

Issue 7

February 2023

LR

Foundation

Dispatch

The Heritage & Education Centre Magazine

Welcome



Alex Stitt

Director of Lloyd's Register Foundation,
Heritage & Education Centre

Happy new year! Welcome back to another edition of Dispatch and what an exciting year it is for the Heritage & Education Centre.

Two months into the new year, we have launched our new video series on Maritime Rules and Regulations, launched our new Interpreting the Register Books interactive platform and the collections team are currently digitising the *Lloyd's Register Rules and Regulations* and have completed over 50% of the material at our storage facility in Woolwich. We have also secured an agreement to digitise the complete set of *Missing Vessel Books* from Lloyd's of London for the Towards a National Collection Unpath'd Waters project. Expect to see some important announcements over the next couple of months!

A. Stitt



The HEC Team



MARITIME RULES, REGULATIONS AND CODES

MARPOL

In March 1967, navigational problems led to the supertanker *Torrey Canyon* running aground on the Seven Stones Reef off the Isles of Scilly. Salvage attempts failed and the ship broke in two, spilling her entire cargo of 119,000 tonnes of crude oil. The UK Royal Navy attempted to mitigate the damage by bombing the ship and igniting the oil with napalm. They failed and the slick spread over 270 square miles, killing millions of sea organisms and some 200,000 birds – polluting the delicate coastline.



The scale of this disaster galvanised the international community to demand change, leading to the **International Convention for the Prevention of Pollution from Ships (MARPOL)**, adopted in November 1973 at the IMO. These regulations covered the prevention of pollution in the marine environment caused by ships through operational or accidental causes.

[Watch the new video here](#)

Plimsoll Line

The load line, also known as the Plimsoll Line, is a special mark positioned amidships on a merchant vessel's side, depicting the draft of the vessel and the maximum permitted depth to which it can be loaded in different densities of water, seasons and areas of the world. The amount loaded would be very different on a ship making a voyage across the North Atlantic in winter, to one under summer freeboard conditions. The load line provides a simple check that the ship has sufficient reserve buoyancy when loaded.



[Watch the new video here](#)

Ice Navigation Regulations & Codes

The regions of the planet surrounding the North and South Poles are called the Polar regions. Dominated by floating ice across much of the Arctic Ocean in the north, and by the Antarctic Ice Sheet in the south, they are perhaps the most majestic yet hostile places on earth.

Exploration and navigation of these areas of wilderness has always been a challenge for the shipping industry. It was said that "they who run the poles, run the world" fuelling exploration, particularly by the great powers of the 19th century.

For many centuries, the hunt was on for a safe northwest passage between Europe and North America, via waterways through the Canadian Arctic Archipelago. The treacherous ice floes of the North Atlantic lead to a significant loss of life and ships and made the route non-commercial.

The alternative northeast passage running along the Arctic coastline of Norway and Russia, from the Atlantic to the Pacific, could save up to 13 days on the traditional route through the Suez Canal. However, this route was ice free and navigable for ships for only two months a year, meaning it wasn't a reliable route either.

[Watch the new video here](#)



MARITIME INNOVATION

IN MINIATURE



RMS Orion: A Ship of the Future

RMS *Orion* was built by Vickers Armstrong in Barrow-in-Furness for the Orient Steam Navigation Co. Launched in 1934 she was one of the most innovative passenger ships of her age, a landmark in the evolution of the modern liner. In 1934 *Orion* was a ship of the future.

Orion mainly ran on the route between the UK and Australia, but also cruised to destinations like the Scandinavian fjords and the Mediterranean Sea. She was visually remarkable because of her single funnel and single mast, both set at a distinctive raked angle, simply to give the impression of speed.

She was also built of new shipbuilding materials – in particular, she was the first liner to use chromium and bakelite extensively throughout the ship to make surfaces more resistant to the effects of sea air.

She marked an important step forward in passenger comfort and safety. She was one of the first British liners to have air-conditioning, a radical and important improvement for vessels travelling in the tropics.

