



TRINITY HOUSE

INSIDE +

**MEETING PEOPLE
ON THE JOB**

Our Navigation
Requirements Advisor
and Inspector of
Seamarks on the
Cornish leg of the
inspection schedule

P34

Flash

THE TRINITY HOUSE JOURNAL

ISSUE

39

AUTUMN 2023



Moving on

As a leading figure relinquishes a key role,
we carry on with new technologies for safer seas

Flash

AUTUMN 2023 | ISSUE 39



TRINITY HOUSE

Editor's note

Thank you for picking up the autumn 2023 edition of our bi-annual journal and thank you to everyone who wrote or otherwise contributed to its production.

It has been great to receive articles from our maritime safety peers in Australia (AMSA) and our own mission-critical Operations Officer Richard, both of whom make an enormous contribution to safety at sea; I am glad that we could publish their stories here.

It is also great to be able to promote one of our own unsung roles—that of the Local Aid to Navigation team. Thanks to Catherine for her description of her time on the road inspecting local aids to navigation with the Inspector of Seamarks.

This will be the last issue of *Flash* that Captain Ian McNaught signs off as Deputy Master before he takes his well-earned retirement in February after 12 years.

Looking at our roles in wider national developments, we have also been involved in marking the 80th anniversary of the Battle of the Atlantic and the Coronation of HM The King Charles III, both of which are described later in this journal.

Neil Jones

Editor



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Around the service

Deputy Master's introduction

Captain Ian McNaught gets ready to pass the baton to a new Deputy Master after 12 years, and looks at some of the challenges and successes that have marked his time as the head of Trinity House.

After 12 years of thoroughly enjoyable service, this is the final issue of *Flash* that I will sign off as Deputy Master of Trinity House before I retire in February 2024.

Since assuming the role occupied so capably by Sir Jeremy in 2011, I have been privileged to oversee a small organisation with a big mandate continuously modernising and self-improving, while simultaneously holding on to what it makes it unique.

As a General Lighthouse Authority and maritime charity—not to forget the fraternity of Elder and Younger Brethren from across our national maritime sector—we have stood tall and carried out our vital mandates through financial crisis, pandemic and lockdowns, and all the while found enough room to adapt and move forward.

I can also claim to be one of the few chief executives in the world to cut the cake on a 500th anniversary; calling our quincentenary 'remarkable' does not seem to quite do it justice.

It was an honour and a joy to be a part of such a rare achievement, especially as it gave us a much-desired

opportunity to call together to one place—albeit too briefly—our people from St Just, Swansea, Harwich, London and the three vessels THV *Galatea*, THV *Patricia* and THV *Alert*, as well as the women and men of the fraternity and the almshouses.

In my time here we have made a number of behind-the-scenes evolutions and refinements that—while they will never make the big headlines or excite the average observer—improve how we govern, how we operate safety at sea services, how we use technology, how we address maritime welfare needs, how we distribute charitable grants and how we seek to generally work 'for the benefit and safety of all mariners'.

These evolutions—coupled with our measure-twice-cut-once approach—have been our stock-in-trade for centuries, and will continue to serve us well in the future as we position ourselves to undertake (among other things) the next tri-GLA Aids to Navigation Review, research and development into GNSS vulnerability, increase our commitment to adopting best practice around sustainability in the environment and

deliver the ongoing project to replace THV *Patricia*.

While I do not have room here to list the sheer breadth of Trinity House activity taking place across our island nation during any given day, whether at sea, at remote shore locations or in offices and meeting rooms, I can assure you that it is probably more than you know.

I suggest that the following sentiment expressed by Her late Majesty Queen Elizabeth II—at the re-opening of the house in 1953—remains as true today as it was then:

"The Corporation of the Trinity House has a great record of public service and of charitable benefaction. For centuries, its members have been the Good Samaritans of the sea. I should like to take this opportunity of telling all those who have ever been associated with our [...] services how deeply I appreciate their work and their devotion to duty on which depends the safety of those who sail the seas around these islands."

It will hardly need saying that I remain—proudly so—an Elder Brother of Trinity House, and I look forward to visiting the house and attending fraternity events in my retirement.

