and education have a strong focus here for all the family. The lighthouse building houses the Museum of Moroccan Lighthouses, offering an educational experience on the maritime history of Morocco and promoting the role of aids to navigation and their technical evolution over time.

Cap Spartel is a shining example of what it means to be an IALA Heritage Lighthouse.



Working hard for IALA

Our Navigation (Examiner) Manager **Captain Trevor Harris** provides an overview of what we do with our global counterparts at the International Association of Marine Aids to Navigation and Lighthouse Authorities.



For those of us who represent Trinity House on the IALA committees, “so you’re off on another IALA jolly” is a comment we hear a few times a year from our teams and other colleagues. I will now try and explain what we actually do, as well as mentioning some of the social aspects from my own personal experience.

Trinity House, along with Irish Lights and The Northern Lighthouse Board, has representation at all of the IALA Committees and on the IALA Council. Over recent years we have also provided assistance and knowledge to the IALA Worldwide Academy when they run courses on Risk Assessment and Aid to Navigation (AtoN) Management. These meetings are mainly held at IALA Headquarters in St Germain-en-Laye but do move to other member nations fairly frequently. During the COVID-19 pandemic all of the meetings were held virtually and we only started meeting physically again from last summer when international travel became easier.

There are four main IALA Committees: AtoN Requirements and Management (ARM), Engineering and Sustainability (ENG), e-Navigation Information Services and Communications (ENAV) and Vessel Traffic Services (VTS). There is also the Legal and Policy Advisory Panel, and above all of these the IALA Council. The only committee where we have limited direct involvement is the VTS Committee as the UK is represented by the Maritime and Coastguard Agency (MCA) at their meetings.

All of the committees are formed by the relevant international experts from the member states, industry and sister organisations like the International Hydrographic Office (IHO) and have the task to keep IALA Standards, Recommendations and Guidelines relevant and up to date as shipping, technology and maritime risk evolve through time. The recommendations and guidelines produced by these committees directly affect most jobs within Trinity House to varying degrees.

The IALA work programme is scheduled to take place over four years with each committee meeting twice per year to work through their tasks. The last work programme was extended to five years due to the pandemic creating unforeseen complications in completing the workload and concluded with the ARM meeting last October.

I was asked by Captain Roger Barker (previous Director of Navigational Requirements at Trinity House) to attend ARM in 2018, as we needed representation on the working group that was due

to review the guidelines on Offshore Structures and this is core to my everyday job. Roger chaired the working group on Risk Management during this work package so was unable to be intimately involved in the Navigational Requirements group.



▲ Buenos Aires, Argentina.

My first meeting was ARM8; this was quite an eye opener as I was also fairly new into my role as Navigation (Examiner) Manager here. All of the attendees have to keep our normal day jobs going while we are working on IALA tasks, which means early mornings, coffee breaks, lunchtime and evenings usually involve answering emails. This isn’t too hard for us with time differences but still takes some thought. My intention at ARM8 had been to keep quiet and watch what happens but that lasted for about an hour before I had to open my mouth and say something. This is when I realised everybody has a valid point to make and this is listened to and then discussed openly even when we do not agree with each other. This leads to forming the friendships and bonds with our international colleagues which feed into our own knowledge.

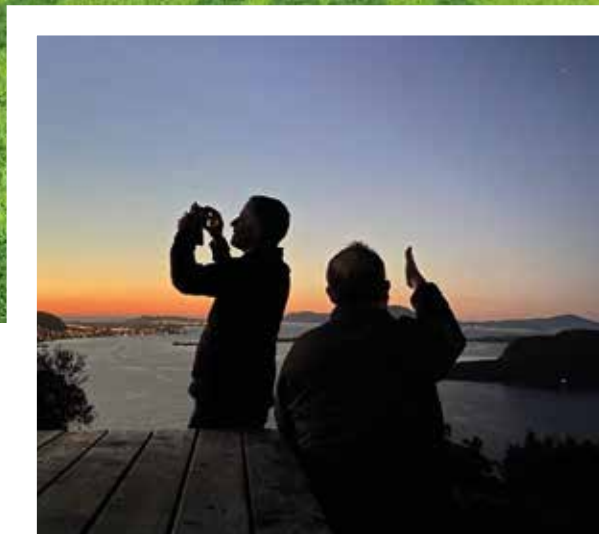
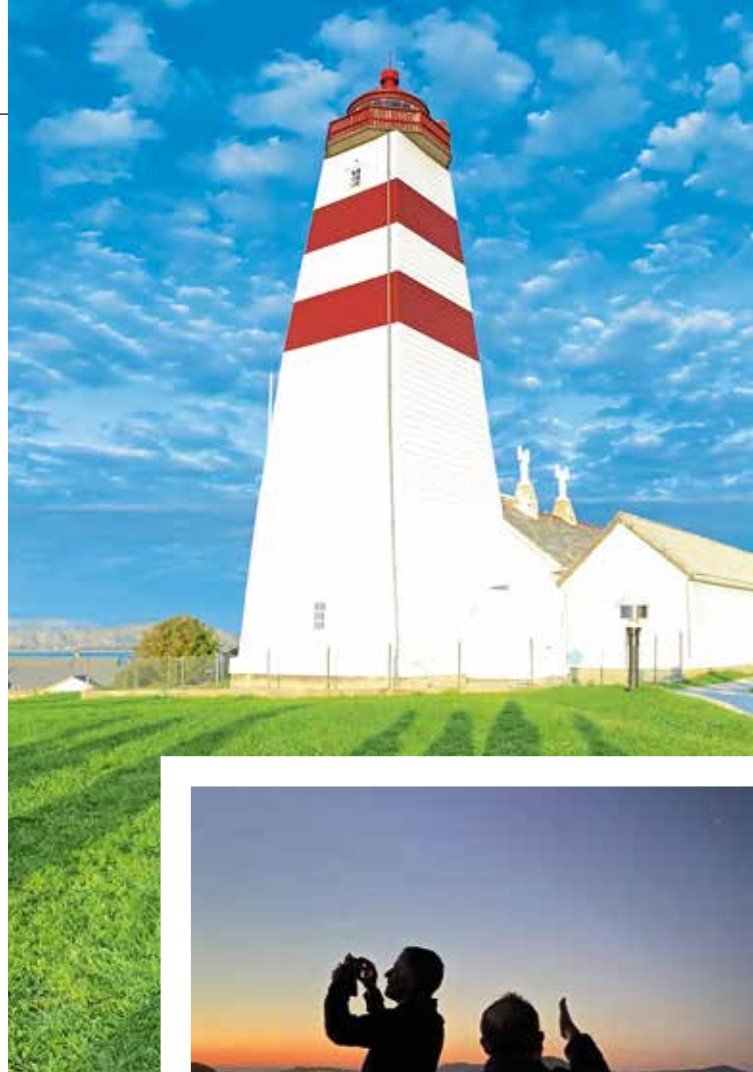
At ARM8 I first got to experience the ‘jolly’ part of the trip. The first bit being the ‘icebreaker’ after work on the first evening where delegates bring drink and food from their own nations for everyone to try as you get to know each other on a personal and professional level. I took a few cans of beer. The next evening there was an international football match—for those who had taken their kit—and there is also a formal committee meal one evening. You also get the opportunity to explore St Germain-en-Laye and try the local hostelrys and restaurants.

Each working group has task groups set up to work on individual documents or as directed by the working group chair and these groups each have a lead who coordinates the document development throughout so at this stage I joined in on the topics that affect my role here at Trinity House. At ARM8 the work package—including a whole rewrite of the IALA Maritime Buoyage System (R1001)—was just starting with a few bits brought over from the last period so the task groups formed and we newcomers started integrating into them.

By ARM11 a lot of the documents we had been working on were coming to completion. These included G1154 on Mobile AtoN and G1081 Provision of Virtual AtoN. Finishing G1154, which had been going on for a few years before I joined, was my first experience of leading a group and this had led to a huge amount of intersessional emails between the group participants, which is a bit of the role my own team do not see in my calendar. This also led to me presenting at an IALA webinar during the pandemic, which was an experience in itself.

ARM11 was held in Argentina, which I must say is one of the highlights of my time with Trinity House so far. During the day there was all of the IALA work to do and I was tasked with leading the group reviewing R0139 on The Marking of Offshore Structures along with joining other groups working on the other documents. As we were five hours behind the UK, breakfast normally meant looking at the emails that had arrived overnight for my normal job, so the days always got off to a great start.

In the evenings there was the usual icebreaker and committee dinner to attend. The committee dinner included an Argentine Tango show at a famous emporium. This did push the daily subsistence allowance to the limit so it was only a burger the next day. We also attended a formal reception on a historic naval vessel hosted by



the Argentine Hydrographic and Naval Authorities.

At the end of the week we had completed a couple more guidelines which were forwarded to the IALA Council for approval and then had to panic rearranging flights to get out of the country before the borders were closed due to COVID-19.

Over the pandemic period the meetings were held online and we continued work to complete the changing of R0139 into a recommendation with a new guideline G1162 on the Marking of Offshore Structures and also change the Recommendation on Marking of Bridges (R0113) into a guideline which got completed at ARM16 and was approved by Council just before Christmas 2022.

