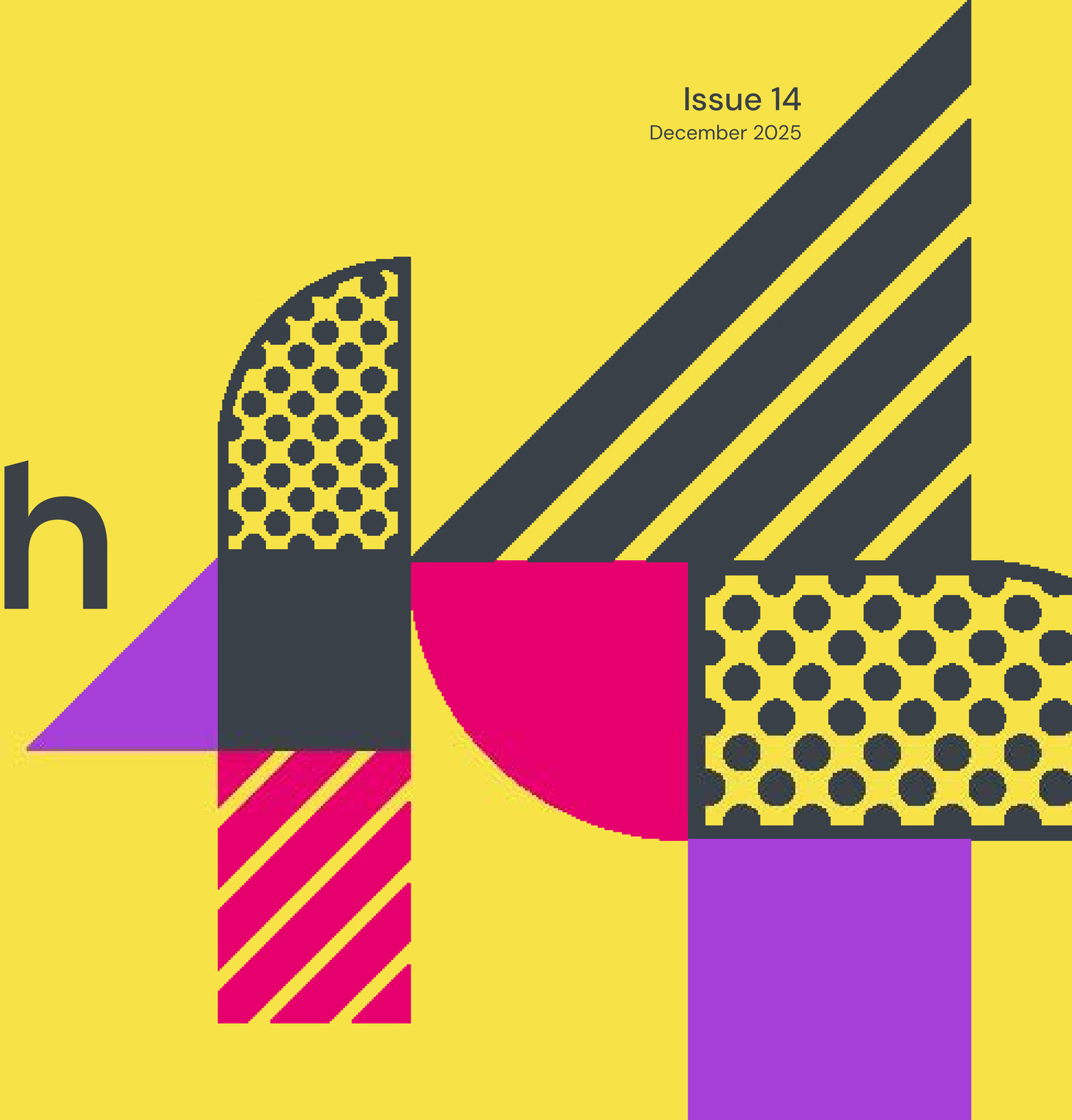
Foundation

Issue 14
December 2025

Dispatch

The Heritage Centre Magazine



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Welcome

Alex Stitt

Director of Lloyd’s Register Foundation, Heritage Centre

The Heritage Centre has undergone several notable changes in recent months. We have reoccupied our home at 71 Fenchurch Street, had a royal visit and launched our first Heritage open call worth £2.5 million. Our attention has now turned to the reopening of our Heritage Centre in 2026. We will keep you updated with all plans surrounding the opening in the subsequent editions of Dispatch.