[Watch the full video](#)



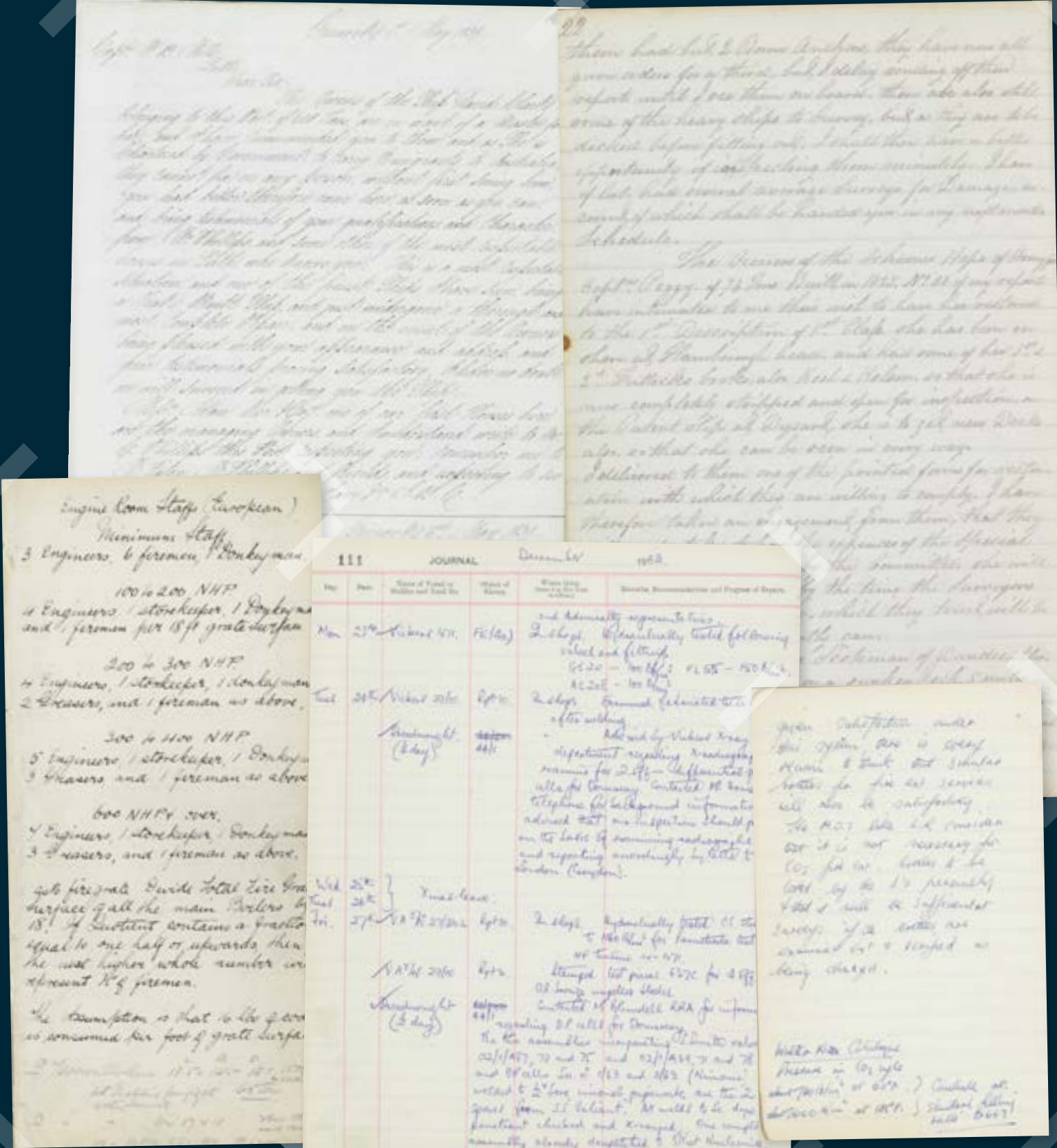
HMS Vengeance: For a Moment in Time

HMS *Vengeance* was a battleship built by Vickers Sons & Maxim Ltd in Barrow in 1899. Her construction was a major innovation in the history of shipbuilding as, for the very first time, she was the first warship of her kind to be built, engineered, armed and armoured by a single company in a single location.

She was immensely powerful and yet, at 12,950 tons and 418 feet long, was small, light and fast in comparison with previous battleships.

She was powered by two sets of triple expansion vertical inverted engines that could create a top speed of 18.5 knots, a very high speed for the era, a full two knots faster than the previous class of battleship. So much steam was required that she was equipped with no fewer than twenty Belleville boilers. This was a major innovation. These were water-tube boilers, which gave them faster steam rising, higher power and better economy than the traditional fire-tube boilers, but at no expense in weight. To fire those she could carry up to 2,300 tons of coal and consumed ten tons of coal per hour at top speed.