Last year, along with Sophie Platten (Deputy Marine Superintendent) and Nikolaos Vastardis (GRAD), I was fortunate enough to attend a workshop in Ålesund Norway held by IALA

◀ Scenes from the visit to the workshop in Norway, including Alnes Lighthouse, taken by Deputy Marine Superintendent Sophie Platten.



and International Hydrographic Organization (sic) on S-100 and S-200, which includes the portrayal of AtoN on ECDIS and the transfer of data between AtoN and Hydrographic authorities among other things. This was a hectic

week—having to keep the day job going among the highly technical presentations and discussions—but the perk was getting to see the Northern Lights, having climbed a hill at two o'clock in the morning and during a few of the other evenings.

In summary, we do have enjoyable moments on the IALA trips interspersed with some very long days writing, revising and editing documents and arguing where the comma or full stop should go while trying to keep the day job going. It also means we can form contacts to assist us in our own day jobs by finding out how other nations work, and we can also provide our knowledge to others as we work on the recommendations and guidelines.

As we move into the next work package—following the trip to the IALA conference in Rio for some—the work for ARM will include documents on autonomous shipping, risk, buoy tender operations, seafarer training and lots for ENG and ENAV to do as technology advances, as well as the odd pub quiz at the Bitter End (ARM teams got second and third place last time).

Over the last work package the Committees' work included:

ARM

- R1001 IALA Maritime Buoyage system (which will be published in 2023);
- R1002 Recommendation on Risk Management;
- G1162 The Marking of Offshore Man Made Structures;
- G1078 The Use of AtoN in the Design of Fairways;
- G1138 The Simplified IALA Risk Assessment Method;
- Developing a new guideline for guidance on marine AtoN awareness and training for mariners.

Legal Advisory Panel (LAP)

- Review of the IALA and World-Wide Academy (WWA) Risk Registers;
- Review of draft disclaimers for the IALA homepage and standards;
- Reviewing the core documents including the IALA Constitution, General Regulations, Financial Regulations and Rules of Procedure for the Committees;
- Drafting terms of reference for the new IALA Disaster Recovery Fund.

ENG

- G1170 New guideline on what constitutes a good marine AtoN solar panel;
- G1008 guideline on telemetry reviewed;
- Developing a new guideline on radar reflector properties;
- Developing and reviewing of Worldwide Academy courses;
- Formation of a new sustainability committee and holding of applicable workshops;
- Developing a guideline on monitoring the function and degradation of AtoN light sources which will be carried on at future sessions;
- Starting work on developing a guideline to identify standards for AtoN equipment within extreme environmental conditions. This will also be carried forward into future sessions.

Engineering a successful career

Continuing our look at various roles around Trinity House, **Heather Fleming** describes her work as Second Engineer on THV *Patricia*.

Having left school at 17 I made the decision to start my cadetship at City of Glasgow College, not having a clue about what it would entail or if it would be the right choice for me. Lo and behold, I loved it! I gained my Officer of the Watch Certificate of Competency (CoC) in December 2016.

I applied for various jobs with varying success, until I was invited to attend an interview at Trinity House. I travelled from Glasgow to Harwich (a journey that I have now lost count of the number of times I have done). Upon completion of that very nerve wracking interview, I returned home to await the dreaded follow up phone call/email. However, I was offered the job as engine room assistant (ERA) on THV *Patricia* and I gladly accepted.

Since joining as ERA I was promoted to Third Engineer. Then after completing my Second Engineer qualifications after some time at college, I was promoted to my current position of Auxiliary Second Engineer. This allows me to sail on all three of the Trinity House Vessels, which is perfect for building on my knowledge and

experience as they are three entirely different vessels.

The last five years in the company have been a whirlwind with plenty of highs and lows. However, I would not change anything about my experience here.

Q What does a Second Engineer do?

A In Trinity House there is a total of four permanent Second Engineers and two auxiliaries. A Second Engineer, like any role on board, is very important. They are responsible for the

general day-to-day running of the engine room team and the machinery that propels the vessel including upkeep and maintenance. They work closely with the Chief in making sure the vessel is able to carry out her duties and 'in ensuring that it is a safe place to work.

Q What does your typical day look like?

A The wonderful thing about being a seafarer and working at Trinity House is that you will rarely have two days that are the same. The constant is



“The last five years in the company have been a whirlwind with plenty of highs and lows.”



▲ Part of the engine room on THV Patricia where Heather works with her teammates.



the morning cuppa where the day's work is discussed with other members of the engine room team. We have a maintenance plan we follow for the three-week trip but the work changes every time we join a vessel. There is also the unplanned maintenance which we can't account for, which can totally change the plans that were made. Therefore, I would not say I have a "typical day", which is always exciting and keeps us on our toes.

Q What are your standout moments?

A In my short five years at Trinity House, I have had plenty of standout moments, mostly good, some bad. I will stick to the good ones! I remember my first crew change day when I joined and how far I've come since then. Achieving my Second Engineer's Unlimited CoC in 2020, then being promoted to Auxiliary Second Engineer. Also, how we continued to work on board and carry on as normal during the COVID-19 crisis. There have

been plenty of standout social occasions too, such as various Christmases and New Year's Eves spent away from family. However, we make the most of it and enjoy our time on board.

Q What are the benefits or unique opportunities of working for Trinity House?

A Working for Trinity House has many benefits and opportunities granted to all her employees. Being on these vessels you feel like you are making a difference, keeping other seafarers safe. Moreover, the fact that Trinity House is a charity that is dedicated to safeguarding shipping and seafarers, providing education, support and welfare to the seafaring community is very rewarding.

As a female in a very male dominated environment, especially being part of the engine room team, Trinity House and the SVS crew have treated me no differently and I have been given the same opportunities as any

other crew. In 2022 equality shouldn't even be a question, however in some lines of work it unfortunately is. Since working with Trinity House, they have supported me through my Second Engineer Certificate of Competency and now as I'm working towards my Chief Engineer qualifications they continue to do so.

Q What would you say to aspiring engineers thinking about getting into this field of work?

A I would always encourage anyone interested in getting into this field to jump into this career with both feet. It can be frustrating at times with many drawbacks including being away from family members and loved ones. However, it is very rewarding, with lots of hard work and opportunities to better yourself in all aspects of life.

As I have said, there have been plenty of ups and downs in my short career but I don't regret any of them as they have made me who I am today.



Maritime Charity update

Recipients of grants from the **Trinity House Maritime Charity** describe in their own words how the funding is helping them provide access to maritime training and welfare.

CHARITABLE GRANTS

Inspiring the next wave of maritime workers

Nestled between the Atlantic and North Sea, it is no surprise that Britain's experience of open waters is central to our identity. From this northern outpost, we've sent ships—so many of them made and maintained on the Isle of Wight—to the edge of the world for more than 500 years, as part of a process which has deepened our connection with the seas and developed a whole industry to support these maritime endeavours. At **Cowes Enterprise College**, we have our sights set clearly on the horizon, to ensure future generations of students can help preserve and champion these hugely important industries.

The school's Maritime Futures Curriculum began in 2019. At a base level, it was created to allow us to weave the Isle of Wight's maritime heritage into everything we do as a school. Up to 10% of our lessons in Key Stage 3 are linked to this golden thread, and we take practical steps to bring the island's maritime legacy to life.



We've been so proud to see the proactive and enthusiastic way in which our students have embraced this. Ask any of them, and I'm sure they'll tell you that studying coastal erosion feels all the more tangible and relevant when studied from the bow of a ship in the Solent; Design Technology made ever more engaging when allowing them to design, build and race model boats using leading industry techniques.

But the in-lesson changes we have implemented are not a gimmick or a casual nod to our rich maritime heritage. Instead, they're designed to prove to our students that the maritime industries aren't a fixture of our past, but a viable and endlessly engaging career option for their future.

To help embed this, we continue to develop strong links with local Cowes-based businesses who we often invite into the school to give talks and fully explain the work they do. In doing so, they deliver specialist lessons in naval architecture, boat building, diving, and coastal management—and provide a clear snapshot on how students can turn their nautical interests into tangible careers.

Alongside this, we have recently started putting together terms of reference to develop a partnership with ferry operator Red Funnel, where we hope that our students will be able to have the opportunity of future employer encounters and are able to gain an understanding of how many different job roles exist within the company.

We are also closely linked with the Isle of Wight's centre of excellence for composites, advanced manufacturing and marine (CECMM) to ensure that when all our students in Key Stage 3 visit, their learning is an extension of what they

have seen and understood at school, and are able to use specialist equipment to gain an even better understanding of careers within the sector.

Not everything has to be tethered to future jobs, of course. In fact, a key part of the scheme's success has been its ability to provide students with undeniably fun, varied and engaging opportunities. For example, over the past four years, we have also been involved with the Ocean Youth Trust, where 12 students each year have had the opportunity to learn how to sail a tall ship. Through teamwork, supporting one another and building relationships with the crew, they were all involved in passage planning, leading, and running the boat for a four day voyage.

As all of this shows, the Maritime Futures Curriculum has been central to our success in recent years, and we are now hugely excited to be sharing this vision with maritime schools across the country, thanks to support from the Trinity House Maritime Charity, the Department for Transport and other generous funders. After two hugely enjoyable Maritime Showcases in 2022, we are expanding this scope in 2023, and will be supporting primaries and secondaries to develop and implement their own regionally specific take on the Maritime Futures Curriculum.