I wish my successor all the very best as they move forward with this great organisation.

Finally, I wish to thank all of the people at Trinity House—past and present—for the ingenuity, resilience and hard work that makes us who we are.



Ian McNaught

Captain Ian McNaught
Deputy Master



Review of the last six months

Looking back at highlights from Trinity House's calendar.

FEBRUARY 2023

Masters of AtoN Management



Trinity House hosted the IALA World Wide Academy course at Harwich in February 2023 with internal senior and middle Trinity House managers and external delegates. The course was delivered with IALA staff led by Omar Eriksson, Dean of the World Wide Academy and experienced Trinity House managers.

This course is part of an ongoing programme of aid to navigation (AtoN) training that Trinity House delivers in its capacity as an IALA Accredited Training Organisation. As well

as the Masters of AtoN course, the range of training available covers an introduction to AtoN management, a comprehensive AtoN Manager course for aspiring and senior managers, risk management and AtoN technician training which is used for the competency framework for Trinity House technicians. The training is internationally recognised and supports Trinity House's strategy to have well-trained and qualified staff.

To find out more about the course, please visit www.trinityhouse.co.uk/commercial-services/our-services/iala-worldwide-academy



JUNE 2023

Trinity Village plaque unveiled

On 13 June in Trinity Village (in Merrick Square, Borough) we unveiled a plaque in commemoration of Her late Majesty Queen Elizabeth II and Prince Philip, to mark our gratitude and respect, on land we purchased in 1660 to help raise funds for our charitable arm.

The plaque was revealed to attendees by **Captain Ian McNaught**, the Deputy Master of Trinity House. The ceremony took place in Trinity Village, located in the heart of Southwark on land owned by Trinity House. Members from Trinity House gathered in the village for a tour of the estate by site managers Knight Frank.

Commodore Martin Atherton, Secretary to the Corporation of Trinity House, said: *"This plaque serves as a heartfelt tribute to the enduring legacy of Her Majesty Queen Elizabeth II and His Royal Highness Prince Philip.*

"Their unwavering dedication to service, their profound commitment to our nation, and their remarkable partnership have left an indelible mark on history. We at Trinity House hope that this plaque will stand as a symbol of our deep gratitude and as a reminder of their extraordinary contributions to our maritime heritage."

JULY 2023

Maritime Leaders Forum

The fourth Maritime Leaders Forum was held on 10 July at Trinity House, in partnership with Maritime UK. Sarah Kenny led a pan-industry panel reviewing the impact of digitisation and automation across the maritime industry, followed by a discussion about technological developments and how it can deliver international business success and accelerate progress towards our climate change objectives.

The forum is an opportunity for people and organisations



to share best practice with other leaders, as we work to energise the UK maritime sector while meeting the national and international climate change objectives.

Joining Chair Sarah Kenny (BMT) on the panel were

Jos Standerwick (Maritime London), Katrina Kemp (MCA), Kevin Forshaw (Plymouth University), Andy Tourell (Ocean Infinity), Peter Aylott (UK Chamber of Shipping) and Richard Ballantyne (British Ports Association).

Trinity House team with Captain Rachel Dunn YB
© Peter Anderson
Photography



MAY 2023

Merchant Navy Coronation march

On the day of the King's Coronation (6 May), 22 seafarers from various sections of the Merchant Navy stood proudly alongside hundreds of others from various Uniformed Civilian Services, as route-liners on Whitehall for the Coronation Day Parade. We were represented at the Coronation by members of our ships' crews along with one of our Younger Brethren.

Looking splendid in this group photo: **Adam Keen** (Commander, THV *Alert*), **Ian Garner** (Petty Officer Deck, THV *Galatea*), **Captain Rachel Dunn** (Younger Brother), **Vince Lord** (Mechanic/AB, THV *Alert*) and **James Charles** (First Officer, THV *Patricia*).

Vince said "It was a brilliant day" and James added that it was "A truly remarkable event to be part of and something we will remember for years to come".

More on this event is described later in this issue.

