



# The Trinity Yeoman

Issue No 2 April 2010

## From the Director of Maritime Training ...



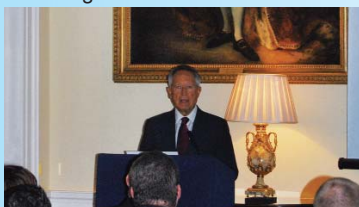
The last six months since Issue 1 of *The Trinity Yeoman* hit the streets have flown by and there is much to report in this latest issue.

We start with the very successful Celebration of Training Seminar at Trinity house on 7 September 2009 to recognise the first twenty years of the Merchant Navy Scholarship Scheme. It was great to see 15 of our Trinity Yeomen at the event – it could have been more, but not surprisingly, a number were away at sea!

We were entertained with presentations from five Yeomen, about their experiences both during and after their cadetships, interspersed with presentations from Younger Brethren on various training issues with which they were involved.

The event also provided an opportunity for us to welcome a couple of our Professional Yachtsman Bursary Scheme (PYBS) cadets to give us their first impressions of that scheme, a year after its launch.

We were honoured by the presence of the Secretary General of the International Maritime Organization, who opened the proceedings.



Some 80 senior representatives of the maritime industry and the maritime press attended, and they could not have failed to be impressed by the very positive stories that each of our Yeomen and our two PYBS cadets told of their experiences.

And, congratulations to Deck Cadet Tamsin Lambert who, at very short notice, gave an excellent presentation on her early impressions of life as a Cadet, to the delegates attending the International Shipping Federation Manning and Training

Conference in November.



Her very entertaining presentation can be found on the 'Case Studies' page of the website:

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

This year, we have seen a record intake of cadets with 4 deck and 3 engineer cadets joining (from the National Maritime College of Ireland) in July 2009, and 9 deck, 4 engineer and one ETO cadets started in September 2009, followed by 7 deck and 2 engineer cadets in January 2010. This brings our 2009/2010 total to 30, which we have not achieved for several years.

I was fortunate enough to welcome most of you at your inductions but I can only apologise to those of you who joined us in January, for I was unable to attend your Induction at Trinity House, having been beaten by the weather.

We have now introduced a mentoring programme, starting with the September 2009 entry of cadets.

We are fortunate in Trinity House that we can call upon a wealth of experience from amongst our Younger Brethren, our Trinity Yeomen, and the senior officers of the Trinity House Support Vessel Service, such that we have been able to set up a one-to-one mentoring service for cadets, offering professional guidance and career progression advice, when needed.

Mentors and cadets have already touched base with one another and I look forward to receiving any feedback in the not too distant future.

Although this is very much a 'pilot' scheme, I will shortly be allocating mentors to the January 2010 entry of cadets.

I would value any feedback from you on the content and style of this newsletter - and, of course, contributions for the next issue, which will come out in early September 2010, will be readily accepted!

Finally, for those of you who have moved on and our Trinity Yeomen - keep in touch and let us know what you are up to now.!

## Student Membership of The Nautical Institute/IMarEST

All cadets will shortly be enrolled as Student Members of the Nautical Institute or IMarEST (depending on whether you are a deck or engineer cadet). Your membership will continue throughout your cadetship.

Once you have qualified, is it left to you to decide if you wish to continue your membership, for which you will be charged the standard fee. For information about the benefits of Student Membership of these Institutions go to:

[www.nautinst.org/yourInst/membership/](http://www.nautinst.org/yourInst/membership/)  
or  
<http://www.imarest.org/Membership>

## Congratulations ...

The following Cadets are all proud to be called Officers now as during the last seven months they all gained their Officer of the Watch Certificate:

Douglas Girvan  
Paul Munro  
Richard Peake  
Michael Price  
Danny Burton  
Matthew Gosling  
James Gheisari-Miandoab

## Become a Trinity Yeoman

Once you have obtained your Officer of the Watch Certificate, you may register as a Trinity Yeoman.

You will then receive a Certificate of Recognition from the Corporation of Trinity House, together with a unique Trinity Yeomen roundel - which you will be entitled to wear on the right sleeve of your uniform jacket.

The roundel signifies that you are a former Trinity House Cadet and that you maintain an ongoing connection with the Corporation of Trinity House.

As a Trinity Yeoman you will be able to stay in contact with Trinity House and with your fellow cadets in the years ahead - something that could be of significant advantage to you later in your career.