Best Wishes,

A. Stitt

Alex

Lloyd’s Register returns to its historic home at 71 Fenchurch

The move is a significant moment in its 265-year history with the return to its iconic Grade II* listed headquarters, now officially renamed the Lloyd's Register Building.

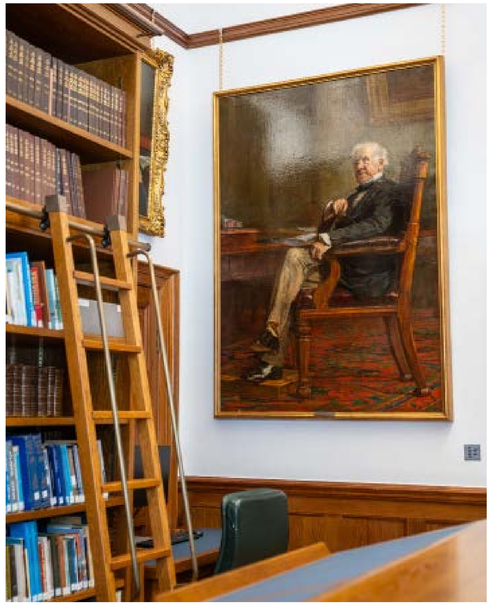
Designed by renowned architect Thomas Collcutt and first opened in 1901, the building was purpose-built to house LR at a time when the organisation was expanding its global reach and influence.

Following a comprehensive refurbishment, the building will once again serve as the London headquarters for Lloyd's Register Group and Lloyd's Register Foundation, offering a modernised workspace for staff, clients and partners, while celebrating its architectural heritage.

The Lloyd's Register Building will again be accessed via the original wrought iron gates at 71 Fenchurch Street. A pair of 19th century sculpted speckled grey marble lions, a gift from LR's first surveyor appointed to Genoa in 1872, guard the entrance hall. The 5th floor, originally a shooting range and later a staff canteen, is now a versatile event space called 'The Bridge'.

The relocation also marks the sale of the adjacent Rogers Building at 70 Fenchurch Street, a site which has been part of LR's London headquarters for the past 25 years. Designed by the late Richard Rogers, it was awarded the World Architecture Award for Best Commercial Building in 2002.

> This is more than an office move, it's a homecoming. LR has a long and important history associated with the Lloyd's Register Building and we are delighted to be returning to it as our London headquarters. This move reconnects the organisation with its historic foundations and reflects both our rich history and our ongoing commitment to innovation, excellence and collaboration.
>
> **Nick Brown, CEO of LR**



The move reinforces LR's long-standing association with the City of London, where it was established at Edward Lloyd's coffee house in 1760. Over a century later, the Collcutt building was built in recognition of the organisation's global aspirations and its commitment to enhancing safety worldwide.

In the decades following the completion of the Collcutt Building in 1901, LR acquired six adjacent office buildings to support its expanding operations over the following 90 years. Richard Rogers reimagined the site with a substantial new glass building opened in 2000 to support the original Collcutt building with modern office space. The two buildings have now been separated to operate as stand-alone properties.

The building is also home to Lloyd's Register Foundation, an independent global safety charity that supports research, innovation and education to make the world a safer place. The Foundation plans to use the space to bring together safety-focused experts and stakeholders to share knowledge and insights and generate ideas on how to tackle some of the world's most pressing safety challenges, welcoming thought leaders, practitioners and partners from across the maritime and engineering sectors.