JULY 2023

STEM and maritime careers day

Trinity House held a 'STEM (science, technology, engineering, and mathematics) and maritime careers day' in our Harwich office on 5 July, as part of our aspiration to engage young school-goers in our communities.

As a charity, Trinity House has done significant work funding third party STEM and maritime outreach projects and charities at a national and regional level. The Corporation's work in this regard has been a significant success and has done immeasurable good for improving young lives and steering young people into STEM and maritime careers.

As a General Lighthouse Authority, Trinity House is a major employer in the Harwich area as its main depot location and as such wishes to do more to foster skills development across a range of career types with particular focus on maritime and STEM fields.

We were pleased to welcome students from Clacton County High School this year, and we hope to roll out this exciting new programme to a far wider pool of invitees next year. The students heard careers-related talks and interactive lessons from members of our engineering, buoy maintenance and research and development teams, with LED lights, solar power equipment and AIS monitoring software.



▲ Buoy Yard Team Member **Elwood Marshall** delivers a consignment of technical equipment to Colchester Royal Grammar School



MAY 2023

Battle of the Atlantic 80th anniversary

Her Royal Highness The Princess Royal, patron of the Battle of the Atlantic Memorial Charity, unveiled the new national memorial to the Battle of the Atlantic—the most decisive and long-fought battle of the Second World War—on 26 May, followed by a packed weekend of celebrations and commemorations.

Trinity House's Deputy Master **Captain Ian McNaught** was in attendance in his capacity as President of the Battle of the Atlantic Memorial Charity.

The BoA80 commemorative weekend included a military village at Liverpool's Pier Head, 1940s-style music and

dance performances, specially commissioned theatre written by students of Liverpool John Moores University, a concert by HMRM band at the Philharmonic Hall, and a poignant Drumhead service and March for the Medals on the Mersey waterfront.

The crew of THV *Patricia* represented Trinity House and the Merchant Navy at the anniversary events in Liverpool, with a variety of events culminating in the March of the Medals and THV *Patricia* leading a convoy down the River Mersey.

More on this event is described later in this issue.



MARCH 2023

Maritime Minister's visit to Harwich

We were pleased to welcome the Maritime Minister Baroness Vere of Norbiton to our east coast depot at Harwich on 3 March, where she met (among others) Buoy Yard Supervisor **Terry Graves** and THV *Galatea's* **Captain Ben Lankester** to find out more about our safety at sea operations.

The Minister commented that it was *"An honour to spend time with Trinity House and THV Galatea. It was great to learn about their important work to protect our mariners and see their key operations like buoy handling and wreck marking."*

JUNE 2023

Cannon refurbishment project

The Harwich buoy yard team completed a refurbishment of four cannons that have been on loan to Royal Alfred Seafarers Society, a residential and care home to former seafarers.

The barrels, each weighing approximately 200kg, were removed and hung from a frame for easy access when grit blasting off the old paintwork. They then received a coat of primer and a coat of black within the buoy paint process, along with the wheels and metal fixings.

The wooden carriages were stripped to bare wood and given four new coats of varnish for protection; the barrel caps (Royal Alfred symbol) were then hand painted and varnished. They were each given some white rope to finish off.



▲ Rob Dorey hands the keys to the contractor

▼ Director of People and Culture Natalie Gull signing the Order Book



JUNE 2023

Lighthouse handover

The last flight by Trinity House personnel to Royal Sovereign Lighthouse took place near the end of June. The visit marked the final handover of responsibility for the lighthouse (decommissioned in March 2022) from Trinity House to Herbosch-Kier, the contractors appointed to remove the lighthouse.

Director of Operations **Rob Dorey** handed the keys to the contractor, and members of Trinity House made the final entries in the station's Order Book, before bringing it ashore.

We will have more news on this project in future editions of *Flash*.



In brief

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



JULY 2023

High school STEM visit

For their Year 9 careers day, East Bergholt High School invited Trinity House (among others) to attend and talk to students about the variety of careers available at Trinity House, with a focus on engineering.