[Watch the full video](#)



Surveyors through the ages: a glimpse into the Lloyd's Register archive

In March 2022 the Heritage and Education Centre (HEC) began an inventory of the archive holdings as large parts of the collections currently remain uncatalogued. Part of this work has highlighted the individual experiences of some of the surveyor's working for Lloyd's Register (LR) over a period of nearly 200 years in the form of surveyor letter books, notebooks, and journals. Alongside the related survey reports, plans and correspondence which make up a core part of both the archive and the historic work of LR we can provide an insight into these unique individuals and their roles.

survey fees. In one letter John Barr Cummings puts forward a suggestion for a master of a ship to accept a job taking immigrants to Australia; the later survey report for David Clark shows that the person in question took this job.

Both these surveyors reference meeting and contacting each other throughout their correspondence, demonstrating the networks of officials operating across the United Kingdom, and internationally, with a centralised contact with the London Office.

Some of the earliest surviving accounts of surveyors we hold come from two surveyors based in Scotland, Walter Paton (Leith and Firth of Forth ports) and John Barr Cumming (Clyde Ports). Their letter books and journals span the years 1834-1850, they generally contain information and notes from their time surveying vessels which accompanies the information which was to be captured on the ship survey reports and subsequently included in the *Register Books*. They also reflect the changes in shipping within a steadily growing global industrial world as well as showing the lives of individuals operating within shipping. On several occasions Walter Paton explains his dissatisfaction with the unwillingness of local ship owners and builders to pay the

Surveyors were initially selected from positions as shipwrights and sea captains, not only was this practical experience with the understanding of ship construction and maintenance relevant for the tasks at hand but it also prepared the surveyors for the dangers of life at sea, this can be seen by Walter Paton assisting with a shipwreck of the coast of Leith. Reflecting a theme that runs through the history of LR, safety at sea. The surveyors often worked long hours and in the early days had limited holidays. As a letter book for John Barr Cummings shows, the work-life balance of some of the surveyors from this time was fraught with difficulty. Usually working the Christmas period, Cummings luckily had one holiday on Saturday 1st of January 1848 due to closed offices!

[Read the full article](#)

Sea Survival

Rose George is the author of four books, including *Deep Sea and Foreign Going*, a book about container shipping that won the British Maritime Foundation literature prize. She is also a freelance journalist for the *Guardian*, *New Statesman*, *Spectator* and many other publications. She is currently working on her fifth book, on fishing and fishes, to be published by Granta Books (UK) and WW Norton (US).



Humans have always battled the danger of the ocean, and the effort to stay alive requires all hands on deck. Some of this effort comes in the form of four mandatory safety courses, required for anyone who wants to fish commercially. These came into being after the 1978 International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, and they comprise basic sea survival, basic fire-fighting and prevention, basic first aid and basic health and safety. If I wanted to go to sea on a trawler, I at least needed to know basic sea survival. I found a course in Liverpool, a couple of hours away from my home in Yorkshire, and it was affordable and available.

The course was in Fazakerley, a Liverpool district that must have been named by Charles Dickens. A huge sign proclaimed that Seascope Maritime Training is based in Liverpool and Antibes, a geographic combination I've never before encountered. Inside, I checked in and looked around me: there were big lads, one with a tattoo on his face. There were young women in firefighting gear. There was a full-size enclosed lifeboat in the courtyard. It was busy and a little intimidating in the way that entirely novel experiences amongst strangers are.

In my intake, we included a young woman who was going to work on a superyacht, a Royal Naval reserve, a fisheries observer and an actual fisherman. After a short induction video, we headed for the pool, which was on the other side of the courtyard. There, we put on white boiler suits, so that we looked like a troupe of lost fishmongers, and a PFD (personal flotation device), the superior kind that have crotch straps so the PFD does not rise up to your chin when you are floating. The instructor was a stern man named Frank.

Into the water. Hold your hand over your mouth and nose and hold that hand with your other hand. Never jump in. Look below then step in.

I stepped in. It was warm. Frank said, “we keep the water this temperature because otherwise you wouldn't retain any information, you'd be concentrating on the cold”. Cold water is more realistic but there's no point training if you can't concentrate for shivering. Shivering is the sign that hypothermia is coming; once you are hypothermic, you don't shiver. The survivors who are still are the ones to worry about.

When you get in the water, float on your back and hold your knees.

In 2019, the Brixham fisherman Reegan Greene was washed overboard from the *Emilia Jayne*. He spent over an hour in freezing water and winds of 60 knots, before he was rescued by a Coastguard helicopter. In the helicopter's video of the rescue, a grainy black and white figure can be seen in the sea. He is on his back as he should be. He is wearing a PFD as he should be.