> We're delighted to be moving back into our historic home and starting the next chapter of our exciting journey. In addition to office space for our teams, we plan to turn our building into a destination for those who share our vision of a safer world - a hub for safety, for evidence and insight, and for maritime innovation and history, providing a space and a platform for those that want to work together to solve some of the biggest safety challenges.
>
> **Ruth Boumphrey, Chief Executive of Lloyd's Register Foundation**

ROYAL VISIT MARKS OFFICIAL REOPENING OF HISTORIC LONDON HEADQUARTERS

Her Royal Highness The Princess Royal has officially reopened Lloyd's Register's Grade II* listed headquarters in central London following an extensive refurbishment.

The reopening of the building, now officially renamed the Lloyd's Register Building, took place during London International Shipping Week, marking a significant milestone in the building's history and its future as a modern hub for maritime innovation and collaboration.

Originally opened in 1901, the building has undergone a restoration to preserve its architectural heritage and provide a modernised workspace. It will once again act as the London headquarters for Lloyd's Register Group and Lloyd's Register Foundation.

During the visit, The Princess Royal had the opportunity to explore the broader themes of maritime heritage and innovation.

The Princess Royal also had a tour of the historic building and was introduced to SHE SEES – a powerful initiative that reimagines maritime history through the lens of women. The project highlights untold stories through striking portraits and collaborative storytelling, offering a fresh perspective on the sector's past, present and future.

Lloyd's Register has a long association with the Royal Family. HRH The Prince of Wales, Albert Edward, visited in 1904 and HRH The Late Duke of Edinburgh, Prince Philip, was the first person to be elected Honorary Member of the General Committee of Lloyd's Register of Shipping. A formal painting of him is displayed in the General Committee room.

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> We were honoured to welcome Her Royal Highness The Princess Royal to officially reopen our historic London headquarters. The reopening of our building is more than a return to a historic home; it is a statement of our commitment to shaping the future of maritime. This building will be a hub where heritage meets innovation, a place where our colleagues, clients and partners can collaborate to tackle the industry's greatest challenges and opportunities.
>
> **Nick Brown, CEO of Lloyd's Register**

> Her Royal Highness the Princess Royal's visit marks a wonderful moment in celebrating our building's rich maritime heritage and long history, while highlighting the vital work the Foundation is doing to help the global community focus on tackling the world's most pressing safety and risk challenges.
>
> **Ruth Boumphrey, Chief Executive of Lloyd's Register Foundation**

To close the visit, The Princess Royal rang the bell and unveiled a plaque to mark the reopening. In addition, she was presented with a copy of the rigging and profile plan for the Royal Yacht *Britannia,* as produced by John Brown & Co, c1952, plus a copy of the SHE SEES book.

In-depth report backs up Malta Manifesto call to action on potentially polluting wrecks

A new report published by Lloyd's Register Foundation has provided an in-depth assessment of the threat posed to coastal communities, fishing grounds and marine ecosystems by at least 8,500 potentially polluting shipwrecks (PPWs) around the world.

The report – **Potentially polluting wrecks: protecting people and planet** – draws together insights from almost 60 expert contributors from around the world, including marine scientists, maritime archaeologists, salvage professionals and other relevant experts.

This expert coalition – known as **Project Tangaroa** – issued a call to action in June 2025, setting out key steps needed to tackle the PPW threat in the Malta Manifesto. The Manifesto highlighted the urgency of the situation, with these wrecks – many of which are leftover from the two World Wars – now deteriorating towards instability, accelerated by climate change impacts, and threatening the catastrophic release of vast quantities of oil.