As part of our commitment to developing future talent and supporting regional schools, Design Manager **John Chilvers** and Internal Communications Lead **Nichole Kelly** delivered a 30-minute presentation to around 100 students over five sessions.

We hope that a few of them will consider a future in engineering when making their GCSE choices!



Fraternity news

A review of new appointments, honours and obituaries.

New Younger Brethren

As at 11 July, we extend extend a warm welcome to the following who have been admitted to the Fraternity:

Edward John Atkinson Esq.

Partner/Senior Director,
Arrow Shipbrokers.

Peter Richard Frank Dobson Aylott Esq.

Director of Policy, UK Chamber
of Shipping.

Mark Daniel Robert Darley Esq.

Chief Operations Officer –
Lloyd's Register Group.

Captain Richard Alexander Davies RFA

Commanding Officer,
RFA *Argus*.

Captain William Robert Charles King

OBE RN.

Captain Christopher Paul Locke MNM

Former Head of the Falkland
Islands Maritime Authority.

David James Newbury Esq.

Marine Pilotage Manager,
Port of London Authority.

Mrs Helene Peter-Davies MNM

Legal Director and Master Mariner,
Hill Dickinson LLP.

Commander Benjamin Power RN

Military Assistant to the Minister
of State for the Armed Forces.

Miss Karley Leanne Smith

Marine Consultant/
Surveyor, Brookes Bell.

Thomas William John Southall Esq.

FRIN, IALA Technical Officer.

Obituaries

Admiral of the Fleet The Lord Boyce KG GCB OBE DL

In *Flash* No 38, Spring 2023, we reported the death of Admiral of the Fleet Lord Boyce, Elder Brother, on 6 November last year.

A service of thanksgiving for the life and work of Lord Boyce was held in Westminster Abbey on 13 July.

HM The King was represented by Admiral Sir Tony Radakin, Chief of Defence Staff, Younger Brother. HRH The Master was represented by Vice Admiral Sir Tim Laurence, Younger Brother. Admiral Sir George Zambellas, Elder Brother, delivered a tribute. At the service the Deputy Master led Members of the Court.

The Order of Service of the Thanksgiving Service is available on the Westminster Abbey website.

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

Robin Allingham Aisher OBE

On 26 June, aged 89,
Younger Brother No 102.
He was admitted in 1996.

He was the son of Sir Owen Aisher, distinguished yachtsman and former President of the Royal Yachting Association. Robin won a bronze medal for sailing in the 5.5-metre class at the Olympic Games in Mexico City in 1968. He competed in the 1964 Olympics in Tokyo and in 1960 in Rome. The boats of father and son were named *Yeoman*.

Robin Aisher represented Great Britain in many sailing events and competed in the Admiral's Cup six times, won it

four times and captained the entry three times. In 1975 he was Yachtsman of the Year, a title awarded by the Yachting Journalists' Association. For over 70 years he was a member of the Royal Yachting Association, served on its Council and was Chairman of the Yacht Racing Committee.

He was Commodore of the Royal Ocean Racing Club and Admiral of the Island Sailing Club. In addition he had responsibilities with the RNLI and with the Cowes Combined Clubs, the organisation behind Cowes Week.

NB. Robin Aisher's family have requested privacy for his wife Val, who is unwell, and for no flowers or cards to be sent to her home for the time being.

Captain Derek Stanley Fuller FNI

On 2 April aged 81, Younger Brother No 49. He was admitted in 1987.

He first went to sea in 1959 as an apprentice with the Shell Petroleum Company. On completion of his apprenticeship he joined the New Zealand Shipping Company where he served as Third Officer in *Durham* and *Gloucester* for two years. He returned to Shell in 1965 serving as Third, Second and Chief Officer in numerous tankers of that company's fleet trading world-wide.

In 1971 he joined Denholm Ship Management Limited as Chief Officer and his first appointment was to the 105,000 dt oil-bulk-ore-carrier *Scandia Team*, in 1974.