All we ask in return is that you keep us updated with your career moves and contact details by e-mailing:

[THYeoman@trinityhousetraining.org](mailto:THYeoman@trinityhousetraining.org)

## First intake for 2010 ...

Commencing their studies at various nautical colleges around the UK, January 2010 saw the latest intake of Trinity House Cadets embark upon the start of a new and exciting career at sea.

We welcome:

### Warsash Maritime Academy

Deck Cadets Joseph Barton, Timothy Churchley, Adam Collins, Edward Scott and Gareth Minter.

Engineer Cadets Simon Curtis and Christopher Bannister

### South Tyneside College

Engineer Cadet Christian Watts

### Glasgow College of Nautical Studies

Deck Cadet Oscella Stewart



### NMCI

5 February saw Commodore David Squire and Debbie Baldey of Chiltern Maritime visit the National Maritime College of Ireland (NMCI) Cork to conduct interviews and recruit a number of cadets into the scheme.

As a result, 6 Deck Cadets have been offered bursaries and will be joining their first ships over the coming months.

## TH Cadets onboard ...

Trinity House cadets are lucky enough to experience a wide variety of vessel types during their cadetships.

MOL Tankship, Carisbrooke Shipping, Holland America Line, Stena Line and Geest are just a few of the companies who currently accept Trinity House Cadets onboard their ships and provide them excellent training.

We are however always looking for alternative companies to assist our trainees so if you believe this is something your company can do please so contact us:

[info@trinityhouetraining.org](mailto:info@trinityhouetraining.org)



## Kath Millar – Cadet & Training Administrator...



As Cadet & Training Administrator, Kath's role is to support the other team members within the Trinity House training scheme.

Kath assists in the recruitment and

administration of all cadets. In particular, this involves overseeing the welfare of them at all times, whether at sea or at college, to ensure they achieve their chosen qualification and ultimately a rewarding career at sea.

Prior to joining Chiltern, Kath was a Market Research Manager. This role required considerable managerial and organisational skills, talking to customers, interpreting opinions and behaviour, and reporting and presenting results to director and colleagues.

You can contact Kath on:

[kath@chilternmaritime.com](mailto:kath@chilternmaritime.com)



## Jersey Boat Show

The 1st - 3rd May 2010 sees the third annual Jersey Boat Show taking place in the beautiful port of St Helier.

The show marks the start of the boating season and with more than 20,000 visitors expected it was thought what a great place for the Trinity House MNSS to be

promoted.

Representing the scheme will be Commodore David Squire along with two cadets who are currently in training. They will be chosen by way off an in-house competition were they have to state their reasons why they feel they should be selected to represent the MNSS.

The competition will be open to all cadets

who have already completed a sea phase.

We will welcome Trinity Yeomen visiting the stand, so if you are in the area please do pop along and see us.



[www.jerseyboatshow.com](http://www.jerseyboatshow.com)

# Industry News in a nutshell...

## Year of the Seafarer

The International Maritime Organization (IMO) 'launched' the theme for this year's World Maritime Day – 2010: Year of the Seafarer – at an event held at its London headquarters on 11 January 2010, cohosted with the International Shipping Federation (ISF) and the International Transport Workers' Federation (ITF). Speaking at the event, IMO Secretary General Efthimos E. Mitropoulos said that designating 2010 as the Year of the Seafarer would help to reassure those who work at the 'sharp end' of the industry – the seafarers themselves – that those responsible for the international regulatory regime understand the extreme pressures seafarers face and that they approach their task with a genuine sympathy for the work that seafarers carry out.

The theme had also been chosen, he said, to allow the maritime community to pay tribute to seafarers for their unique contribution to society and in recognition of the vital part they play in the facilitation of global trade. It would also add impetus to the Go to Sea! campaign, which was launched by IMO in November 2008, in association with the International Labour Organization, the 'Round Table' of international shipping associations and ITF, to boost recruitment to the seafaring profession.

A former seafarer himself, Mr. Mitropoulos said: "It is my firm belief that, despite the numerical decline in officer-level entrants, shipping remains a potentially exciting, rewarding and fulfilling career – a career that can take people almost anywhere, both in geographical terms and in terms of the sort of work they may finally find themselves doing. Seafaring is not only a satisfying and worthwhile career choice in itself, it is also a passport to a huge variety of related jobs ashore for which experience at sea will make one eminently qualified."