The new report underpins the call to action of the Malta Manifesto, offering a comprehensive, multi-faceted exploration of the challenge and its potential solutions, along with a more detailed list of recommendations. These include:

In-depth report backs up Malta Manifesto call to action on potentially polluting wrecks

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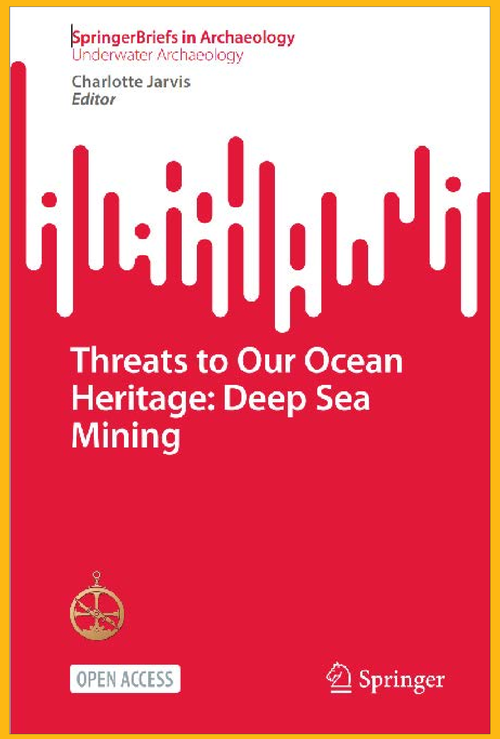
- A global advocacy campaign to raise awareness of the issue and drive action.
- The development and implementation of international standards for PPW management via the International Maritime Organization.
- The establishment of a PPW finance task force to ensure fit-for-purpose finance is mobilised at the required scale.
- A technology roadmap to ensure the necessary equipment to monitor, survey and remediate wrecks can be widely and affordably deployed.

The report also recommends that two other key UN bodies, the UN Environment Programme (UNEP) and UNESCO, should be engaged in the development of PPW guidelines and toolkits, and the integration of PPWs into relevant international policy frameworks. Since the publication of the Malta Manifesto, UNEP has **responded positively to these calls**, expressing readiness to collaborate on the issue.

The Project Tangaroa coalition was convened by Waves Group and The Ocean Foundation with funding from Lloyd's Register Foundation.

DOWNLOAD THE REPORT



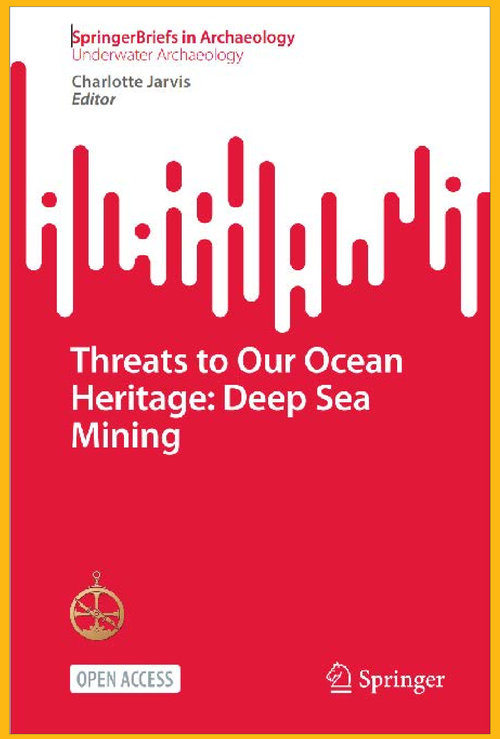
Threats to Our Ocean Heritage: Deep Sea Mining

The Foundation is working with The Ocean Foundation to understand more about the threats to our ocean heritage – including uncovering the ecological and sociological impacts of deep sea mining, potentially polluting wrecks and bottom trawling.

THE FIRST COMPREHENSIVE LOOK AT WHAT WE STAND TO LOSE BENEATH THE WAVES

The race to mine the deep seabed has begun. But as international attention turns to this emerging industry, a critical question remains largely unasked: What irreplaceable cultural treasures might we destroy in the process?

Threats to Our Ocean Heritage: Deep Sea Mining is the first peer-reviewed book to explore how deep sea mining intersects with underwater heritage, policy and community rights, offering crucial insight as international attention turns to the seabed.