Over the next twelve years he served variously in *Nordic Chieftain*, *Sevonja Team*, *Suecia Team*, returning to command *Scandia Team* in 1983-1985. He served in Thornhope Shipping's *Sir John Hunter* in 1977. With Burmah Tankers he commanded *Burmah Endeavour* (457,927dt), *Burmah Enterprise* (457,841dt), two of the largest vessels afloat at the time, and *Burmah Peridot* (140,512dt), each managed by Denholm. Another command, from 1981-1983 was the Abu Dhabi National Tanker Co's *Dalma*.

Up to 1986 all his sea time had been in world-wide trading save that year he joined Exxtor Limited to command *Exxtor 1* on the Newhaven to Dieppe cross-Channel ro-ro service.

He was a member of the Council of the Nautical Institute and in 1987 was chairman of the Institute's South West branch. He was also a member of the MMSA Committee of Management of NUMAST, now known as Nautilus International.

Commander Charles Francis Heron-Watson MNM MRIN RN

On 12 June aged 79, Younger Brother No 26. He was admitted in 1981.

He had a distinguished career as a Royal Navy Hydrographer serving in *Dalrymple* (1965), *Hecla* (1968), *Fawn* (1970), and in the South African Navy's *Natal* (1970/71) followed by *Fox* (1973). He commanded *Egeria* (1976-77), *Hecate* (1979), *Fox* (1978/80) and *Hydra* (1984-1986).

In 1981 he was the Staff Operations Officer to the Hydrographer at Taunton then attended a course at the National Defence College, Latimer, and returned to Taunton where he was responsible as Superintendent of Survey Equipment Procurement.

On leaving the Royal Navy after 26 years' service in 1989 he had a short second career in industry and commerce then became a Trustee and CEO of the Royal Merchant Navy Education Foundation (founded in 1827 as the Merchants' Seamen's Orphan Asylum and later to become Bearwood College). The Foundation was created in 1981. He was awarded the Merchant Navy Medal in 2008.

Captain William Hamish Hendry McLeod OBE MNI RN

On 7 April aged 91, Younger Brother No 53. He was admitted in 1989.

He joined BRNC Dartmouth in 1949 and HMS *Devonshire* the following year serving in the Baltic and on the West Indies station. Successive ships to 1952 were *Unicorn* and *Amethyst* in Korean waters and elsewhere in the Far East.

To 1960 he served in HM Submarines *Springer*, *Alliance* and *Andrew* in Home Waters and in those of Canada, Australia, New Zealand and the Far East. In *Andrew* he was Second-in-Command.

He went on to serve in *Bulwark* with the Far East Fleet in 1961-62. His first command was *Wiston* in 1963-64 in Home Waters. Thereafter he was Second-in-Command of *Lowestoft*, 1965-67 on a Home/Far East/Home/Med commission which included the Beira Patrol and Indonesian Confrontation. Command of *Matapan* followed in 1972-74 in Home and Mediterranean waters.

From 1976-78 he was Commander of *Ark Royal*. During that time Peter Melson and David Snelson were in the carrier, the former was McLeod's assistant after he sacked the two

previous occupants. Commonly known as Beano, as in 'be no fun; be no parties; be no anything smacking of entertainment'.

It was considered a great honour to be a member of his Red Circle Club, so called because of his weekly inspection of the bar books when any officer who drank more than what Beano considered reasonable got a red circle around his name. Three red circles and your tap was stopped!

He was appointed OBE in 1977 for service in MHQ Pitreavie on the staff of Flag Officer Scotland and Northern Ireland during the 1975-1976 Third Cold War.

Two year later he was appointed Captain and served in the Middle East from 1980-82 as Naval Attaché in Muscat, Sultanate of Oman. In 1982 he was Queen's Harbour Master Rosyth and in 1985 was (QHM) Plymouth during which time he was a Sub-Commissioner of Pilotage for the Trinity House Pilotage District of Plymouth and Cattewater Harbour Commissioner.

On leaving the Royal Navy in 1987 he joined the Department of Transport as Director of Marine Emergency Operations in succession to Rear Admiral Michael Stacey (Younger Brother) the following year.

Captain David Shennan MNI RFA Retired

On 4 July, aged 71, Younger Brother No 174. He was admitted in 2005.