We did a circuit of the pool, swimming backwards as you should if thrown overboard, and as Reegan did.

Get your arms really underwater, like a backwards butterfly, cup your hands so you really shift water. No arm doggy paddling.

Then: the huddle.

If there is a group of you and you cannot get to a life-raft, form a circle, arm in arm. In the middle the water

will be slightly warmer and if there is an injured person, put them here.

I linked my arms with strangers who were quickly getting to be less strange. The only other activity I've been this intimate with strangers is while scuba diving. Awkwardness dissolves in an overheated swimming pool. We floated together while Frank told us about the USS *Indianapolis*, a wartime sinking, and about how many men were eaten by sharks. 900 men went into the water; only 316 survived. Throughout the day various disasters are invoked to teach a lesson. Costa Concordia and Titanic are the most frequent. (Most Titanic passengers who reached the water did not drown, but died of hypothermia.) The story of a helicopter rescue teaches us about circumrescue collapse and hydrostatic squeeze, when living survivors can suddenly die when removed from the water, because their blood pressure drops precipitously, and the heart fails.

It was time for the tows. First, in pairs, we towed a partner. Then there was a group tow, two teams competing. Ours descended into chaos, with frantic splashing and confusion. Throughout the pool session, we were told again and again, “don't panic.” But we were not told how not to panic, although the skill of not panicking is probably the most important for survival.

For the abandon ship drill, we were assigned tasks and told how to behave when the drill began, then sent to wait in the changing rooms. There we stood around awkwardly,

jokes were cracked to break the wait, then smoke started to pour in. The alarm went — 7 short blasts and one long — and we headed to the pool, now transformed: now it was dark and cold and there was smoke everywhere and suddenly everyone forgot everything and they jumped in like idiots before hauling themselves into the liferaft. “NOT LIKE THAT” bellowed Frank. My job was to catch the quoit that the fisheries observer Alastair would throw from the lifeboat. I jumped in last, and waited for the quoit ring. Only Alastair got to the boat, then instead of throwing the ring and holding onto its rope, he threw the whole lot in, then jumped in after it. Frank is furious.

Once you're in a life-raft you never get back in the water. NEVER GET BACK IN THE WATER.

[Read the full article](#)



“ I linked my arms with strangers who were quickly getting to be less strange. ”



Revisiting Global Archaeology

The theme for the 2023 Society of Historical Archaeology (SHA) Conference on Historical and Underwater Archaeology, held at the NOVA University in Lisbon this January, was ‘Revisiting Global Archaeologies’. This addressed the increasingly global character of the lessons learned from archaeology, including topics of movement, industrialisation, and sustainability. The Heritage & Education Centre hosted a panel on our Learning from the Past (LFP) programme, inviting contributions from a transdisciplinary perspective. Insights can be gained from archaeological, historical, and heritage resources – combined with scientific data, to mobilise interest and action on today’s safety challenges. LFP aims to inform a safer, sustainable ocean economy and a healthy ocean environment. The panellists discussed current LFP initiatives and potential opportunities for SHA members to align cultural heritage with main-stream, international ocean sustainability programmes. This included plans for a project with The Ocean Foundation (a key funder in the US) and ICOMOS, toward a three-books series and conference networking, on threats to Underwater Cultural Heritage (UCH). The series will focus on the issues of trawling, deep seabed mining, and potentially polluting wrecks, with the ambition to get different stakeholders and policy makers to talk and work together on a sustainable solution.

The LFP programme is also fostering a series of engagement, research and interpretation initiatives based on citizen science with the aim of mobilising future Ocean Citizens – to encourage people to understand the

importance of their relationship with the ocean. Such initiatives are particularly timely, given the current impacts of climate change on coastal and underwater heritage, an issue widely discussed at the SHA Conference. The intertidal zone is affected by erosion at an alarming rate. Some researchers at the SHA explained how efforts for study and preservation in situ are limited to the low tide window and weather conditions, and emphasised how erosion and extreme weather events are driving change globally. Other perspectives shared detailed how climate change has been addressed so far and how its effects on maritime heritage are being monitored. For instance, a study conducted in Northwest Florida is focusing on the impact of flooding on the cultural resources to inform the stakeholders about the risks that threaten some of the significant cultural resources in the area. In Cartagena de Indias (Colombia), an analysis of documentary sources, historical cartography, aerial photographs, and photographs was carried out to point out yearly changes in the coastal landscape and its effects on heritage and the local community.