Threats to Our Ocean Heritage: Deep Sea Mining

PART OF AN IMPORTANT TRILOGY

Threats to Our Ocean Heritage: Deep Sea Mining is the third publication in a trilogy of books on the issues of deep sea mining, potentially polluting wrecks and bottom trawling funded by Lloyd's Register Foundation and published by Springer Nature. These focus on the risks to the ocean's natural and cultural heritage, noting that the zones at risk should extend to include seas, lakes and other aquatic places.

Combined this book with the volumes Threats to Our Ocean Heritage: Potentially Polluting Wrecks, Bottom Trawling, and Threats to Our Ocean Heritage: Deep Sea Mining are raising international awareness of the interaction of the physical, biological, and chemical risks to heritage in the ocean. Inadequate operating standards and legal safeguards are also a factor and increase the overall risk. All aspects of the associated risks are covered and

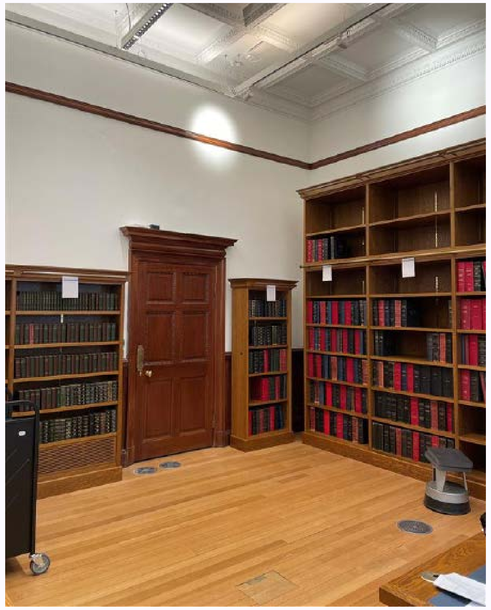
OPEN ACCESS BOOK

The Return of the **Lloyd’s Register Library**

In August, we began to return the library book and journal collection to the Lloyd's Register Building. We returned a total of 5,000 books, pamphlets and journals from our ImarEST collection, Lloyd's Register of Shipping collection and all journals. An additional 1,000 oversized books were returned to the Old Library.

An additional 1,300 books will be returned in late 2025 including our *Fairplay* and *The Engineer* collections.

Once the Heritage Centre is reopened in 2026, we will have over 7,000 books, pamphlets and journals on topics of maritime history, engineering, science and safety for all researchers to enjoy!



