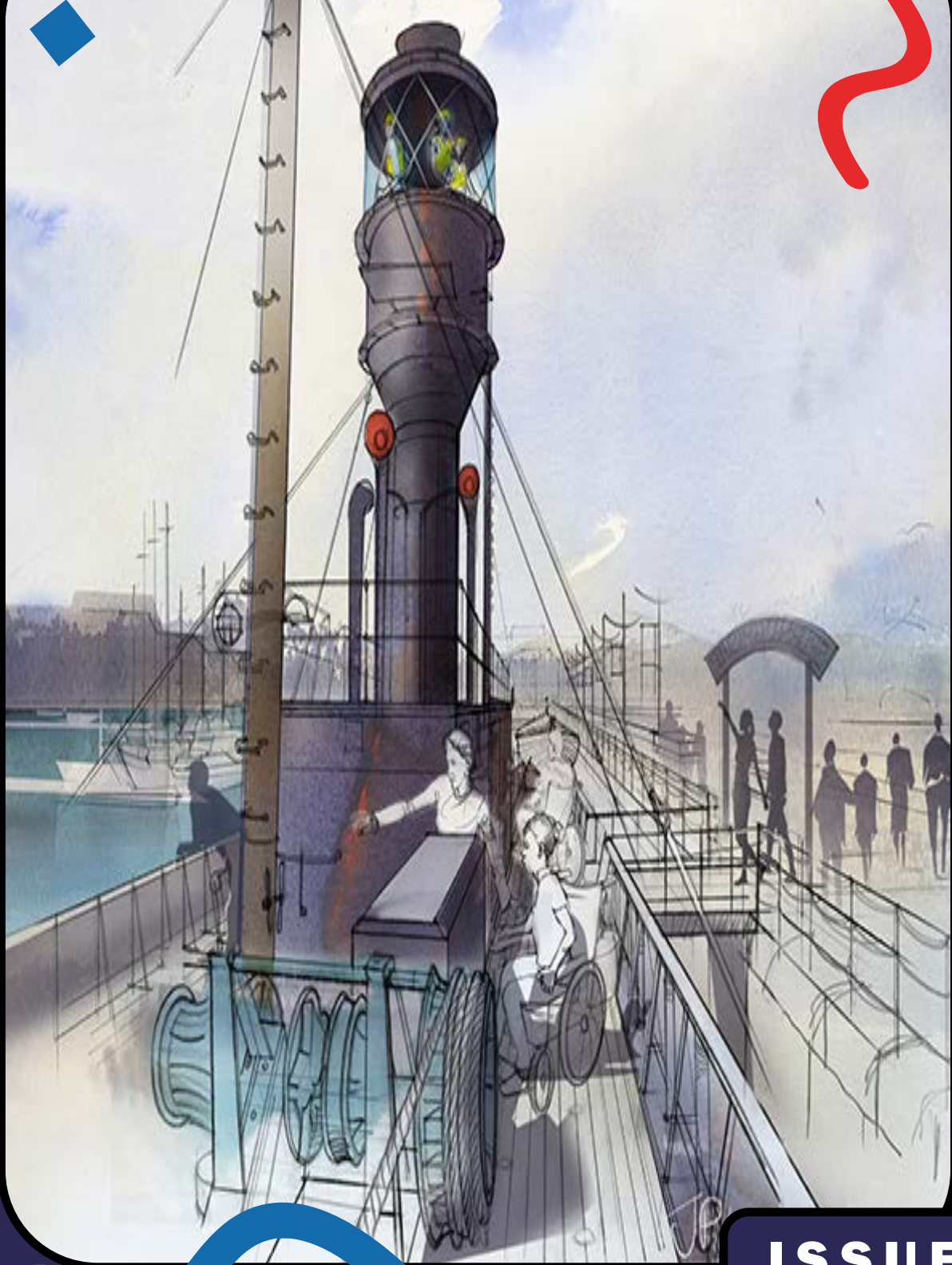


THE

# Scroll.

MAGAZINE



**ISSUE 16**

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# INTRODUCTION

## WHAT IS SCROLL?

Scroll Magazine is an online and print magazine.