The SHA Conference highlighted new opportunities for LFP to engage with ocean stewardship, engaging with researchers and institutions assessing and managing maritime cultural heritage landscapes while advocating the development of new policies for the preservation of UCH and traditional, local knowledge. It was also a perfect opportunity to launch our work with the [UN Ocean Decade Heritage Network](#). Now more than ever, it is important to harness research – both cultural and scientific, to preserve our past for a safe, sustainable future.



World Risk Poll

A fifth of workers have experienced violence and harassment, study finds

The Lloyd’s Register Foundation is a global safety charity calling for reform of workplace policies after its research uncovered that a fifth of people worldwide (21%) have experienced at least one form of violence and harassment at work in their working lifetime.

More worryingly, it also found that a majority of those who had experienced violence and harassment at work had experienced it multiple times – 61% in instances of psychological harassment, and 56% and 52% respectively for physical or sexual violence and harassment, highlighting a need for a zero-tolerance approach.

The data features in a new report – Safe at Work? Global experiences of violence and harassment –

which is based on the 2021 Lloyd’s Register Foundation World Risk Poll, powered by Gallup. 125,000 people across 121 countries were polled about their experiences of workplace harassment and violence, as well as the nature and frequency of it.

Dr Sarah Cumbers, Director of Evidence and Insight at Lloyd’s Register Foundation, said: *“This is the first time we have had global, comparable data on violence and harassment at work, and the resulting figures are daunting. The situation looks even worse when we delve deeper into the data to look at the experiences of some more vulnerable groups – such as migrant women and those who have experienced discrimination.”*

[Read the full Press Release](#)

She_Sees

PAST, PRESENT & FUTURE OF WOMEN IN MARITIME

SHE_SEES is the contemporary element of Rewriting Women into Maritime History with Lloyd's Register Foundation, which aims to showcase female involvement in the industry over the centuries. A key objective of the project is to raise the profile of female shipping expertise, experience and leadership from maritime past as well as helping reframe the narrative around women in maritime and help promote gender equality, diversity and inclusion. SHE_SEES will retell the stories of current women in the maritime industry through a conceptual visual approach. SHE_SEES is creatively led by portrait photographer and visual artist Emilie Sandy. Emilie's process of storytelling is to gather and record participant's stories as well as co-creating portraits to visually represent an aspect of their stories. The project will be exhibited during London International Shipping Week (LISW) in September 2023 alongside other research projects led by key organisations and individuals linked with the maritime industry.

[Find out more](#)

OFF WATCH PODCAST

As part of She_Sees, we are working with Off Watch Podcast, a podcast run in collaboration with National Historic Ships UK which centres around traditional sailing vessels and the pros and cons of working in the maritime field. It is hosted by two women who work in the sailing profession and who will interview the cohort of women to voice their stories of working in the maritime world, traditionally viewed as a predominately male dominated space.

[Listen here](#)



Interpreting the Register Books launch

The Lloyd's Register Foundation Heritage & Education Centre is pleased to unveil its new webpage, **Interpreting the Register Books**, designed to help users understand and interpret the information within the Lloyd's Register of Ships.

The new interactive feature empowers users to delve into the contents of historical editions of the *Register Books* and to interact with symbols, abbreviations and notations, clicking on them to discover their meaning.

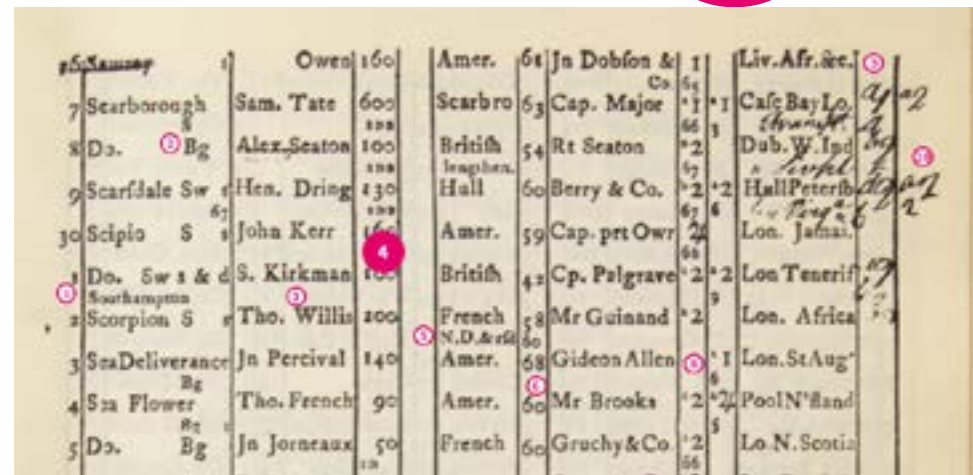
This resource explores different layouts of the *Register Books*, from the 18th to the late 20th century editions to help the researchers to monitor changes over the years!