ICEBREAKERS

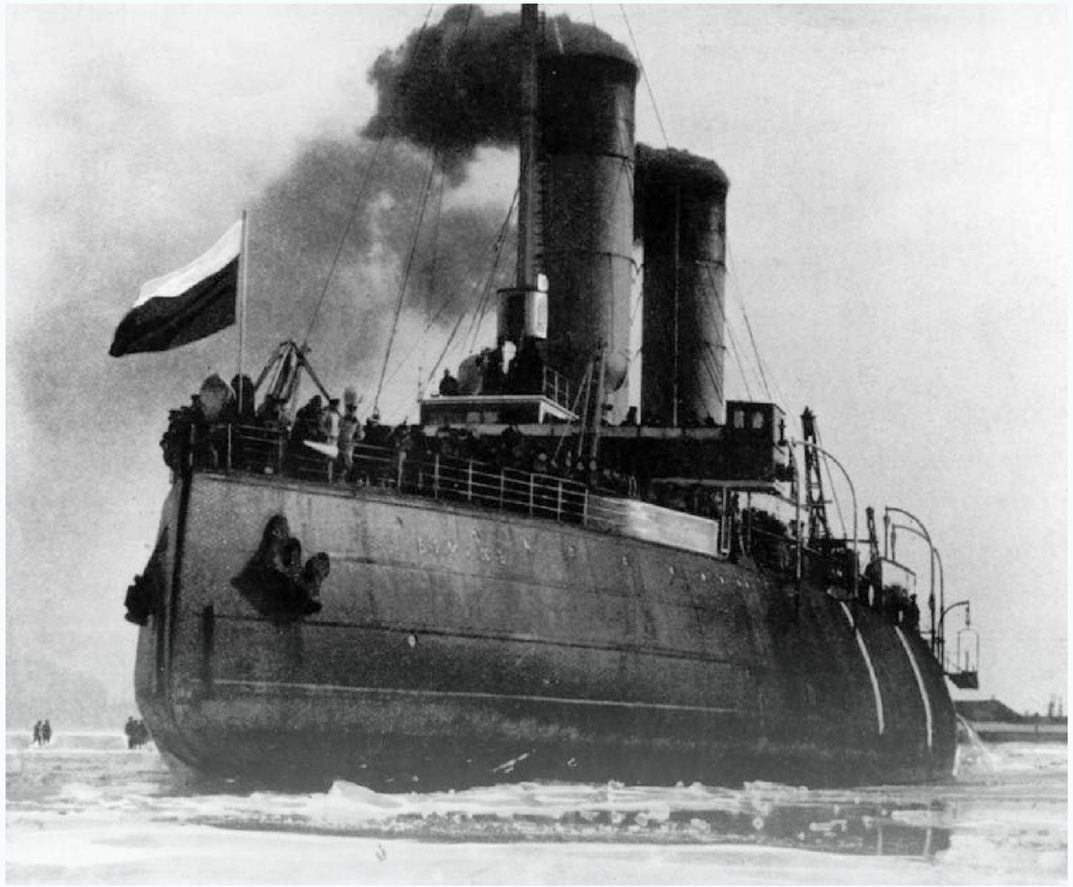
CRACKING THROUGH THE COLD

On land, snowploughs are used to clear snow off roads. At sea, an icebreaker serves a similar purpose: carving a free path through ice for other ships to follow. Unlike an ice-strengthened ship, these are designed explicitly with cutting ice in mind. These sturdy vessels operate in polar waters and other waterways that are frozen over during winter. They are thus essential for maritime safety in those regions and a small but key part of the overall maritime economy.

Anna Grybenyuk graduated from the University of St Andrews with a degree in Modern History and Russian in 2016, then again with an MLitt in Museum and Gallery Studies in 2020. Much of her knowledge of fishing and maritime activity comes from working at the Scottish Fisheries Museum, and from living so long by the coast. She currently works in Oxford, managing digital collections for the Pitt Rivers Museum and History of Science Museum. It is far from the sea, but she will take any opportunity to head back to the coast to spot birds and boats alike.

EARLY ATTEMPTS TO BREAK ICE

People have used waterways for trading since the dawn of civilisation. However, before the Industrial Revolution, when those waters froze, until the thaw came, there was little people could do. In the 11th century, the Pomor people of Karelia used a one- or two- mast boat called a koch to help them navigate Arctic waters. It was specially built with a belt of ice-resistant planking to help it cut through ice. Later, there are records of vessels helping manual labourers break ice in 14th-century Bruges, and evidence of an iron-tipped heavy barge breaking ice on the canal between Bruges and Ghent in the 18th century. However, these were limited in their use. Only in the 19th century, with expanded global trade and the advent of steam power, do vessels designed for ice breaking began to gain traction.



DEDICATED ICEBREAKERS

The first vessel dedicated solely to this task was the modified tug *Pilot*, fitted with a specialised hull in 1871 to clear ice outside

Kronstadt port near Saint Petersburg. Between 1871 and 1890, the United States, Sweden and Finland all saw their own icebreakers being built. The ice-resistant ship *Bear*, built in 1874, served first the US Navy then the Revenue Cutter Service around Alaska, though it was not a true icebreaker but a modified cutter. The first polar icebreaker was the British-built, Imperial Russian operated *Yermak* in 1898. It was primarily used in the Baltic.