The magazine aims to represent a variety of small local artists in the Hull area. Scroll is a platform that intends on helping smaller artists gain exposure and promote their own artwork. From writers, to photographers, to artists, the magazine is a collection of works from a large group of influences and backgrounds.

## WHO?

Procured by a small group of 16-29 year olds with a passion for art, the magazine was founded on an ideal to incentivise creativity in Hull as well as showcasing what it has to offer. The city has a bubbling, artistic and cultural scene, and The Scroll is potential that lies beneath. With every issue included will be a feature artist who will have their work showcased on the cover of the magazine, as well as a short interview. We hope this will give artists further exposure.

## WHY?

Scroll Magazine hopes to act as a platform for smaller artists to get their work published and to potentially form collaborations. As well as showcasing local artists, we also aim to support small, local businesses in Hull, by offering various advertising spaces in the print publication.

## HOW OFTEN?

The Scroll Magazine will be published every two months for the moment, with possibilities in the future to become a monthly curated magazine of art.

To apply for future issues, email us your work at:

**scrollhull@gmail.com**

**www.thescrollmag.co.uk**

  | @TheScrollMagazineHull

## WHAT IS YOUTH ARTS TAKEOVER

As one of the Youth Arts Takeover series of arts events in Hull, the Scroll is co-designed with a group of young creatives between the ages of 16-29, who influence the contents featured and overall look of the magazine. The Youth Arts Takeover is part of Goodwin's Development Trust family of projects and is funded by the Arts Council England. The project encourages young people to take initiative and contribute while gaining full control of their learning experience.

If you're wanting to get involved in Youth Arts Takeover please contact Andrew Harper

**AHarper@goodwintrust.org**

**www.arttakeover.co.uk**

 | @YouthArtsTakeover

**YOUTH  
ARTS  
TAKEOVER**



Supported using public funding by  
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## EDITORIAL

The Spurn Lightship: what an incredible piece of history that beautiful boat is.

If there's one thing that can't be taken for granted about the process of working with Hull Maritime on the Maritime Gamesmaker project - whether making the Lego models of the Spurn, visiting the ship and taking pictures, talking to people who worked aboard her, or just making the video game set aboard her, it's how amazing this piece of our city's history is.

History can be a treasure trove of stories both large and small, and the true privilege of this project is that we have had the opportunity to explore some of that history and share it with you.

Oh, and building with Lego. That's fun too.

We hope you enjoy this issue of the Scroll Magazine - see you next time!

Want to be a part of

THE  
**Scroll. ?**  
MAGAZINE

**We're always looking for creative content, be it:**

- **Photography**
- **Writing**
- **Paintings or other art!**
- **Articles on any topic!**
- **Interviews!**

**And even more besides!**

**If you have something you want to share with us,  
get in contact, and it might end up in  
the next issue!!**

**scrollhull@gmail.com**

  | @TheScrollMagazineHull

# History of The Spurn Lightship

**Full Name:** Light Vessel No.12, Spurn

Built in **Goole** in **1927** and served for **48 years**

The main use of the ship was to guide ships in and out of harbour, but it was **used heavily** in **World War 2** as a river defence, crew were armed and given gunnery training/air raid precautions.

It was renamed **Bull** and **painted red** in **1959**, when moved to the Bull Station inside the river until it was decommissioned in **1975**.

The Spurn Lightship **NEVER had an engine** and was towed into place and anchored, crews and supplies were ferried on and off

The Spurn will reopen in **2024** for members of the public after a **£30 million restoration**



Photography by Paul Hurst

## LIFE ON THE SPURN

For new recruits to work on the ship, they had to first be given a six month probationary period before being taken on in a permanent position, they then had to conduct a few more years of service to then be promoted to other occupations on the ship.