Following pre-sea training as a deck cadet at Plymouth School of Maritime Studies he joined the Royal Fleet Auxiliary in 1970 and served for 20 years in various ranks and vessels from RFA *Retainer* to RFA *Bayleaf* with brief periods spent in command both in port and at sea.

Highlights of his time were being the first RFA officer to attend the Long Navigation Course (topping the sea time component), and also beating the entire Naval fleet in a midshipmen's cup race in his very early years. From January 1986 to December 1987 he served in RFA HQ at Empress State Building with responsibility for maintenance and improvement of operational standards throughout the Royal Fleet Auxiliary Fleet.

Following RFA service he went on to become a pilot in Portsmouth Commercial Port where he served for ten years. During this time he was a senior lecturer (part-time) at Warsash Maritime Centre where he instructed senior mariners in

ship handling and radar and bridge team management training.

From 1998 to 2000 he was pilotage manager, later Harbour Master and Deputy Chief Executive of the Harwich Haven Authority. During this time he oversaw introduction of international standards of VTS in planning potential entry and handling of very large container ships in the Port of Felixstowe.

In the UK he was Chairman of the British Ports Association/UK Major Ports Group Joint Marine and Pilotage Committee. In addition he was a Council Member of the UK Harbour Masters' Association and served on the papers' committee of the International Harbour Masters' Association.

In 2008 he moved to Australia and was appointed General Manager of Marine and Navigation Services and Harbour Master at the Port of Melbourne. Over the next 13 years David had two terms as Port of Melbourne Harbour Master and also held the role at the Port of Portland, Victoria. In May 2019 with the Victoria Regional Channels Authority he was appointed Harbour

Master and Marine Manager of the Port of Geelong, Victoria.

He brought with him a wealth of experience as seagoing officer and harbour master with the commitment to the highest standard of safety of these significant ports of Australia. With the Port of Melbourne Corporation he helped manage operations during channel deepening works with the resultant implementation of port operating guidelines. He retired in 2021.

He owned North and Trew Marine Consultancy with his wife Joanna.

David passionately and effectively championed the improvement of safety standards and port resource management, and was a willing mentor for younger mariners, a number of whom now hold harbour master roles. He was Branch Master for the Melbourne branch of the Company of Master Mariners, and the sole remaining Younger Brother of Trinity House in Australia. He was Past-Master of the Melbourne Branch of the Company of Master Mariners of Australia. He served on the PIANC Board of Australia from 2008 to 2010.

Captain George William Robinson

On 25 January, aged 79, Younger Brother No 169. He was admitted in 2003.

From 1957 to 1959 he undertook Pre-Sea training with Kingston upon Hull High School for Nautical Training.

Born in Bridlington, Yorkshire, he first went to sea in 1959 with W A Souter of Newcastle upon Tyne serving as a Cadet in the company's cargo ships, oil tankers and bulk carriers to 1963 then served to 1970 in officer ranks with the company.

In May 1970 he joined Trinity House and left at the end of April 2004 having served in, and commanded, THVs *Stella*, *Mermaid*, and *Patricia*.

At the time of his admission in 2003 he was CO of THV *Patricia*, the Corporation's flagship. He was in

command of her when alongside HMS *Ocean* on 22 July 2003 when Her Majesty the Queen boarded to present a new colour to the Royal Navy. *Patricia's* No 1 Boat was used for a Review of the Fleet at anchor in Plymouth Sound that day. Here was an example of the Elder Brethren exercising a time-honoured tradition of escorting the monarch when afloat in pilotage waters.

He was awarded HM The Queen's Golden Jubilee Medal in 2002.

Bill Robinson was extremely popular with all his Trinity House colleagues. He will be remembered for his competence, unflappability and good humour, and will be much missed by all of those who had the privilege of working with him.

Captain Roy Henry Stanbrook

On 14 July 2022, aged 64, Younger Brother No 212. He was admitted in 2008.