The *Lloyd's Register of Shipping* is a brilliant resource for researching a whole range of things including the development of maritime safety. They record the details of merchant vessels over 100 gross tonnes, which are self-propelled and sea-going, regardless of classification from 1874 onwards'. These volumes became the 'universal standard' of shipping information during the 18th and 19th centuries.

Interpreting the Register Books is a key supplement to our extensive online collection of *Register Books*. We have recently digitised the complete collection from 1764 to 2000, and these are available across three external platforms including **Archive.org**, **Google Books** and **Wikimedia Commons**. This new resource will not only help to extend people's current understanding of one of Lloyd's Register's most popular publications but help those who are new to the publication to interpret its contents to the fullest.

Current users of the *Register Books* have previously commented on the importance of the publication. They serve as a useful historical resource to help build a **"comprehensive history of a ship, investigate long-term trend comparisons in annual shipbuilding output and to understand how shipbuilding technologies change over time"**.

[Explore this new resource](#)



Lloyd's Register of Shipping, 18th century



Lloyd's Register of Shipping, 19th century



Lloyd's Register of Shipping, Early-20th century



Lloyd's Register of Shipping, Mid-20th century

Meet the team

Eleanor Goodwin



I am the Archives Assistant at HEC. I've always been fascinated by archives and libraries. My undergraduate degree was in English and Classics at the University of Leeds and I loved using archives for research and getting to look at beautiful old books and documents during my studies.

I started off working in libraries and spent two years working as an assistant librarian in a secondary school library in London, which I loved. However, as soon as I started my master's course in archives and libraries at Glasgow University, I knew I wanted to work primarily in archives! For my dissertation I compared amateur archives that focused on the material culture of film with professional institutions that held similar collections and discussed productive ways amateur and professional archives can collaborate that are often underutilised. While I was studying, I volunteered in a museum store in Glasgow and interned at University of Glasgow archives and special collections, which involved cataloguing material and carrying out an inventory of the Scottish Theatre Archive. After finishing my master's, I moved back down to London and started at HEC as part of the archives team in November 2022.

As an Archives Assistant my primary role is to do all the behind the scenes work that keeps the archive running and makes all the material that we hold accessible for users. This includes cataloguing, conducting an inventory of our collections so that we have a better idea of exactly what material we have and helping to make the move into our new dedicated archive space in Fenchurch Street smooth and efficient.

Even in the few months since I joined the archive has accomplished so much. We have recently reached the milestone of 2,000 boxes of inventory complete, finished a major file level cataloguing project and continue to catalogue all our existing collections to make them as accessible as possible. I've had the opportunity to work on an incredible amateur photography collection that was donated to the archive and carry out environmental monitoring of our collections to make sure they are safe from damage.

It is a privilege to spend every day surrounded by these incredible documents and make new and exciting discoveries from the boxes on our shelves.

Meet the team

Susana Wheeler



My childhood was filled with day trips to heritage institutions, where I saw actors playing Queen Victoria and Prince Albert at Osbourne House, Henry VIII's wives walking around Hampton Court Palace, and partook in walking tours of The Tower of London by the Yeomen Warders. In different ways, these places, all of which I have fond memories visiting, brought history to life and struck me as something I also wanted to do in the future.

I studied History as an undergraduate at Royal Holloway, University of London, choosing to focus mainly on the turbulent times in modern British and American society. I remained at RHUL for my postgraduate in Public History, which moved away from academia and specialised in learning the practical skills of communicating and engaging the public with history through digital outputs, including blogs, podcasting and social media. My final project focused on Victorian food and consisted of a website with an interactive recipe book, and an Instagram and TikTok with fun cooking tutorials.

During university, I was fortunate enough to complete several internships in the field, the first being with Egham, and Windsor & Royal Borough Museum to help present local histories of the area through digital projects. In the last few

months of my Master's, I also supported the Black Culture Archives in Brixton as a Video Research and Scriptwriting Intern, creating scripts on Lewis Latimer's life for YouTube videos and live events. At the same time, I started my journey at Lloyd's Register Foundation Heritage & Education Centre as Digital Engagement Intern, where I worked on a range of different projects. These projects varied from updating HEC's information sheets, uploading Register Books to HEC's digital platforms, and finding content for the socials, to researching the S.S. *Camberwell* for a blog.