The ship did not have a cook which meant men had to prepare all their own meals, It was not uncommon for there to be a hot stew made for the crew so there was always some form of food. If the crew needed extra supplies, they would sent from families via a service craft that usually visited the lightship every Wednesday. The service vessel would often bring fuel, fresh water and mail, along with other necessities.

A regular watch aboard the lightship consisted of four hours on and eight hours off.

During the day men were expected to keep the ship in 'ship shape' which most times than not required cleaning, painting and varnishing. One person was delegated to clean the lighting equipment and was given the affectionate nickname 'Lampy'. In bad weather chores became more important, the cables had to change fathoms in order for the lightship to swing more in gales without breaking loose. Hourly reports had to be made so a record of the cable length, weather conditions, the state and direction of the tide and other incidents such as passing of another vessel could be made. Men on board the ship would often pass time by playing games like chess, darts and scrabble, other men would often read magazines and practice wood crafts, in later years a television was provided.

The captain of the Spurn would keep a small medical book for minor injuries that were sustained on board, however if any men sustained serious injuries while on board they would be taken ashore to receive proper medical attention. In most cases of injuries, compensation was granted from the Board and in the most unfortunate cases which resulted in death, widows were (from 1965) awarded the allowance of £100 per annum.



Photography by Paul Hurst



We interviewed David Whitworth, a man who spent time and worked on the Spurn (at that point being called The Bull). He spoke to us about what life was like working on the ship and the sort of things he would do day to day.

#### **What was the overall atmosphere like? What was everyone's mood day to day?**

**A.** I mean of course there were two crews, I can't say much about the other crew but our crew was brilliant, you know, because I'd known the lads quite a few years anyway, so yeah, it was alright. We had a good master, there was one lad, you had to bring your own food of course, so you took a weeks worth to the office and then a buoys ship would bring it out, I was only in my 20s, but this chap, probably 60, he used to do the cooking for dinner, course you did your own on the night you know like beans, sausages. but yeah, there was a great crowd.

#### **How did you come to serve upon The Bull?**

**A.** I was working on the Arctic Corsair at the time, and my partner was having a baby, so I wanted to do more time at home. Although the trips were still three weeks, you had three weeks at home, not like 48 hours or 72 hours, you see, and I quite liked it so I stopped there for about five, six years, and then I went back on supply ships. Course she finished in '74 (1974) and it was quite an enjoyable job to be fair.



Illustration by Grayson Major

#### **What was your job whilst you were aboard?**

**A.** Well you had a master and then you had about four seamen. You worked four on and eight off and you had your watches you see. The master would be on from 8:00 in the morning till your dawn watches, which was about 6:00. So basically it was like day work until you went on your watches. So your first job was the brass work which took quite a few hours because there were heaps of it, you spent maybe four or five hours doing brass.

In the summertime you maybe did painting, chipping and painting, and then when your watch started you went on the bridge and you did four hours.

You had to call Hull Radio, sometimes they'd say it was Humber Radio but on The Bull it was Hull Radio, you had to give your weather reportings, you know, the wind direction, the weather, your visibility and then you took your water temperature, you had a draw bucket, pull it up to the side and do your pollution monitor and basically you just kept a lookout.

Course in the winter it'd be quite foggy so you'd start your fog signals, report it to Hull Radio, with the signals you kept a log. You did a lot of time like that.