Already, we have worked with schools in London, Ipswich, Grimsby, Hull, Gosport, Scotland and elsewhere. This process has allowed us to share what we have learned in the past few years, but also to learn more about each of these schools' own specific areas, and the regional spin they are able to give their own maritime curriculum. We're always looking to expand this group, so would encourage you to get in touch if you are involved with a school which may be interested in joining our network.

It is abundantly clear that to ensure the continued prominence and success of our maritime industries, we need to plan carefully for the future. That's why I've been so pleased to be an active member of the government's UK Shipbuilding Skills Task Force, designed to not just support the sector as it stands, but to make sure it stays afloat in the decades to come.

I am excited to continue work on the Task Force's plans for careers, as it will not surprise you to know that I think education is a crucial part of this puzzle. However, the success of the Maritime Futures Curriculum proves that we need to step beyond just providing students with the relevant skills, and into a place where they are gaining first-hand experience, speaking to those in the sector, and regularly feeling the waves beneath their feet.

www.cowesec.org

Young people in Hull sail to a new career

A council-supported maritime training course in Hull has achieved a 78% success rate so far.

Thanks to funding from Trinity House London, **Hull Maritime**—a major regeneration project in Hull—is offering 100 young people aged 16-25 and the unemployed the chance to complete a 'Maritime Futures' accredited training programme for those aspiring to work at sea, whether that is in the fishing industry or other offshore sectors.

▼ The accredited course provides vocational training alongside first-hand knowledge from former trawlermen.



At the beginning, the aim for Maritime Futures was to have 75% of participants completing the qualifications to go on to secure employment within six months of completion. Since the courses started in March 2021, 46 young people have completed the training over five cohorts. Of those, 72% have secured work in the maritime sector within 30 days of the course completing and another six per cent have gone on to further training, bringing the total to 78%. This success highlights the appetite and desire to work in the maritime sector. Three courses will take place in 2023.

Other organisations that support young people who have experienced additional vulnerability and challenges are also involved, encouraging young people who would not normally be offered opportunities like this to take part and complete the course.

Delivered by East Coast Maritime Training on behalf of Hull Maritime, the three-week intensive course is designed to provide trainees with a raft of training-industry-recognised certificates accredited by the Seafish Authority and the Maritime and Coastguard Agency. The accredited course provides vocational training alongside first-hand knowledge from former trawlermen, offering students a real insight into working in these industries. As well as hands-on skills, trainees also learn about all aspects of the current fishing industry, with 12 separate certificates being awarded to successful candidates. A partnership

Nautical Leadership Experience

The **Nautical Leadership Experience** programme was first launched by UWC Atlantic College in the summer of 2022. With its imposing location—steeped in educational provision and training in navigation, seamanship, marine safety and boat building—the college offered the perfect location for this exciting new initiative.

Aimed at 16-18 year olds, the course provided trainees with the skills, knowledge and interest to develop and explore

a career in the maritime and nautical sector. In addition to securing key professional qualifications, the two week residential also taught participants broader skills in safety at sea, teamwork, leadership, discipline, respect for others and essential communication skills.

The fortnight started with the Royal Yachting Association (RYA) Sea Survival course, where trainees learnt key survival techniques in emergencies when out at sea. This was followed by a visit to the nearby St Athan HM Coastguard Search And Rescue (SAR) Helicopter Base, where participants met and spoke to experienced pilots, advanced paramedics, winch

operatives and engineers about their varied job roles and careers.

The following day comprised lots of fun in the sea, with coasteering and kayaking on the beautiful stretch of coastline that lies on the college's doorstep. Participants fully immersed themselves in the ocean, gaining an understanding of its power and importance.

Next on the agenda was a visit to the National Coastwatch Institute (NCI), based at St Donat's Bay, where Station Manager Jo Schup taught chart work, navigation skills, dealing with emergency calls and the vital importance of watch stations across the UK.



▲ The course gives a taste of what a seafaring career could be like, including navigation and sea survival.

with the University of Hull Maritime Studies Department gives a historical context of the city.

Modules include mandatory safety training in firefighting, first aid, sea survival and health and safety along with engineering, radio procedures, watch keeping and navigation, supplemented with life skills, teamwork and forward planning.

The course includes a day of raft building to underpin the knowledge learnt on the sea survival, seamanship and stability courses. The programme also highlights Hull's maritime history and its future to young participants as well as providing them with a taste of what a possible seafaring career could look like.

Councillor Mike Ross, Leader of Hull City Council, said: *"Maritime Futures is all about developing the young people's skills by offering opportunities and the qualifications needed to start a career at sea as well. This vocational course is a meaningful and practical way of connecting Hull's young people with our rich maritime heritage."*

One of the trainees, Asadi Suroosh, said: *"The course has provided me with the knowledge and experience for me to feel confident in the maritime industry. Completing this course has helped me find work on a vessel in the fishing industry."*

Another participant who successfully completed the course, Charlotte Barlow, said: *"I think this course has given me the many useful skills and qualifications that will prepare me to work in the maritime industry."*

Hull Maritime is a locally-led, large-scale regeneration project funded by Hull City Council and The National Lottery Heritage Fund. Hull's rich maritime story will take centre stage creating a long-term legacy for decades to come by transforming the city's key maritime treasures including Hull Maritime Museum, the North End Shipyard, Dock Office Chambers and the restoration of two historic ships: the Spurn Lightship and *Arctic Corsair*.

The stories from the Maritime Futures participants will be used in our redisplayed galleries within the refurbished Maritime Museum and will challenge the perception that young people can no longer earn a living in the sector and can learn and use some of the skills that their parents and grandparents had.



For more information on Maritime Futures or Hull Maritime, visit maritimehull.co.uk or follow [@HullMaritime](https://twitter.com/HullMaritime) on Facebook, Twitter and Instagram.

The group then progressed on to the VHF Radio course, where they learnt the basics of VHF radio operation, the correct frequencies to use, and distress, emergency and medical assistance procedures.

The RYA First Aid course soon followed, where participants learnt critical first aid skills, including emergency first aid, dealing with casualties who have suffered from drowning and becoming competent with giving CPR. The course also taught more basic skills such as how to control bleeding and recognising and treating seasickness and dehydration.

The programme culminated with a visit to the Pembrokeshire

Performance Sailing Academy located at picturesque Llanion Cove near Pembroke Dock in West Wales. Here, the group completed two courses, including the RYA Powerboat Level 2 certificate—covering both theory and practical skills needed to become a competent powerboat driver—and the RYA Essential Navigation certificate, which offered a great introduction to navigation and safety awareness.

Due to the tremendous success of the Nautical Experience Programme at UWC Atlantic, the college hopes to deliver the programme again in August 2023. To register your interest, contact info@uwcatlanticexperience.com. www.atlanticcollege.org





REGIONAL GRANTS SUPPORT

Kintyre Seasports

▲ The structured training was a mixture of exercises, games and theory.

Kintyre Seasports is a charity based in Campbeltown, an area with outstanding natural resources and serious pockets of deprivation. Four watersports clubs and six community organisations formed the Kintyre Seasports SCIO in 2017. We connect education providers, community groups and watersports clubs, break barriers, and provide health, well-being and economic benefits for all. We qualified as an RYA Recognised Training Centre in 2022.

academic attainment, as well as personal development. In a challenging environment where registered Young Carers regularly represent more than 10% of the CGS roll, we can make a real difference to young lives.

The programme, which started this year, is directed at S2 pupils, 13 and 14 year olds. Spring taster sessions were attended by 33 pupils, nearly half the year group. Combining basic boat handling and games on the water, only one session was affected by bad weather. On that day attendees built their own boats from waste material and learned how a sailing dinghy functions. Of the 33 starters, 14 volunteered to take part in a week of structured training, with a mixture of exercises, games and theory, following the RYA National Sailing Scheme. As holders of RYA Level 1 or Level 2 qualifications, they now have the skills needed to take a dinghy out themselves—in good weather and with safety cover—and an understanding of chartwork and weather forecasts.

The course also develops ‘soft’ skills such as communication and teamwork, as well as individual resilience, when we let them out in a boat on their own and it doesn’t always go quite to plan! This situation teaches the important life skill of dynamic risk assessment and the consequences of getting it right, or wrong, in a safe and controlled environment. All the skills week participants received an RYA logbook showing the skills and knowledge they had acquired, and all are keen to do more. Over the winter we will build on the skills week by improving



▲ Attendees built their own boats and learned how a sailing dinghy functions.

Through a regional grant, Trinity House has provided invaluable support to our Sailing Instructor Training programme, a fundamental element of our goal to become a leader in growing sailing through active inclusion. The programme was developed in partnership with Campbeltown Grammar School, Campbeltown Sailing Club and RYA Scotland. It leads to internationally recognised qualifications, offering trainees a new employability route, irrespective of conventional

their sailing and nautical skills, introducing them to powerboat driving and inviting them to help out at other training sessions and events. As their involvement increases, some will become RYA Assistant Instructors with the opportunity to become RYA Dinghy Instructors by age 16.

A striking feature of the programme is the commitment of Campbeltown Grammar School. CGS has had a difficult couple of years, with poor performance in academic league tables and a management re-organisation. The new leadership is achieving significant improvements, and arranged for this year's level 1 and 2 qualifications to be presented at a full school assembly.