Other Arctic nations like Canada followed suit with icebreakers such as *Minto* and *Scotia*. The First World War interrupted icebreaker innovation, but after it, the newly minted Soviet Union and the recently liberated Baltic states took interest in ice breaking again. Soviet enthusiasm centred around the exploration of the Arctic as a commercial waterway for carrying goods. Their first attempt in 1933 sank, but they ordered more in 1935. With them, they opened up the North-East Passage along Siberia, which Russia still uses as a shipping route to this day.

Meanwhile in Sweden, the icebreaker *Ymer* in 1932 became notable for being the first diesel-electric icebreaker, a feature found on many current such vessels.

The year 1936 was important for US icebreakers, as President Roosevelt signed an executive order directing the Coast Guard to keep up ice breaking to maintain commercial operations. This was fulfilled in 1966, by which time all icebreaker operations in the US were managed by the Coast Guard. An innovation in icebreaker technology came in 1957, when a nuclear-powered Soviet icebreaker, *Lenin*, was built. Its power source enabled it to be large, allowing it to ram ice to break it. However, the adaption of nuclear as fuel for icebreakers remains limited to this day. In modern times only Russia operates nuclear-powered icebreakers.

TODAY’S ICEBREAKERS: WHAT MAKES THEM DIFFERENT

There are around 179 ships classified as icebreakers around the world as of 2024. Finland is the premier nation for icebreakers, with 80% of them designed in the country and 60% also built there. Recently, they designed one which could break ice in any direction, adding new capability to icebreaker technology on top of everything else this vessel can do.

Icebreakers have several key features that differentiate them from any other ship. A shallow draft and stubby profile due to their wide bows gives them a shape that is unique among vessels. They have strong, thick double hulls and reinforced bows, which are rounded instead of pointed to push ice underneath them. This way they use the ship’s weight to break ice before pushing it out behind. Ice moving behind risks jamming up the propellers, resulting in many broken shafts. An icebreaker therefore has at least two, three or even four propellers, mounted on different parts of the stern. These attach to powerful, rapidly accelerating engines to provide power to get through ice.

READ THE FULL ARTICLE

Global Maritime Histories: Case Studies for Change

Grant Open Call

The International Congress of Maritime Museums (ICMM) is now welcoming applications to seek grant funding in Phase Two of this multi-year programme (2026-2028), to be disbursed from June 2026. Total available grant funds for Phase Two are £200,000. Suggested grant allocations are £15,000 to £50,000 for any one approved project.

About the Global Maritime Histories project funding:

ICMM is proud to partner with Lloyd's Register Foundation (LRF) to bring to ICMM member organisations exciting funding opportunities to engage with a range of significant contemporary maritime challenges.

The ICMM Global Maritime Histories: Case Studies for Change Project (GMHP) was established in 2023, funded through a generous grant from LRF, and is managed by ICMM with LRF's support.

Between 2024 and 2030, ICMM is funding selected projects in three consecutive two-year phases, led by ICMM member organisations or groups of organisations.

Key project objectives:

Access the existing ICMM network of maritime museums and its collective knowledge base to leverage and nurture emerging maritime heritage museums and organisations within the network while expanding connections, particularly in the Global South.

Support the local role of ICMM member maritime museums in encouraging public displays and content that present a unified voice on ocean literacy and the global marine environment for visitors and online users.

Eligibility:

Applicantions for funding must be from an existing ICMM member organisation, or group of organisations, or an aspiring ICMM member (e.g. - an emerging maritime heritage association). Joint submissions are encouraged with one or more ICMM organisations, and applicants may apply for more than one project, although each organisation is only eligible for one Global Maritime Histories Project grant per project phase. Please note that organisations based in the United Kingdom may only apply if part of a collaborative group, not in their own right.

The vision for Global Maritime Histories Project is to leverage the expertise and collections of maritime heritage institutions around the world to provide historical context for challenges currently facing maritime industries, build capacity in the global maritime