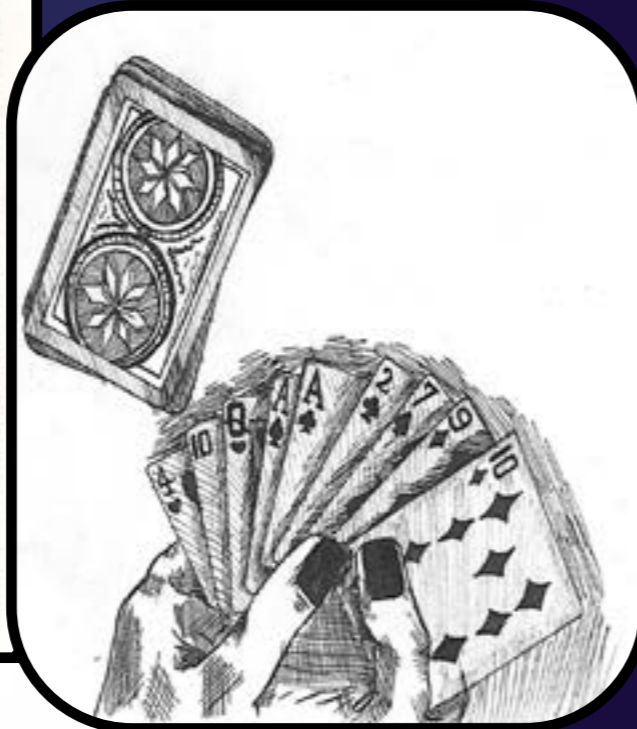
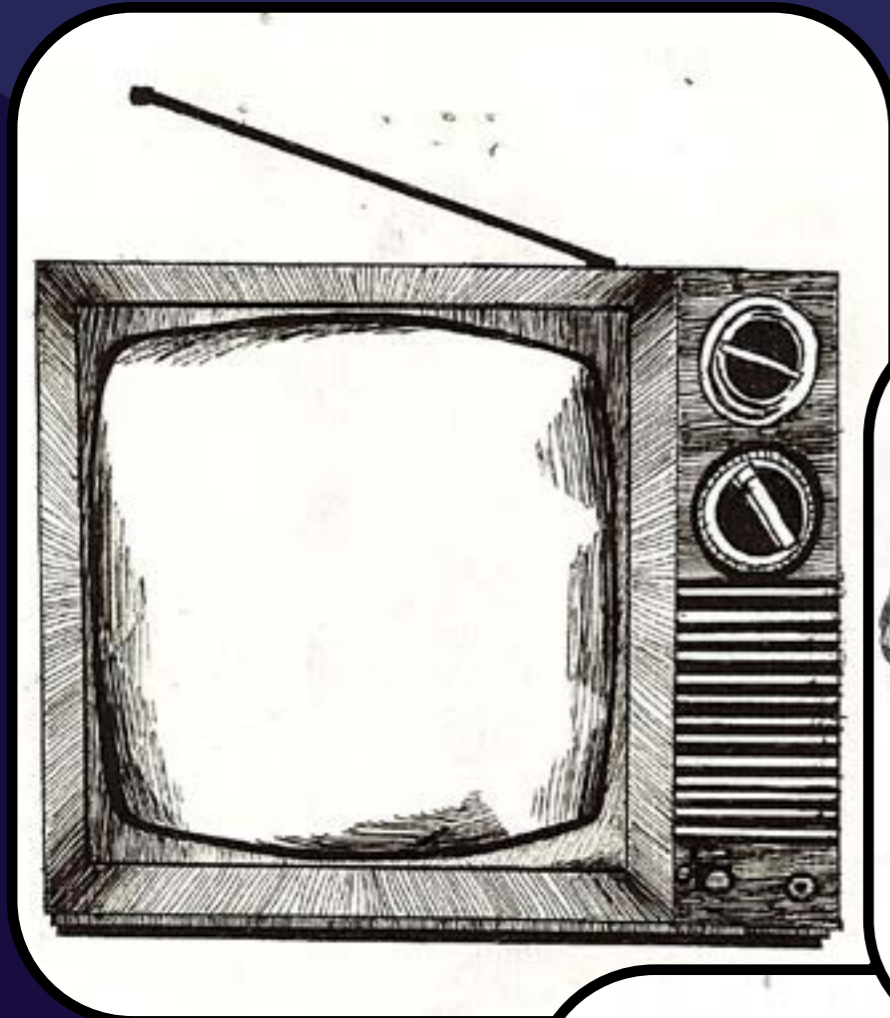
Your entertainment, well you had a little black and white telly and you had your cards and you had dominos but by time your watches had finished, like I say your master was on 8:00 till 4:00 then it was 4:00 till 8:00 - 8:00 till midnight, 8:00 till 4:00 - 4:00 till 8:00. So that's how you worked it.