The event was covered enthusiastically by the Campbeltown Courier, with CGS saying:

"We are delighted to have such a strong partnership with Kintyre Seasports that has allowed some of our young people an opportunity they would never have thought on before. They have become more confident as people, not just on the water, and we hope they will continue to take their new skills forward."

Effectively the programme is now on the S2/S3 curriculum. As the first cohort progresses they will support next year's participants as volunteer helpers and assistant instructors. We anticipate that in two to three years' time we will be working with around 60 trainees, and approaching the point where a number of them are ready to progress towards Senior Instructor, adding to their own qualifications and the overall sustainability of the programme.

Over the same period we will be working on funding and building a new community facility to house the programme, develop others—including an existing Communities Mental Health and Well-Being project—and attract adventure tourism to Kintyre. Currently we operate from Campbeltown Sailing Club, with fantastic support from the members but limited capacity. As an RYA RTC with 21st century facilities we will be able to generate sufficient income to resource community programmes and reduce dependency on grants and donations. On top of the widely recognised benefits of sailing and sail training, our future customers will have the satisfaction of knowing that a significant proportion of their spend will be funding education and employability programmes for disadvantaged young people.

We are extremely pleased and encouraged by this first year of the Sailing Instructor Training programme. Our relationship with Trinity House is greatly appreciated.

www.kintyreseasports.co.uk

Royal Harwich Yacht Club

Receiving a grant from the Trinity House Maritime Charity was a unique experience in the history of the Royal Harwich Yacht Club (RHYC). The grant was awarded to buy a support boat to help support the training of young sailors to further their chance of employment in the maritime industry.

The Club has a long history originating in the annual regattas held at Harwich from 1828. By 1843 the regatta was increasingly supported by racing yachts, so the Eastern Yacht Club was formed to run them. In 1845, its Rear Commodore arranged Royal Patronage of the renamed Royal Harwich Yacht Club, which resulted in the privilege of Club Members to fly the Blue Ensign defaced with the RHYC Lion Rampant.

The Club moved to Woolverstone on the River Orwell in 1946 and occupied former Nissen Huts for the next 20 years before building its first club house in the late 1960s. This was replaced in 2013 with the current modern building. In its early years RHYC was the only Royal Club which catered in its races for working boats like spritsail barges and stone dredgers in addition to the traditional large yachts and schooners owned by eminent Victorians of great wealth.

The Club started to develop sailing and racing for young people in 1950 with a two day open meeting for school boys to be raced in Firefly dinghies. The involvement of youth in sailing at the RHYC gradually expanded not only by adopting more classes—such as National 12s, Mirror dinghies, Optimists etc—but also by satisfying the demand for organising racing and teaching the basics of sailing.

The Club is now a Royal Yachting Association (RYA) recognised training centre and has a successful programme of junior training and racing

each year. In 2021 the Club was recognised by the RYA as a British Youth Sailing Recognised Club, reflecting the transition of our junior sailors to competition and training at both regional and national levels. Involvement in sailing and training others has acted as a stimulus to explore options for future employment amongst younger RHYC members. The Trinity House grant that enabled the Club to purchase a new support boat has expanded the Club's capacity to train young people to sail. A number of these have subsequently gone on to maritime-related careers.

For example, one of the Club's young Members, Robin, is a keen Laser racer. He regularly competes on a Sunday and has competed in Junior Race Week at the Club. Having recently qualified as a Dinghy Instructor he is now giving back to the Club by training and developing other sailors. He trains juniors from the age of eight on a Saturday, preparing the dinghies, briefing the sailors and then running sessions. This is Robin's part-time paid role to assist him during his education.

Another example is Ashley, currently Chief Instructor at Wildwind, Vassiliki, Greece. In winter months he is a paid coach for the RYA Regional Training Group. In spring 2022 he was employed on a temporary contract with Royal Hospital School as an instructor. Ashley started sailing at RHYC at the age of six. He completed his RYA Youth Sailing Scheme 1-4 before joining the RYA Topper Regional Training Group. He progressed through the Topper Squads, culminating in RYA Topper National Squad before transitioning to a Laser where he was given an RYA grant to compete abroad. He received a sailing scholarship to Royal Hospital School and team raced representing them as far afield as Australia.

www.royalharwichyachtclub.co.uk/get-into-sailing/sailingexperience

Living the dream



Trinity House-sponsored Merchant Navy Cadet **Isabella Puddiphatt** writes about her fascinating deployment with Royal Navy vessel HMS *Tamar*.

I started my cadetship in January 2021 post A-Levels and peak COVID lockdown, inspired by colleagues in the RNLI and family and friends within the industry. Growing up on the Cornish coastline I have always loved being by and in the sea and couldn't imagine a future that had no connection with it.

I was lucky enough to be sponsored by Trinity House and with support from them I had the pleasure of spending time onboard THV *Patricia* and MSY *Windsurf* in my first sea phase. Both vessels provided unique sea experiences with my time on THV *Patricia* including maintenance of the Greenwich Lightvessel and MSY *Windsurf* taking me to both the Mediterranean and the Caribbean.

I am now in my fourth phase, having just spent eight months studying at City of Glasgow College between sea phases, and will return in the summer of 2023 to complete my shore-based learning and achieve my Scottish Professional Diploma in Nautical Science/Marine Operations before taking my MCA Orals exam for Officer Of the Watch STCW Reg II/I Certificate of Competency unlimited.

As part of phase four of training I was able to spend three months onboard HMS *Tamar*. This was organised by my training company (Just Be Maritime Ltd. on behalf of Trinity House) and the Royal Navy Merchant Navy Liaison Officer (Lt Cdr David Carter MNM RNR) as part of the partnership between the Royal Navy and Trinity

House supporting the training of future officers within both sectors. The RN Merchant Navy Liaison Voyage Scheme has Royal Navy IWOs (the equivalent of MN deck cadets) spend time onboard merchant vessels such as cross-Channel ferries and ocean crossing vessels for astronavigation training and an insight into how the Merchant Navy operates.



▲ Taking a position reading with a sextant.

HMS *Tamar* is a Batch 2 River Class, IMO Class 3 Compliant, Offshore Patrol Vessel. She is the greenest vessel in the RN fleet, using urea to control the nitrogen-based emissions in the ship's exhaust, and is permanently forward deployed to the Indo-Asia Pacific. Her deployment is part of the Royal Navy's contribution to a Global Britain, supporting and promoting UK interests worldwide.



In my three-month period onboard I experienced defence engagement with Japan, Brunei, India, Bangladesh, Sri Lanka, Malaysia and the Maldives. These events build relationships with nations in the region both at sea and alongside. At sea, I was introduced to PASSEXs (or Passage Exercises) where navies will convene and conduct at-sea training serials. These often take the form of OOW Manoeuvres, where ships will conduct a series of alterations in proximity in specified formations or RAS Approaches (Replenishment at Sea); these involve high-speed station keeping and passing of lines to exchange cargo between the two ships little over 40m apart.

Alongside, the defence engagement continues and I assisted the ship in a Ship's Open Day to Visitors alongside in Brunei where some 855 Royal Brunei Navy personnel and families were welcomed on the ship and hosted for tours.

In Brunei I also had the opportunity to experience a British Forces Tri-Service Mess Dinner in the British Garrison including joining in the Loyal Toast to His Majesty the King and of course the Royal Navy's Toast of the Day, 'a bloody war and a sickly season' (you were more likely to be promoted during war time or when illness struck the fleet). In the Andaman and Nicobar Islands we hosted members of the Indian Navy and were hosted ashore for an evening by the officers. Organised by the Indian Navy for our stay were daily yoga classes, with the final class being taught by Padmini Jog, a world-renowned promoter of yoga and mindfulness who—despite being in her 80s—continues to travel to introduce people around the world to the practice.

“As the ship has to remain at a high level of operational readiness, training for gunnery and safety are completed more often than on merchant vessels.”



▲ PASSEX with the Indian Navy.

Alongside maintaining Britain's presence in the IAP, the ship's company are encouraged to explore and enjoy the amazing places the ship visits. I had the pleasure of exploring Yokosuka, Japan, with fellow shipmates and the Gunnery Officer of our host ship JS *Takanami*. In Brunei the ship's company was taken on a visit to the Brunei Darussalam Maritime Museum and the Wardroom (Officer's Mess) enjoyed a trip to the Borneo jungle. I spent Christmas onboard, with Christmas carols and a Christmas dinner for all the crew, and New Year's Eve was spent in Kuala Lumpur. En route to Bangladesh the ship stopped in the water for the crew to enjoy a swim (Hands to Bathe) in the Indian

Ocean with thousands of metres of water below them, before enjoying a '4D cinema' showing of 'The Cruel Sea', a 1950s naval war film where crew are soaked with water as the film shows the MN's role in the Battle of the Atlantic.

Onboard *Tamar* I was part of the Warfare department, a difference from MN where

I would be part of the deck department. The head of the department is the Navigating Officer, Lt Samuel Williams RN, who led my training onboard, encouraging me to understand and question how and why the ship runs as it does. My initial struggle was understanding the structure of crew; with 50 crew on the 90m vessel there are many ranks and roles I had not seen before, such as



▲ Participating in man overboard drills.

the gunnery officers and the weapons engineers. After getting to grips with the ranks, the constant use of acronyms and *Jack Speak* (the RN's official language) I could see the similarities between previous experiences and the RN.