He concluded: "Seafarers deserve respect and recognition: let us resolve, during 2010, to ensure that this message is trumpeted loud and clear."

## Don't ignore the risks – wear a life-jacket

People aren't wearing lifejackets because they underestimate the risk of falling into the water and don't appreciate the danger of cold water shock, according to new research commissioned by the Maritime and Coastguard Agency (MCA) and the Royal National Lifeboat Institution (RNLI).

The MCA and RNLI hope to use this information in their lifejacket awareness campaigns. According to the study, those going afloat did not believe there was a high risk of falling into the water and therefore felt that a lifejacket was unnecessary.

Geoff Matthews, HM Coastguard Search and Rescue Operations Officer, said: "Life-jackets are lifesavers. No-one intends to end up in the water, but as we all know, accidents can happen at any time in any weather. Good training and common sense help, but the facts are that several peoples' lives could be saved every year if they wore a correctly fitting, well maintained lifejacket. We urge everyone going afloat, working around water or fishing to wear their lifejacket. Lifejackets are useless unless worn."

The study found that, even if they did fall in, people expected to climb out easily or survive for a long time in the water. They thought lifejackets would not increase their survival time significantly.

Peter Chennell, RNLI Sea Safety Manager, said: "People underestimate how difficult it is to get back onto a boat and they overestimate how long they can survive in the water. Water temperatures around the UK are classed as cold. Wearing a correctly fitted lifejacket with crotch straps and spray hood could double your chances of survival and significantly increase your chance of being found."

A general lack of awareness about the effect of cold water shock was also highlighted in the report. Sudden immersion in cold water can cause increased blood pressure, a rise in heart rate and risk of gasping in water. People did not consider cold water shock as a risk and instead saw hypothermia as a greater threat.

The RNLI and MCA encourage all who go afloat in their leisure time to always put their lifejackets on when going to sea. Wearing a lifejacket has been shown to double a person's chance of survival. A lifejacket will buy you vital time in the water and could save your life, but only if you're wearing it.

Lifejackets need regular maintenance checks too. They should be stored in a dry, wellventilated area when not in use. To keep your lifejacket in full working order it should be given regular checks throughout the boating season. Lifejackets should have a full service in line with the manufacturer's recommendations.

The research, conducted by User Perspective, looked at why people don't wear lifejackets change their minds.

## Enclosed space entry

The Marine Accident Investigators International Forum (MAIIF) has recently provided statistics for the IMO, which show that, since the adoption in 1997, of Resolution A.864(20) Recommendations for Entering Enclosed Spaces Aboard Ships, there have been 101 reported enclosed space incidents causing 93 deaths and 96 injuries.

The document highlights the following areas of concern:

- lack of knowledge, training and understanding of the dangers of entering enclosed spaces
- Personal Protective Equipment (PPE) or rescue equipment not being used, not available, of inappropriate type, improperly used, or in disrepair
- inadequate or non-existent signage
- inadequate or non-existent identification of enclosed spaces on board
- inadequacies in Safety Management Systems
- poor management commitment and oversight.

The document goes on to state that training was considered as inadequate and that both safe entry into, and safe rescue from, enclosed space drills were not being carried out.

The Recommendations for Entering Enclosed Spaces Aboard Ships can be downloaded from:

[http://www.imo.org/includes/blast-Data.asp/doc\\_id=10569/864\(20\).pdf](http://www.imo.org/includes/blast-Data.asp/doc_id=10569/864(20).pdf)

## UK Fleet Statistics

According to the UK Ship Register (UKSR) during the last quarter of 2009, 13 ships joined the UKSR with a combined gross tonnage of 210,000 GT. Of these new registrations 10 were new builds, whilst the remainder transferred in from other flags.

These new registrations included one container ship; one general cargo ship; 3 supply ships; one vehicle carrier; one bulk carrier and 6 vessels of other types.

The average age of vessels flagging-in during this quarter was 2 years whilst the average age of vessels leaving the register was 22.

As at the end of December 2009 the UK Ship Register stood at 1,553 ships with a gross tonnage of 17,464,490.

The UK now has the 11th largest fleet overall and the 4th largest European fleet in terms of GT.