Alot of people say "well it must've been boring" but it wasn't because you had plenty to do. Then of course you had the Humber Guardian she was the buoys ship, she used to come out and give you water, fuel, sometimes check your anchor cable, any shackles that was going thin they had to be replaced, course that was a bit of a job because it was all by hand, so it took quite a while to do.

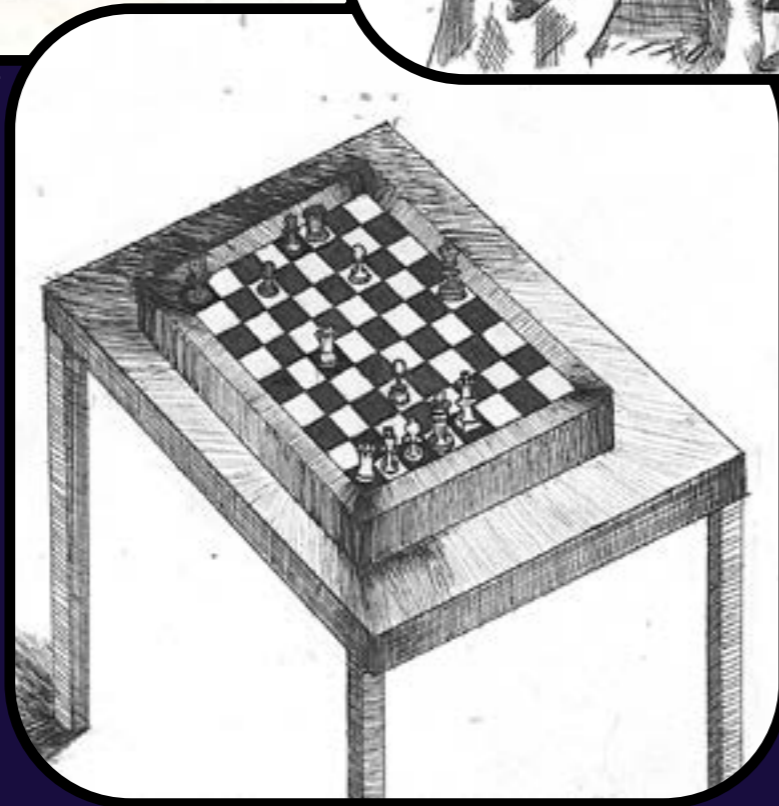
And then they used to bring the food out, you'd take a week and they'd bring another week and then the last week. When you got relieved, you had your first week free and then you spent a week at the buoy shed which was where The Deep is now. The Humber Guardian used to look after all the buoys, you know, replace all the gas bottles in them and then if they looked as though they needed painting, they used to pull them in and then that was our job, to maintain the buoys, and then you had your last week free again.

Who ran the lightships? Who was responsible for them?

A. When I first went it was Humber Conservancy, the building is still there! If you go down Whitefrigate there's an old archway, if you look down there, the building at the back, it says 'conservancy'. The Maritime Museum now is where our office was, that's where you'd take your food.



Illustrations by Grayson Major



◆ Which do you think looks better?

◆ How it looks now? (Black) or How it looked when you were on it? (Red)

A. That is a good question to be fair, I mean I haven't been aboard it since 1973 so I don't know how it looks down below but she certainly looks really smart now, I've noticed they've taken the bridge off but of course you had to have that for your watches.