For my training I joined the watchbill and acted as second OOW on the bridge. I experienced how the vessel carries out visual pilotages; the RN trains its officers to carry out visual pilotages so that the vessel can continue operations in wartime should GNSS be denied or equipment fail. This is not a procedure I have seen before so learning these skills and understanding how the bridge team works alongside other departments to maintain the vessel's safety of navigation and force protection was eye opening.

As the ship has to remain at a high level of operational readiness, training for gunnery and safety are completed more often than on merchant vessels. I was able to take part in Man Overboard (MOBEX), Fire, Flood, MARPOL (pollution incidents), Casualty, Machinery and Steering breakdowns on a weekly basis. This high level of training allowed me to understand the roles of many different officers, all preparing me for when I become an officer and have to hold the high level of responsibility that comes with it.



▲ Bridge Watchkeeping.

The opportunity to work alongside RN colleagues and to understand more of how and why the RN operates its ships in the way it does was a privilege and has given me many memories which I will cherish. I am incredibly grateful to the Captain, Commander Teilo Elliot-Smith RN, and all of the Officers and Ship's Company of HMS *Tamar*, for the support and training.

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.

Trinity House has an active Diversity Working Group with members from across the three areas of business, the General Lighthouse Authority, the Fraternity and charities. Our aim is to signpost ways to recruit employees and new members into the Fraternity from 100% of the eligible population. How to attract the attention of women and members of ethnic minorities, who may otherwise have looked in different directions, is the challenge. We see our role as advising Court and the main committees on how we present as a modern, inclusive and diverse organisation. The GLA has adopted far reaching

initiatives for recruitment and retention. For the Fraternity, our focus is on raising awareness among our members and senior members of the industry. How we appear from the outside is fundamental to both communities.

The Lighthouse Board is determined to widen the range of applicants for roles and the drive and experience of new members of the HR team are offering their expertise across the Corporation as well as the GLA.

Seafaring and engineering, to a lesser extent, have low numbers of women and

ethnic minorities, thus a smaller field from which to recruit. Both professions are working hard to overcome this at a national level, and the GLA actively works to recruit a diverse workforce.

As member of Maritime UK our staff and members of the DWG are actively engaged in Mar UK and DFT diversity fora, and YB Saurabh Sachdeva has recently been elected to chair of the Ethnicity Group, congratulations Sachdeva.

The membership of Trinity House, the Fraternity, is made up of a number of successful and influential members.



Many applicants are proposed by members of the Fraternity but we are also very happy to receive applications from people who do not know members.

To attract them we consider we have to show the relevance of Trinity House in the Maritime Industry, reflecting the sum of our parts, rather than as individuals. We consider the website explains what the Fraternity offers, although it is less clear how we engage as Trinity House and contribute to the industry and the DWG. Some members think Trinity House should do more to engage with the maritime industry, using our membership strength to contribute to the success of the UK maritime industry while attracting a diverse membership. We initiated a collaboration

with Maritime UK, called the Maritime Leaders Forum, to invite authoritative speakers to address major maritime matters, and for maritime leaders to offer their thoughts on these. The first session in November was successful, the second on 13 February focused on collaborations working as an industry to deliver international commercial success and achieve our climate change objectives. Court has agreed to an industry facing group which will start this spring with the aim of providing a Trinity House view on some key industry questions and challenges. This is still embryonic, but YB Sarah Kenny, recently Chair of Maritime UK, will lead the group, with Ian Moncrieff the newest of the Elder Brethren. These two

initiatives should start to show us as a voice in the industry.

In a collaboration with Maritime UK and Women in Maritime, on 18 May, we are hosting a reception to celebrate the IMO International Women In Maritime Day. We plan to become signatories of the Maritime UK Diversity Charter programme shortly and see this as an important illustration of how important we see diversity and inclusion in the health of Trinity House.

This has been slow going but with encouragement from the main boards and Court I will be disappointed if we do not achieve this before Easter. There are a disappointingly small number of women in senior roles in the Maritime Industry, so the small pool from which we find the Fraternity and recruit for maritime roles in the GLA reflects this, but we can do better. If you have friends or colleagues who are in senior roles in the industry and would like to be part of our dynamic and influential fraternity, please invite them to look at our website or call the Secretary of Trinity House to find out more. If you or your friends would like to join us to fill a role we have opportunities across the maritime sector. Our website carries all our employment opportunities.

Many of you responded to our survey in 2022. The results were reassuringly positive. We plan to run the survey again in 2023 to see if our work has had any impact.



If you have thoughts on our approach to diversity in Trinity House, please contact william.walworth@trinityhouse.co.uk





Seabirds saved after rats run off island

Jaclyn Pearson from the Isles of Scilly Wildlife Trust reports on the recent successful rat incursion response on Round Island, Isles of Scilly.

Partners were delighted in March 2022 to have cleared rats from Round Island, situated in the north of the Isles of Scilly archipelago. Efforts were successful in the nick of time, giving two species of seabird—the Manx shearwater and storm petrel—the best chance of survival. Round Island Lighthouse sits atop a 40m high mass of granite marking the most northerly outpost of the Isles of Scilly. Built by Trinity House in 1887, the lighthouse safeguards vessels in the north approaches, and the island itself is a sanctuary for breeding seabirds. In fact, it is one of the most important islands in the archipelago for the two species of burrow-nesting seabirds.



In January 2022, whilst carrying out ecological monitoring on Round Island, my eagle-eyed volunteer noticed rat droppings. Rats had never been recorded on Round Island before, so we were saddened but not surprised as rats likely swam the 0.3km from nearby St Helen's. As rats predate the eggs and chicks of Manx shearwaters and storm petrels (and even predate adult storm petrels), it felt incredibly important to try and eradicate the rats before these special seabirds returned. It was therefore a race against time, as both seabird species return in April from wintering at sea and a rat 'incursion response' takes time to ensure success.

In the final few days of the operation, we witnessed Manx shearwaters out at sea about to return to their nesting burrows.

Within 48 hours of finding the rat droppings on Round Island, a partnership had formed. Trinity House leases the island from the Duchy of Cornwall and because the island is a Protected Site of Special Scientific Interest (SSSI), Natural England governs works carried out by the Isles of Scilly Wildlife Trust, Area of Outstanding Natural Beauty (AONB) and the RSPB. All partners were integral, but that first phone call to Trinity House sticks in my mind as from the outset their logistical support was exemplary (I also remember the phone call vividly as I was bobbing on a boat in quite a swell).

Winter weather can also make landing on Round Island very tricky. The correct tides, excellent boating skills and an ability to climb a metal ladder to the landing steps cut into the granite, are all required to even set foot on the island.

Therefore, as I began recruiting volunteers to form a response team, I didn't know if we could make enough trips to the island to ensure eradication success. The methodology used to eradicate the rats is the use of rodenticide (poison bait) in bait stations. We were able to respond quickly through borrowing the equipment from the St Agnes rat incursion shed, which has the necessary

equipment at the ready to deal with a rat incursion as and when needed (rats were successfully removed from St Agnes and Gugh in 2013). Bait stations reduce the impact of bait-take by non-target species—e.g. birds—and although the bait station access holes can't stop shrews, they are unlikely to eat the bait (which is cereal-based to attract rats) as they themselves are insectivorous (they eat insects).

Through the efforts of amazing volunteers, IOSWT rangers and St Agnes Boating, we ensured there was a bait station at every 25m across the island to give each rat the opportunity to take bait.

We returned to replenish the bait as often as we could over the next three months.

In the final few days of the operation, we witnessed Manx shearwaters out at sea about to return to their nesting burrows. I was very concerned as there was just one rat left on the island. I could see from trail camera footage this last rat was 'neophobic' (wary of new





objects such as bait stations) and 'bait shy' (not eating the bait). Therefore, I placed enticing flavours around the bait stations to attract this last 'fussy rat'.

The final footage on the nearby trial camera showed no evidence of this last rat, but instead a hallelujah moment: a Manx shearwater had returned to the burrow instead. By April 2022 we had indeed removed the last rat in the nick of time.

Biosecurity stations now remain on Round Island so ecologists and Trinity House staff can monitor the island each time they visit. These stations contain non-toxic chocolate wax, which a rat is likely to gnaw if it gets to Round Island, so we can therefore quickly detect their presence through their teeth marks.

Of course, prevention is better than cure, so the partnership is continuing to look at the feasibility of rat control and eradication across more islands on Scilly.

Head to **ios-wildlifetrust.org.uk** to find out more about the conservation work carried out on Scilly.

Thank you to Trinity House for their ongoing support to assist seabird conservation on Scilly.



Pictured left to right: **Adam Keen** (Master), **Storm Smith-Suckoo** (Second Officer) and **Alistair Bardon** (Third Officer).

Going Dutch

Engineering Superintendent **Robert van Duin** writes about a visit to the Netherlands by THV *Galatea* for maintenance work.



The main aim of the project was to get THV *Galatea*'s buoy handling crane's internal hoses exchanged whilst in service. A contractor was identified (Scaldon) and arrangements were made. An estimate to plan the works required a minimum of 16 to 18 days for the work to be done.