He went to sea in 1978 with the Royal Fleet Auxiliary joining RFA *Hebe* and from that year to 1991 served from Third Officer to First Officer and Principal Warfare Officer in various stores and ammunition ships, tankers and landing ships of the RFA and the Royal Navy. He was one of the first RFA officers to be trained as a PWO on exchange with the Royal Navy.

His RFA service included the Falklands Conflict of 1982 during which he was a Second Officer in *Sir Galahad* when she was bombed and set afire. He also served in the first Gulf War of 1990 to 1991, in response to the Iraqi invasion and annexation of Kuwait.

For 15 months he served in the cableships *Monarch* and *Iris* of the BT Marine Fleet. His first command was as relief CO from 1994 to 1996 in the Sea Cadets TS *Royalist*.

From June 1992 to August 1996 he was senior lecturer at Warsash Maritime Centre. For a year to October 1997 he was a surveyor providing advice to underwriters at British Marine Mutual. Then to August 2001 he was Operations Director at R Laphorn Co Ltd, responsible for the safe operation of a fleet of 25 ships.

Captain Terry Hughes, Younger Brother, informed us that he and Captain David Shennan worked very closely with Roy Stanbrook at Warsash with Roy lecturing in radar, ship handling and bridge team management. This was a very important step as it enabled Roy to progress his career.

Later in 2001 he joined the Port of London Authority (PLA)

as Deputy Harbour Master (Lower District) and was promoted Harbour Master in 2007.

Following his time with the PLA he was CEO of the Gibraltar Port Authority and Captain of the Port. In 2014 he moved to the Port of Melbourne as Harbour Master from which post he retired in 2020.

From 2007 he served on the Management Committee of TS *Lennox*, the Gravesend Sea Cadet Unit.

With the Nautical Institute he served as chair of the Solent Branch from 1993 to 1995 and during his time at Melbourne he was Branch Master of the Company of Master Mariners of Australia and Chairman of the new Southern Australian branch of the Nautical Institute.

Furthermore, he represented the International Harbour Masters' Association (IHMA) on the IALA e-Navigation Committee and at the UK Major Ports Group and other forums.

Captain David Shennan advised that on 21 September last year Roy's former Harbour Master vessel, MV *Lonsdale*, sailed to the entrance to Port Phillip Bay (ironically otherwise known as the Rip) with close family on board to scatter Roy Stanbrook's ashes.

Port Phillip Sea Pilot vessel *Nepean* held station, flying its pilot flag. Among the wreaths floated was one bearing the ensigns of Trinity House and the RFA. Roy Stanbrook was one of two Younger Brethren remaining in Australia.

Following the scattering of ashes David Shennan, also a past Harbour Master at Melbourne, gave the family a tour of the Point Lonsdale lighthouse, which overlooks the entrance to the Bay and housed part of Roy's VTS operation, where they could say a final farewell.

Honours

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

Her Late Majesty Queen Elizabeth II
The Demise Honours List 25 March 2023

LVO
Commodore Catherine Elizabeth Jordan RN,
Younger Brother No 356.

HM The King's Birthday Honours List 16 June 2023

LVO
Commander Anne Gillian Sullivan MVO RN,
Younger Brother No 446,
Deputy Private Secretary to HM The Master.

Appointments

Extra Equeuries, per The Court Circular 17 March 2023

The following Members of the Fraternity have been appointed Extra Equeuries to His Majesty The King:

Admiral Sir George Zambellas
GCB DSC DL Elder Brother.

Commodore Anthony Morrow
CVO RN Younger Brother No 105.

Vice Admiral Sir Anthony Johnstone-Burt
KCVO CB OBE Younger Brother No 168.