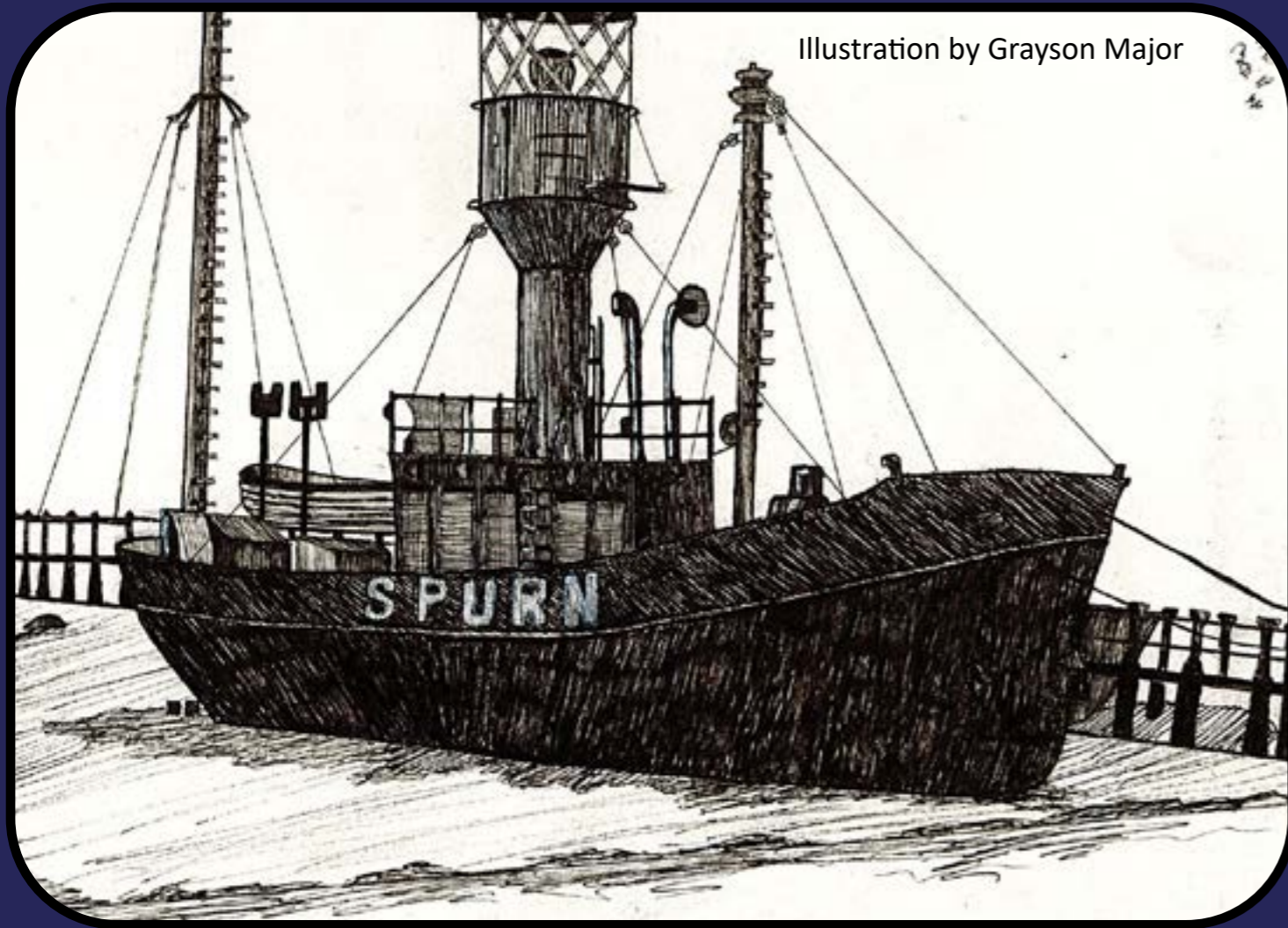


Illustration by Grayson Major

Do you know why it was painted red?

A. Well, I mean they were all red, I imagine it would've been a navigational aid, easier to spot, if it was quite misty it'd be easier to see than something black. I'm assuming that they were all black to begin with and then they decided to paint them red.