As THV *Alert* has done this before, we suggested to Scaldon to provide a revision for attendance in Vlissingen, the Netherlands. The new proposal was refined to great detail.

As expected, this made a large positive impact on cost and time for the work to be done; transport cost (parts and tools), lower labour charges at Netherlands rates, no movements for a team of service engineers and commissioning engineers, no mobilisation/demob cost, direct access to their workshop and support if additional labour is needed, were among the benefits.

Cost-wise it made a large impact; no travel for service engineers, no sending of parts and—as it turns out—being close to the Scaldon facilities does have its advantages.

The details of the project were worked out, such as additional cost for pilot and agent and savings on the work being carried out. The proposal was presented to the Senior

Marine Superintendent and the Director of Operations and approved.

We worked closely with Planning, IT and Procurement so that everything was prepared, such as pilot and agent. Team *Galatea* made contact with the agent and pilot to ensure the voyage preparation for the vessel made a smooth arrival in Vlissingen 1e Binnenhaven, with fresh temperatures between 2° and 6°C.

For those who question why the ship would sail to Holland to complete these works rather than stay within the UK, here are the distances from Harwich to Holland versus other locations in the UK where THV *Alert* regularly visits:

- Harwich to Papendrecht (Netherlands) = 141 miles
- Harwich to Cowes (Isle of Wight) = 188 miles
- Harwich to Teesport (Middlesbrough) = 220 miles

Some people may feel that this is really quite far, but remember that a ship cannot go at the same speed as a car! Either way, there was a definite cost saving by going to Holland rather than to alternative UK facilities. ©



▼ Contractors worked on a number of vital projects while the boat was moored.



Team *Galatea* engaged well with the pilot and this resulted in mutual visits on board the Dutch buoy laying vessel *Frans Naerebout* and THV *Galatea*.

This was a great opportunity to get some other work completed, including fitting new parts to the davits, the annual davit service, the long-awaited return of the forward stores crane, engine balancing shaft work and bunkering. Team *Galatea* also managed to get an electronics contractor on board as well, to sort out an issue with the on-board electronics and main switchboard.

Each of the above listed jobs—if not completed during the period in the Netherlands—would have seen the vessel out of service for a few days. The organisation and time management conducted at this stage has saved several days of downtime.

The main work on the buoy handling crane was started immediately, with a service container put on the main deck. The Scaldon hose team did well—supported by Team *Galatea*—and managed to complete two-and-a-half days ahead of schedule, resulting in the commissioning team not having to work overtime and weekends.

This resulted in the final load test, with the Classification Society Surveyor for both cranes (buoy handling crane and stores crane), being successfully completed on 22 January 2023, ready for scheduled departure on 23 January.

THV *Galatea* was moored in the 1e Binnenhaven in Vlissingen, next to the station and a gentle walk into town and close to supermarket and shops. Having been in for the amount of time, over the weekend the fishing fleet returned to port. This did give the ship's crew a good opportunity to buy local fresh fish directly from the fish hall.

Early during the visit a few students from the University of Applied Sciences visited the ship and a couple of lecturers visited later in the week. The students had just completed exam week so most were off for some leave.

The main works of exchanging the internal hoses of the buoy handling crane were completed within ten working days. The other works were completed well within the stay.

Overall, it was a productive and 'cost-effective' visit to a different location, all working together to make the visit an overall success.



Book reviews

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



A River in Borneo

By Richard Woodman
McPress Books, 228 pages
ISBN 978 1 493061 92 1

The scene is set in summer 1964 during the Far Eastern war euphemistically called 'Confrontation' (Indonesian: *Konfrontasi*). A British Royal Marine patrol has orders to penetrate Indonesian Borneo (Kalimantan) to locate a river thought by Allied intelligence to be used by the Indonesians to build up supplies before

launching a major attack on Sarawak. Charged with this mission, Lieutenant Charles Kirton makes an extraordinary discovery amid the dense riverside mangrove swamps. Not only does this discovery enable Kirton to fulfil his mission but it is coincidentally intensely personal and unpleasantly macabre.

From this highly-charged opening sequence, the story flashes back a century to 1867, revealing the truth behind this strange event, when young Henry Kirton, Second Officer of the auxiliary steamship *River Tay*, is dumped ashore in Singapore, badly injured by a fall from the rigging of his ship. Woodman's compelling tale has echoes of Joseph Conrad.

As with so many of his works, Richard Woodman's story is closely based on meticulously researched historical events.

Published by McBooks, Guilford, Connecticut, USA (www.mcbooks.com) and is also available as an e-book.



Where Light in Darkness Lies

By Veronica della Dora
Reaktion Books, 280 pages
ISBN 978 1 78914 549 6

Subtitled *The Story of the Lighthouse* and supported by 98 illustrations, the author introduces the lighthouse by definition from antiquity, *manāra* the Arabic as a place of light (minaret)

and the Italian and Spanish *faro*, Portuguese *farol* and French *phare*. All stem from the Greek *pharos*, as that at Alexandria.

Six chapters introduce aspects of pharology, taking into account lighthouse construction and development and its place in art and literature worldwide, touching upon the technical aspect of which we know so much, for example optics, the radio beacon, the fog signal, satellites, automation. On the way the author comments on the social history of the fixed and floating aids to navigation: tourism, buildings, museums, paintings, film and books. Here is a novel approach to a subject which delivers a book in English every year or so, proving that pharology remains a live topic after two millennia.

As we well know, lighthouses have a universal appeal. This is probably unique for man-made objects and perhaps has a parallel in steam power.



HMS FEARLESS

Editorial consultant John Jenkins
ISBN 978 1 3999 2510 5

This A4 landscape paperback has been issued to commemorate the fortieth anniversary of the Falklands Campaign.

It has been published by the officers and men who served in HMS *Fearless* (L10) during the Falklands Campaign of 1982 (Operation Corporate) and has been generously sponsored by Harland and Wolff, who built her. She was launched in 1963 and paid off in 2002. Her motto: *Explicit nomen. The name says it all.*

Here are contributions from all ranks: paintings, photographs, memories, humour, cartoons and understated records of bravery. A well-illustrated tribute of 120 pages meticulously assembled to record heroism and the humour of Jack and the Royals who sailed at short notice in the key Command Ship of the Falkland Islands Amphibious Task Force, one of the largest amphibious operations since D-Day in the Second World War.

There is attached a DVD entitled *A sailor's story of the Falklands War*, by Captain John Kelly OBE RN. The project's design consultant was Alan Cooper.

Profits from the book will be divided equally between three charities, one of which is the Trinity House Maritime Charity. The Foreword is by Admiral Sir Philip Jones, former Chief of Naval Staff and First Sea Lord (and Younger Brother), who served in L10 at the time of Op Corporate as a young officer under training.

Orders may be placed at
hmsfearlessfalklands40thanniversarybook.co.uk

450th anniversary of the coat of arms

27 January 2023 marked the 450th anniversary of the grant of the Corporation's coat of arms.



The Armorial Bearings of

THE MASTER WARDENS AND ASSISTANTS OF
THE GUILD FRATERNITY OR BROTHERHOOD OF
THE MOST GLORIOUS AND UNDIVIDED TRINITY AND
OF ST. CLEMENT IN THE PARISH OF DEPTFORD STROND
IN THE COUNTY OF KENT

College of Arms
London

M.P.D. O'Byrne
York Herald

The history of the coat of arms is referred to in a book written by a past Deputy Master, Captain Joseph Cotton, in 1818, entitled *Memoir on the Origin and Incorporation of the Trinity House of Deptford Strond*; provision was made in the 1514



Royal Charter for a Common Seal to “serve and seal for the business and occasions of the said Guild or Fraternity”.

He suggests that it remained in use until the reign of Elizabeth I and goes on to say: “Although no record exists thereof, it is evidently exemplified upon the monument of Sir Thomas Spert, Knight (Comptroller of the Navy to King Henry VIII and founder of the Corporation), as erected by that body to his respected memory in the year 1622, in a separate and distinct shield from his arms.”

The shield consisted of a representation of a three-masted ship with a banner flying from each of the mastheads, presumably that of St George. “From this the arms in 1573... were unquestionably compiled in the improved spirit of that day.”

Captain Cotton then gives the text of the Grant of the Corporation’s coat of arms as received from the College of Arms and signed by Garter

“I, the said Garter Principall King of Armes, have assigned, gyven, and graunted unto their Corporacon aforesaid such Armes as they may lawfully bear in those necessary affaires of theirs as shall seme best: that is to say – argent, a plain cros geules, betwene four ships sable, the fore and top-sayles up, vnde underneath on a wreath of theyr colers, a demi-lion rampant, gardat, and crowned with a croune imperiall or, in his right pawe an armyng sword argent, hylt and pomell or, langued and armed azure, mantled argent, doobled geules...”

Principal King of Arms Sir Gilbert Dethick in 1573.

These armorial bearings consist of a white shield bearing the red cross of St George; in each quarter there is a representation of a sailing ship of the Elizabethan period, in black, sailing upon the sea towards the observer’s left. Surmounting the shield is an esquire’s helm with white and red mantling and crest— a demi-lion, crowned and with its head facing the observer, in gold, holding a sword in the

right paw. The motto ‘Trinitas In Unitate’ is borne on a scroll beneath the shield.