My new role within the Foundation as Digital Engagement Officer is to advance the Foundation's online presence, reporting, content and communications. To support the cross-Foundational Digital Transformation Project (DTP), I'll be taking various training courses to understand how to scale up our digital outputs. Some of the projects I've started are building up HEC's digitised collections and platforms on Google Books and Wikimedia Commons, developing Google Ads and implementing Search Engine Optimiser (SEO) changes to HEC's website.

The DTP offers an exciting time of development for both HEC and the Foundation, and I'm thrilled to apply my love for digital and history to the process.

The Godfrey H Walker Collection

The recently catalogued Godfrey H Walker Collection [GHW1] offers valuable insight into the development of marine technology and shows a clear personal enthusiasm for maritime and shipping affairs.

Godfrey Walker was a ship spotter and photographer based in Torquay, Devon. His photography was regularly featured in marine and maritime publications, notable titles including Jane's Fighting Ships and Trident. His collection comprises photographs, correspondence, articles, and pictures gathered from print publications. This new acquisition to the Lloyd's Register Foundation archive was kindly donated in 2022.

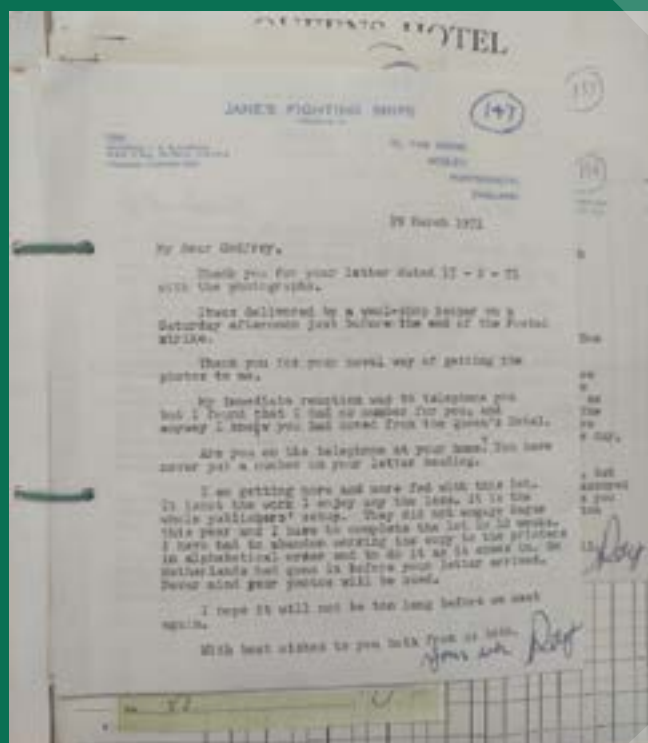
The care and attention Walker paid to arranging and describing his collection is particularly striking. Walker was meticulous in his approach, labelling and dating each photograph, organising his photographs alphabetically and keeping negatives in an acid free sleeve to prevent damage. Where vessels couldn't be identified Walker labelled the photograph with additional information such as the ship type. An accountant by profession, Walker's exemplary recordkeeping made cataloguing simple and conveys his passion for maritime history and culture.

As an archive we have a particular interest in depictions of maritime technology and safety in art. Walker's collection allows users to track the development of his work from amateur photographer in the 1940s to a more professional style intended for publication from the 1950s and 60s onwards. Walker's experimentation can be seen in GHW1/2/3/169 taken in 1951, which shows the UK naval destroyer *Ulysses* in a circle reminiscent of looking through a telescope or periscope.

Walker's correspondence, especially with the editors of *Jane's Fighting Ships*, and his photographs that feature members of the public in the foreground highlight the social element of Walker's hobby.



GHW1/2/3/169: *Ulysses*



Walker's friendly relationship with the editors of *Jane's Fighting Ships* is clear throughout their correspondence.



The Dutch submarine *Tiggerhaai*



Some of Walker's photographs of the *Uganda* during her service as an educational cruise ship



GHW1/2/3/199: *Wave Knight*

Walker captured many vessels over a long period of time, for instance photographing the Dutch submarine *Tiggerhaai* several times over 13 years. Photographing the same vessel over a long period illustrates the development in Walker's photographic style, but also the development of merchant and naval shipping in the post-war era. As the *Tiggerhaai* was launched in 1945 and decommissioned in 1964 Walker's photography documents almost her entire service career.