◆ What did you wear while serving aboard? Did you have a uniform?

A. When it was Humber Conservancy you got two jerseys with HC on, you see the new spurn (I call her the NEW spurn) she carried a wireless operator and a skipper. They wore uniforms same as on The Bull they wore a uniform, you know, but you, you just wore practical clothes, you just wore what you had basically. I think originally, years before I joined (going back a long time), they issued Sailor hats with jerseys.



Illustrations by Grayson Major



**From your perspective as someone who served aboard her, what do you think the historical significance of The Bull and The Spurn is, what do you think makes her so important as a piece of Hull's history?**

A. Well I mean they were the top navigational aids weren't they, I mean any ship that was entering the port of Hull they'd all know there's a spurn there, they were all noted, and I think with them being a ship instead of an ordinary buoy, you wouldn't have taken much notice. Well they're a part of Hull's Maritime history, it didn't matter what seamen it was you'd know it was the spurn, well it was The Humber first, then The Spurn, then The Bull. Now there's nothing to look at really. I think it's only down south they still have them don't they, the ships, but I don't think they're manned anyway. It was a sort of Landmark.

**I suppose it was also apart of Hull's and the surrounding areas character really, you sort of show up and know where you are.**

And to go look at it now and think, "I was on there and it's still here!" like most things have gone now, haven't they.

**If you wanted people to see a game about The Bull or The Spurn, would you want it to be when she was The Bull or The Spurn?**