In 2017 we approached the College of Arms with a view to replacing our computer-drawn coat of arms with a professionally hand-painted interpretation of the 1573 grant; on 6 September 2017 the Deputy Master and the Secretary of the Corporation were invited to the College on Queen Victoria Street to receive the new coat of arms from Peter O’Donoghue, otherwise known as York Herald.





Photography competition

Enter our annual photography competition.

Every year Trinity House holds a photography competition, featuring not just Trinity House lighthouses but our vessels, buildings and buoys too.

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

To find a winner we post the 12 images online and ask you to vote for your favourite.

Congratulations to Scott Tacchi, last year's winner, for his picture of Les Hanois Lighthouse.



▲ THV *Patricia* – © Andrew Poole.



◀ Casquets – © Nigel O'Brien.

Photographs can be submitted online at tinyurl.com/ycknccf4 where terms and conditions can also be found.

Good luck!

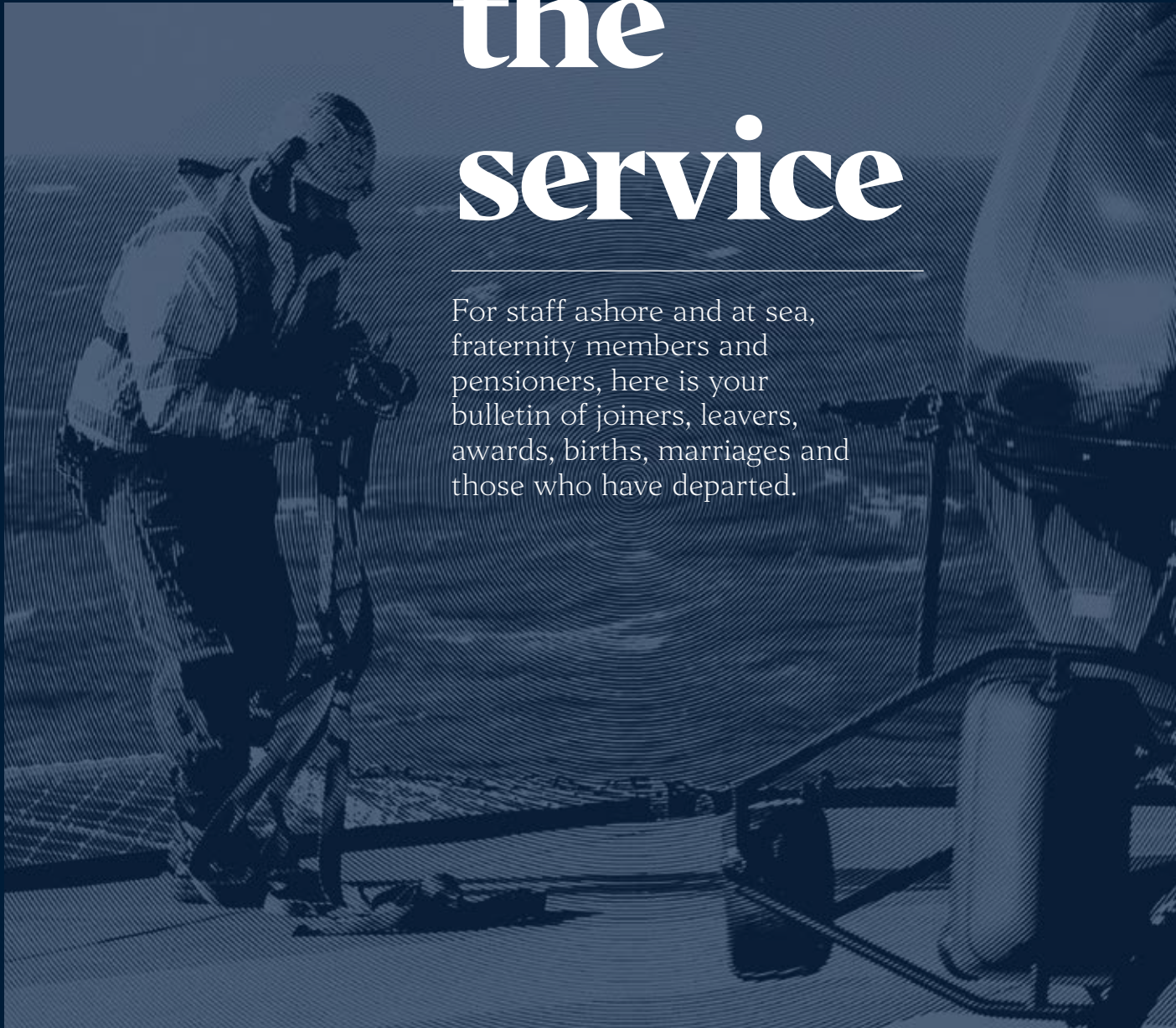


TRINITY HOUSE

SPRING 2023 | ISSUE 38

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

Steffan Williams
Trainee
Catering Rating
(THV Patricia
Starboard)
14 September 2022

Ryan Christopher
Engine Room
Assistant (THV
Galatea Port)
5 October 2022

James Platt
Procurement
Manager
17 October 2022

Christopher Tolman
Seaman
26 October 2022

James Forman
Buoy Yard
Team Member
(Harwich)
14 November 2022

Alistair Bardon
Third Officer
(THV Galatea Port)
16 November 2022

Katie Vodden
Payroll Assistant
12 December 2022

Jan Winter
Third Officer
(THV Patricia Port)
28 December 2022

Simon Crompton
Cook
(THV Galatea Port)
28 December 2022

Rachel Brookes
Finance
Administrator
9 January 2023

FIXED TERM

Natalie Gull
Board Advisor
for People and
Culture
26 September
2022 – 25
June 2023

Abby McCarthy
Health & Safety
Administrator
27 October 2022
– 26 April 2024



LEAVERS

Mike Yaxley, Senior Project Engineer (Mechanical)

Mike retired on 26 February 2023 after 41 years at Trinity House. Prior to working for Trinity House, Mike served in the Army and then had a short time working on dredgers in the Orwell River.

Mike's career at Trinity House started on 16 November 1981 and during the last 41 years he has worked in Central Planning (now the Planning Centre), the

Buoy Yard (as Team Leader) and within the Engineering and Project Delivery Department as Project Engineer and latterly as Senior Project Engineer.

Mike has been involved with a number of projects, such as the Type 3/4/5 buoy replacement project, several beacon replacements (including Woolpack, Mixon, Cressar and Raymond) and many modernisation projects, both as Project Manager and as Engineer



LEAVERS

Adrienne Thomas
Local Aids to
Navigation Officer
9 October 2022

Steven Green
Trainee Catering
Rating
26 October 2022

Frances Campbell
Receptionist
(Harwich)
20 November 2022

Adam Pullen
Seaman
7 December 2022

Kevin Taylor
Cook
7 December 2022

Lloyd Spencer
Seaman
7 December 2022

Nicholas Hansell
Seaman
28 December 2022

Matthew Gosling
Second Engineer
18 January 2023

Sarah Nichols
Light Dues
Administrator
19 January 2023

Hubert Lilley
Buoy Yard
Team Member
22 January 2023

Philip Hawtin
Project Engineer
5 February 2023

Mike Yaxley
Senior Project
Engineer
26 February 2023

TRANSFERS

Tristan Hill
Second Officer
THV *Alert*
2 November 2022

Rosemary Walsh
Local Aids to
Navigation Advisor
1 December 2022



PROMOTIONS

Lloyd Spencer
Seaman (THV
Galatea Starboard)
26 October 2022

Alistair Hutchinson
Second Officer
(Port Aux)
16 November 2022

Catherine Bransby
Navigation
Requirements
Advisor
1 December 2022

Tiffani Sharp
Procurement
Specialist
3 January 2023

(including Mumbles, Start Point, Lynmouth Foreland and Lundy North, among many others!)

Mike's wealth of knowledge and considered approach to his work will be missed by those of us who worked closely with him. We wish him a long and happy retirement.



MARRIAGES

Mark Hanson, Lighthouse Technician St Just, married Julia on Saturday 17 September 2022 in Harrogate with the reception at Pateley Bridge, Yorkshire.



Staff Awards

After the two-year hiatus caused by COVID-19 and successive lockdowns, Trinity House was able to resume its annual Staff Awards ceremony on 19 September 2022 at Trinity House in London. **Beginning with the Awards for...**

LONG SERVICE:

20 YEARS



▲ **Mary O'Connor;**
Gemma Lowe; Vincent Laing
and **Ian Archer**

21 YEARS



▲ **Lee James**



▲ **Jade Holsgrove;**
Phillip Horner and **Robert**
Torrington-Black

31 YEARS



▲ **Rebecca Roberts**



▲ **Kevin Dace;**
Paul Rands and **Karina Deba**

32 YEARS

Lee Carter

40 YEARS



▲ **Diane Ayton;**
Richard Humphris;
Gwynfor Roberts; Mike Yaxley
and **Vincent Lord**

OUTSTANDING INDIVIDUAL ACHIEVEMENTS BENEFITTING TRINITY HOUSE



Karina Deba:
(Training Co-ordinator),
who worked with
providers to move face
to face training to remote
delivery and expanded
the use of e-learning.