Walker's photography of merchant vessels documents unusual vessels such as *Uganda* [GHW1/1/2/159], a passenger liner that was converted into an educational cruise ship. She became the only educational cruise ship in the P&O fleet after 1974, with the scrapping of *Nevassa*, and was later used as a hospital ship in the Falklands War.

Many of the vessels Walker photographed appear in the ship plan survey report collection held at the Lloyd's Register Foundation archives, such as *British Supremacy* [GHW1/1/2/79] and the naval auxiliary vessel *Wave Knight* [GHW1/2/3/199]. These photographs offer a useful supplement to our ship plans and survey reports and allow researchers to view these ships in the course of their service.

The collection also offers the opportunity to chart and appreciate the lifecycle of a vessel visually in a similar way to the ship plan survey report collection. For instance, Walker took photographs of the UK naval vessel *Zest* when she was a destroyer and then again, a few years later after the vessel was converted into a frigate and given a new pennant number.

The collection offers an interesting insight into the way international naval institutions and shipping lines adapted following the end of the Second World War. For instance, the collection documents many anti-submarine frigates that served as destroyers during the war and were converted in subsequent years.

Walker's enthusiasm can be felt in every piece of the collection and makes this material a unique acquisition. His professional and careful approach to preserving his own collection makes his material a dream for archives and a useful tool for future researchers.

The Heritage & Education Centre is committed to ensuring that the catalogue for the Godfrey H Walker Collection is freely accessible via our online site in the coming weeks.

We would also like to thank the family for donating this material to the archive so that it can be shared with future generations.

Introducing Roy and Lesley Adkins....

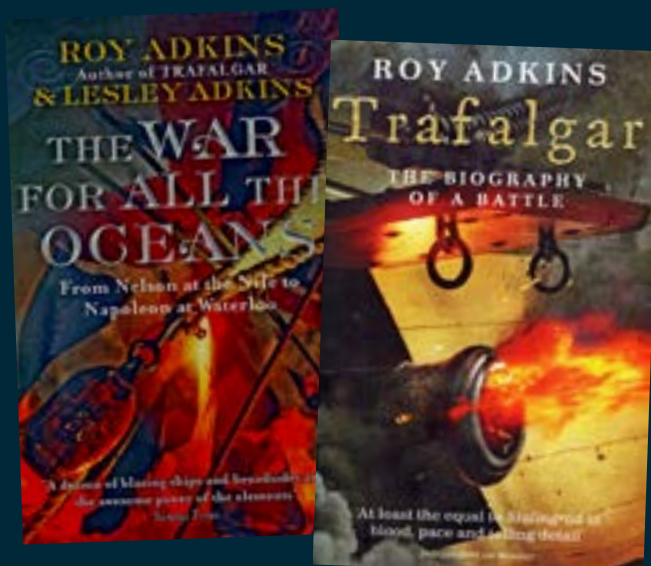
We are husband-and-wife historians and archaeologists and live in south-west England. Originally, we pursued a career in field archaeology and excavated mostly Roman sites, but decided to concentrate on the research and writing of books. Our earlier ones were about archaeology and ancient history, but when writing *The Keys of Egypt*, we combined ancient Egypt and the decipherment of hieroglyphs with the Napoleonic Wars. After that, we were increasingly drawn to naval, military and social history themes.

Our other books include *Jack Tar* (on life in Nelson's navy), *Gibraltar* (on the Great Siege of 1779–83, part of the American Revolution), *Trafalgar* (on the epic naval battle), *The War for All the Oceans* (the war at sea from the Battle of the Nile to the downfall of Napoleon), *Empires of the Plain* (on the decipherment of cuneiform, set in Iran, Iraq, India and Afghanistan) and *Eavesdropping on Jane Austen's England* (about life on land at the time of the most famous novelist). Our latest book is *When There Were Birds* (on the crucial role that birds once played in people's everyday lives). So far, our books have been translated into 17 languages.

We are Fellows of the Society of Antiquaries, Fellows of the Royal Historical Society and Members of the Chartered Institute for Archaeologists. Not being attached to any institution has enabled us to undertake all kinds of research,



wherever the whim takes us, and we enjoy writing articles for magazines and creating our own online newsletters on diverse topics – our website is www.adkinshistory.com. Research is like detective work, delving as deeply as possible into all manner of evidence, trying to link disparate fragments of information and make new discoveries. We are now thrilled to have the opportunity to research and write all sorts of stories for Lloyd's Register Foundation on topics associated with safety at sea in the past.



Get in touch

Please visit hec.lrfoundation.org.uk for more information



Lloyd's Register Foundation
71 Fenchurch Street
London EC3M 4BS
UK

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