At present the average age of the UK Fleet is 9.1 years. This figure is the current average age of the fleet weighted on a GT basis.

From 2008 to 2009 the UK Flag increased by 1.6m GT which represents an increase of 10.4%. Of the top 30 Flags in the world (in terms of GT) the UK had the 5th largest percentage increase of GT.

## Superyacht Training Scheme going well ...

Since the launch of the Professional Yachtsman Bursary Scheme (PYBS) in 2008, eight Yacht Cadets are currently at various stages of training and all doing extremely well.

Over half way through their training, Aiden Gerry, Jamie Cook, James Knill and Aiden Pinder are all currently onboard various sized superyachts around the world, ranging from the small (37metres) to the very large (120metres). Indeed, the cadets are being trained on some of the world's most exclusive vessels in the superyacht sector.

Having commenced their training in September 2009, Eve Grisdale, Ben Golding and Tim Hurrell still have their heads in the books and are finalising their exams before heading off to sea for their first sea phases.

A further 4 cadets will be recruited for the September 2010 intake.

The PYBS offers an alternative career to those who are interested in working in

superyachts.

If you know of anyone who may be interested in this exciting and alternative career then please have them contact:

[info@chilternmaritime.com](mailto:info@chilternmaritime.com)



September 2009 PYBS intake at UKSA Tim Hurrell, Eve Grisdale and Ben Golding with Captain Richard Bridge from M/Y Pelorus

We are particularly interested in offering these opportunities to Sea Cadets and Sea Scouts.

## The Captain John Bury Prize

The Captain John Bury Prize was introduced in 2008, in memory of the late Captain John Bury, Elder Brother of Trinity House, who passed away in October 2006, aged 91.

He was admitted as a Younger Brother of Trinity House in 1957, and was elected as an Elder Brother in 1963, after a seagoing career spanning some 32 years, including 10 years in command.

As Chairman of the International Association of Lighthouse Authorities (IALA) Buoyage Committee, he oversaw the creation and introduction, in 1977, of the IALA Buoyage system 'A', and was very much involved with the creation of the very first Traffic Separation Scheme, in the Dover Strait.

This prize, which is funded through donations from his many friends, from his family and from the Corporation of Trinity House Maritime Charity, serves as a fitting memory to Captain Bury, who had a strong respect for the sea, its traditions and its perils.

The Captain John Bury Prize is awarded annually to the Trinity House cadet who has achieved the best performance during his/her cadetship. It comprises of a Certificate of Achievement, a cheque for £300 and an appropriately inscribed glass tankard.

Last year, the prize was awarded to William Whatley, and this was featured in Issue 1 of *Trinity Yeoman*.

But, exceptionally, the panel of judges - which includes Mr James Bury, the son of Captain Bury - decided that Andrew Watson should be selected for a special commendation because they felt he should be commended for the sheer effort that he put into his studies during his time as a Trinity House deck cadet.

James Bury expressed a wish to personally fund a separate, and one-off, award in recognition of Andrew's efforts.

James Bury presented Andrew with his award - a pair of binoculars - at the September *Celebration of Training*.

The judging panel will shortly be selecting the winner of the Captain John Bury Prize for 2009 - watch this space...

## Stop press...

Condor Ferries are seeking applications from newly qualified deck officers for 2nd Officer positions aboard their two conventional vessels operating out of Portsmouth to the Channel Islands and France.

Applications will be accepted by e-mail. For further information go to:

[www.condorferries.co.uk/Jobs.aspx](http://www.condorferries.co.uk/Jobs.aspx)



## Good luck to...

Trinity Yeoman Heather Cowan who has moved from MOL Tankships UK to take up a position as Engineering Superintendent with Gardline Gt Yarmouth.

Paul Munroe, recently qualified, who has secured a contract as 2nd mate aboard the survey vessel *Kommandor Stuart*.

James Gheisari-Miandoab who also has recently qualified and is now dredging the English Channel with Cemex.

Matthew Gosling patrolling the seas around the Falkland Islands with Bryron Marine.

Richard Peake, currently working as a 4th Officer with Saga Cruises

## Congratulations to...

Trinity Yeoman Christopher Cooper, Senior First Officer with Carnival (UK) on obtaining his Masters Unlimited Certificate of Competency

What are you up to now?

Let us know by emailing us at:

[info@trinityhousetraining.org](mailto:info@trinityhousetraining.org)