Indeed, by the end of the first year of the pandemic more training events had actually been delivered than would normally have taken place.

Rob Hepburn, Jim Veall and Ian Gorvin: (Technical Managers), all of whom individually took an active role in ensuring all lighthouse installs were undertaken successfully within the planned timeframes. They were able to facilitate and mobilise the required resources during the pandemic and apply the designs to all 21 stations.



Peter Dobson:
(Engineering Manager),
for ensuring the 14
different designs
required as part of the
Paknet migration
project were fit for
purpose and functioned correctly.



Nick Letch:
(Buoy Yard Support
Technician), who was
instrumental in ensuring
electrical components
received from suppliers
are made to the required

standards. Without his intervention these units have the potential to fail in the field creating substantial costs in terms of vessel attendance and impacting on our AtoN performance availability.

Clive Bond: (Project Engineer), for his extensive work on the Paknet migration project, including ensuring all suggested buoy telemetry design solutions were thoroughly tested and conformed to expected parameters.



Darren Day: (Operations
System Manager), for his
extensive work on the
Paknet migration project,
including extensive
testing of the proposed
Paknet solutions

and designs to ensure seamless transfer to a new communications medium.



John Chilvers:
(Design Manager),
who created all
drawing packs for
the lighthouse team
to use during the
Paknet migration
project install.

Adrienne Thomas: (Local AtoN Officer), for her work as the lead on the Local AtoN Reporting System (LARS) software project.



Dave Hayes: (Senior
Planner), for ensuring
the installation plan
for all assets to
migrate away from
Paknet has been kept
on plan despite some
significant issues. The overall plan to date has suffered from over 40 individual incidents that have required re-planning ranging from major storm events, vessel breakdowns and resource issues because of COVID restrictions.

OUTSTANDING TEAM ACHIEVEMENTS BENEFITTING TRINITY HOUSE



GRAD
(Dr Nikolaos Vastardis, Dr Jan Safar and Mr Gareth Wimpenny),
 for the development of the General Lighthouse Authorities' prototype e-Navigation architecture, its interface with future maritime communications systems and the demonstration of authenticated virtual aids to navigation.



Commercial
(Lynn Pomares and Hanna Mayhew),
 for planning and organising the webinar for the Vessel Replacement Project.



HR
(Becky Munson, Emma Bell and Alice Pembroke),
 for their excellent work during the pandemic, including coping with a sustained period of very high workloads in terms of employee relations casework and recruitment campaigns.



Commercial
(Lynn Pomares, Hanna Mayhew, Claire Healy and Lizzie Hopgood),
 for managing the extensive programme for the installation of LD1 smoke systems, fire doors and electrical consumer unit upgrades across the lighthouse holiday cottage estate.

Harwich Supplies
(Pauline McCarthy, James Turner, Robert Mitchell and Alfie Carman),
 for managing a sustained period of significant change, including a change in leadership and the difficulties surrounding the pandemic.

HEALTH, SAFETY AND ENVIRONMENT



Anna Woodward:
 (Health and Safety), who put in extra effort throughout the year while

the team has been short staffed, providing excellent support to the new H&S Manager.

Paul Claydon
 (Health and Safety), for visiting and inspecting the estate, which has resulted in a substantial improvement in the safety of the cottage estate.

Simon Vanderplank
 (Field Operations South), for exceptional dedication to cottage fire safety improvements in particular at Lizard and St Anthony lighthouses.

JOB-RELATED PROFESSIONAL QUALIFICATIONS

2020-21

Lucy Mulford
 Professional Certificate in Management

Gareth Scrine
 CMI – First Line Management

Karen Tomalin
 Office Manager Diploma

Sarah Belsey
 ILM Level 3 Certificate in Leadership & Management



▲ **Fiona Fisher**
 CIPS Level 4

Pauline McCarthy
 CIPS Level 4



▲ **Elwood Marshall**
 NVQ Level 3 Extended Diploma in Electrical & Electronic Engineering + Advanced Level Apprenticeship in Engineering Manufacture



▲ **Phillip Hawtin**
 Bachelor of Engineering (Hons)



▲ **Trevor Robinson**
 Bachelor of Engineering (Hons) in Energy & Sustainability





▲ **Dave Hayes**
Professional Certificate
in Management



▲ **Luke Brand**
Professional Certificate
in Management

Edward Sinclair
2nd Engineer Certificate
of Competency

Matthew Gosling
Chief Engineer Certificate
of Competency

George Dobson
Chief Engineer Certificate
of Competency

Scott Tacchi
L3 Diploma Advanced
Manufacturing Engineering

Kevin Dace
Level 7 Diploma in Strategic
Management & Leadership



▲ **Adam Keen**
Master's Certificate
of Competency

Harry Robinson
IT Professional level
3 Certificate

Heather Fleming
Second Engineer Certificate
of Competency



▲ **Lynn Pomares**
Chartered Manager
/ Fellow of Chartered
Management Institute



▲ **Sophie Platten**
IALA Level 1 AtoN Manager

Robert Race
IALA Level 1 AtoN Manager



▲ **Paul Briggs**
IALA Level 1 AtoN Manager



▲ **John Chilvers**
IALA Level 1 AtoN Manager

Steve Keddie
IALA Level 1 AtoN Manager

JOB-RELATED PROFESSIONAL
QUALIFICATIONS

2021-22

Julie Woodward
AAT level 4



▲ **James Charles**
Chief Mate's Certificate
of Competency

Chris Beer
CIPS Advanced level
3 Certificate

James Turner
CIPS Level 3 Certificate

Andrea Wildney
CIPS Level 4 Diploma

Livs Skrundenieks
Chief Mate's Certificate
of Competency

Harry Robinson
Microsoft Windows Certified
Client Qualification

Ben Lankester
IALA Level 3 AtoN Manager

Lee Johnson
IALA Level 3 AtoN Manager

Luke Brand
IALA Level 3 AtoN Manager



▲ **Nick Letch**
IALA Level 3 AtoN Manager



▲ **Craig Neil**
IALA Level 3 AtoN Manager



▲ **Joseph Anderson**
IALA Level 3 AtoN Manager

Gareth Scrine
IALA Level 3 AtoN Manager



▲ **Jon Kidd**
IALA Level 3 AtoN Manager



▲ **Brian Maskell**
IALA Level 3 AtoN Manager

Jared Seeley
IALA Level 2 AtoN Technician

Scott Tacchi
IALA Level 2 AtoN Technician

George Cooper
IALA Level 2 AtoN Technician

Alistair Hutchinson
Officer of the Watch
Certificate of Competency

Mark Dixon
Chief Engineers Certificate
of Competency

Colin MacDougall
Officer of the Watch
Certificate of Competency



▲ **Alice Kent**
Chief Officer's Certificate
of Competency

Steve Page
ITIL 4 Foundation

James Hilton
IALA Level 1 AtoN Manager

Rob Pearce
IALA Level 1 AtoN Manager

Ian Gorvin
IALA Level 1 AtoN Manager



▲ **David Hayes**
IALA Level 1 AtoN Manager

Tristan Burgess
IALA Level 1 AtoN Manager



▲ **Christopher Pearson**
IALA Level 1 AtoN Manager



▲ **Lynn Pomares**
IALA Level 1 AtoN Manager

Christopher Clayton
IALA Level 1 AtoN Manager



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**

OBITUARY

A farewell to Edward, by John Chilvers

I just wanted to let everyone know, it is with great sadness that we mark the passing of Edward.

For those that did not know, Edward was a black Labrador guide dog who assisted me for eight years.

In his later years, Edward had some problems with his back and recently returned home following some spinal surgery. He continued to have problems with his rear legs and experience discomfort which meant that he required strong pain medication.

We said goodbye to Edward on Tuesday 27 September.

He was a fantastic companion for me and regularly travelled on the train to Harwich. He would lie calmly under my desk for the day and I am sure some of you will have seen that occasionally

he would have a mad five minutes of running around the office before becoming distracted by the contents of the waste bins under desks.

Edward was a regular visitor to other departments, in particular Procurement and Planning Centre.

“Edward was incredibly intelligent and would learn new routes and dangers very quickly. He had a very calm temperament and would know when to comfort and interact with people.”

He also visited several lighthouses, including Lizard, Portland, Southwold, even LV19, but by far his favourite was Flamborough Head, and he loved the cliffs, bird life and long walks to the pub.

Edward was cremated and we have decided to scatter his ashes on the cliffs that he loved so much.

Edward was incredibly intelligent and would learn new routes and dangers very quickly. He had a very calm temperament and would know when to comfort and interact with people.

He really was a very special dog and very much part of my family but also a Trinity House family member who will be fondly remembered.

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

The Corporation of Trinity House

Master

Her Royal Highness The Princess Royal KG KT GCVO

Corporate Board as at 31 March 2023

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)

Rear Admiral Ian Moncrieff CBE DL

Hon Captain Lance Batchelor RNR

Commodore Martin Atherton OBE RN (Secretary)

Lighthouse Board as at 31 March 2023

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)



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For updates between issues, please visit:

 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.

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www.headlines.uk.com

Cover image
THVs *Patricia* and *Galatea* alongside Trinity House's pier at Harwich, taken by crew member Steven Banks.