A. I'd say The Bull, definitely, The Bull.

**A big thank you to David Whitworth for spending time and talking to us about his time on The lightship.**



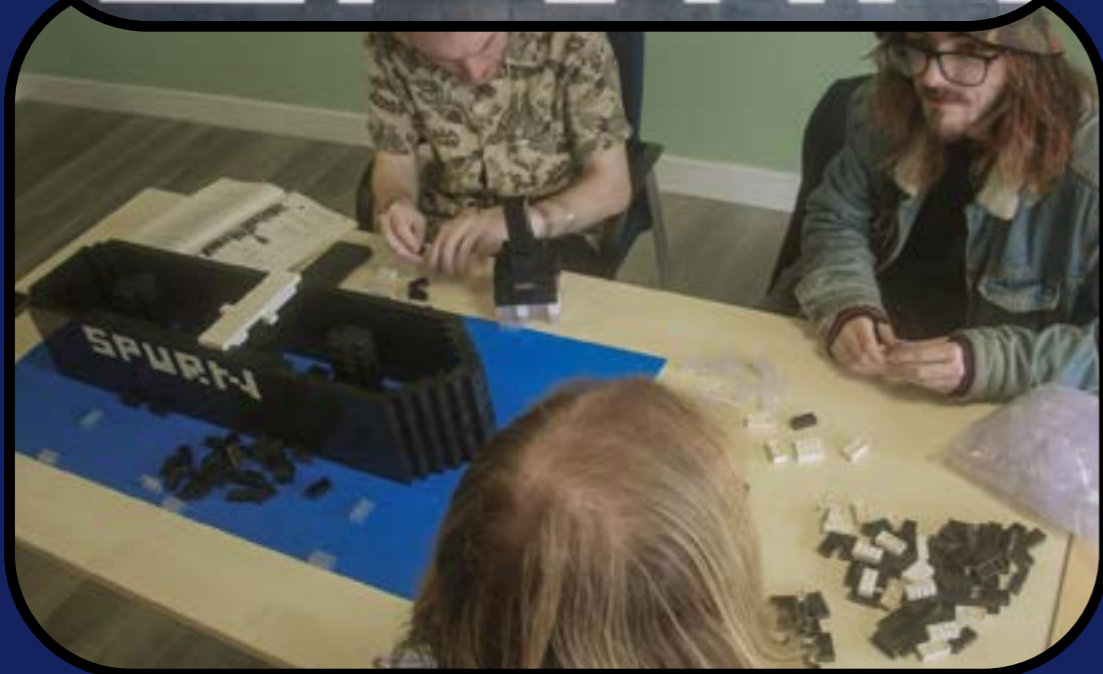
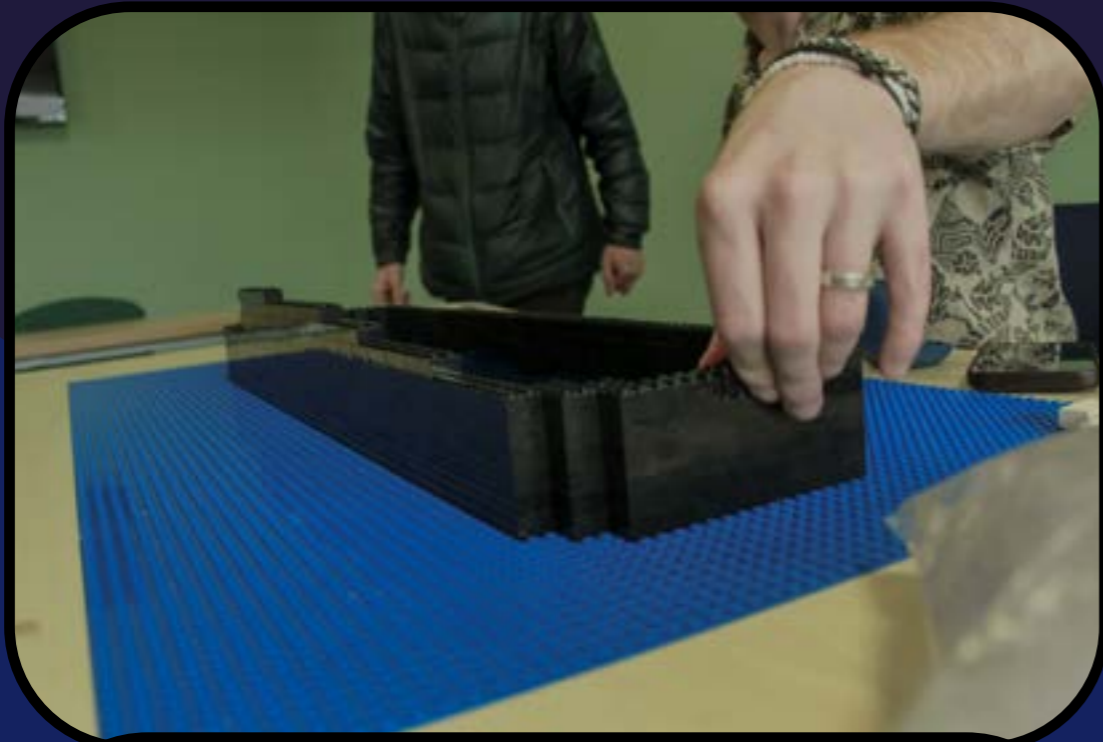
Photography by Paul Hurst



# LEGO LIGHTSHIP

Such a huge amount of effort and teamwork from everyone who helped build a lego sized Spurn Lightship!







# MAKING THE GAME

## TIMEFORT: SPURN

The latest TimeFort game continues the adventure in the TimeFort universe, featuring the heroic Time Police organisation “The Aegis” as they fight to preserve Hull’s history.

In “Spurn”, the player character continues to fight against the time terrorists of “H2O”, who are seeking to destroy historically significant ships from Hull’s maritime history. The player has the opportunity to visit not just the Spurn, but the Spurn when she was painted red and named “The Bull”.

This game is the third episode of “TimeFort” – the first having been “1555” in early 2023, and the second, “Corsair”, having come out later that same year. These games – like the previous games made by the Youth Arts Takeover – feature work done by the young people on Goodwin’s various projects, including custom artwork and music!

The last episode of “TimeFort” is expected to come out later this year



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AND TO THE PEOPLE WHO ARE INVOLVED**