Driving innovation

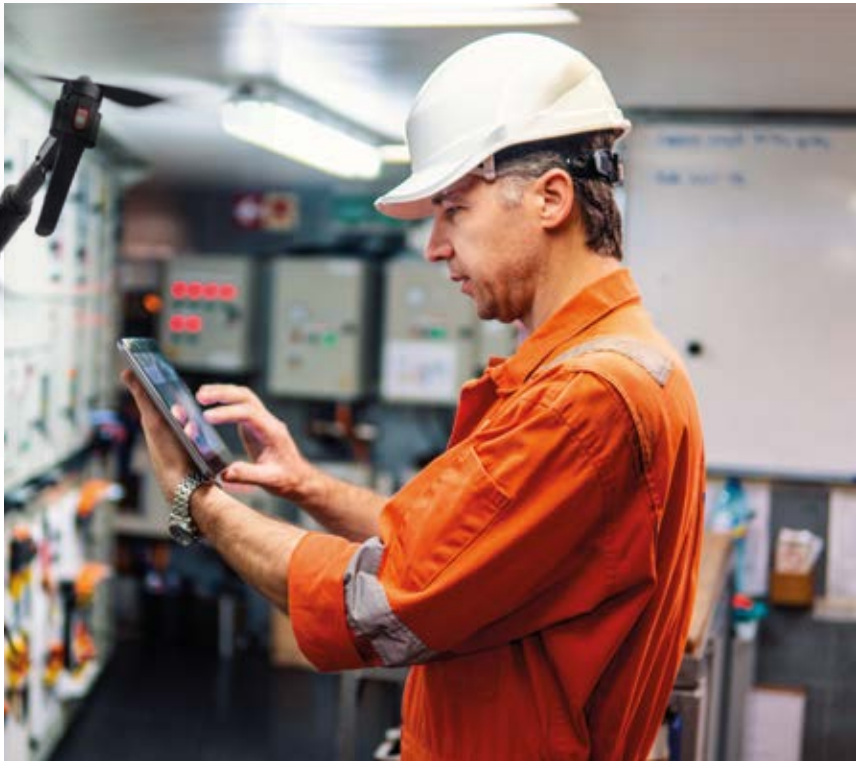
Our Design Manager **John Chilvers** describes the origins and role of the New Technology Steering Group.

In the field of engineering, new technologies play a crucial role in enhancing productivity, improving efficiency and driving innovation.

Trinity House established the New Technology Steering Group (NTSG) to focus on investigating, researching and developing opportunities to exploit new technologies across the Engineering and Operations Department.

The group will provide ideas, momentum and guidance, and will focus specifically on sustainable technology opportunities that support the organisation's environmental goals. New technology adoption at Trinity House plays a pivotal role in achieving sustainable environmental goals by developing innovative solutions that aim to minimise the impact on the environment and promote resource efficiency.





The NTSG is made up of representatives from Engineering, Field Operations, tri-GLA Research and Development (GRAD) and GLA invitees and external experts. The NTSG has met three times since November 2022, and in that time has developed an evaluation matrix and started to implement new technologies.

The matrix is used to record, evaluate, prioritise and track progress of new technology ideas. A scoring system and a traffic light indicator allows easy review and action. Several ideas have been received and are now being considered by the group.

The group has investigated and evaluated a smartphone scanning app designed to improve the quality of images captured with a smartphone camera. Compared to a conventional smartphone photo, the scanned images captured are higher resolution and are processed by the app to improve clarity.

The matrix is used to record, evaluate, prioritise and track progress of new technology ideas. A scoring system and a traffic light indicator allows easy review and action.

More recently, the NTSG has been investigating the possible applications for AI (artificial intelligence). AI systems have the potential to automate various aspects of engineering, from automated design optimisation and predictive modelling to real-time monitoring and maintenance.

The group had an interactive session using artificial intelligence chatbot ChatGPT.

The group posed the AI several questions and evaluated the responses, and also reviewed meeting notes compiled by the AI from a previous meeting. Testing is ongoing.

The group has also been investigating the use of UAV (drone) technologies. Drone technology has the potential to transform the engineering approach at Trinity House, offering significant benefits in surveying, inspection, equipment delivery and environmental analysis. Drones can carry high-resolution cameras, surveying equipment or robotic arms or simply deliver items to remote locations. The ability to access remote or dangerous locations without endangering human lives enhances safety while reducing costs associated with traditional inspection or surveying methods. GRAD colleagues have been updating the group with their work with drones.

As the group carries on its investigations into the myriad technologies that Trinity House could adopt as part of its provision of aids to navigation and its commitment to minimising our impact on the environment, we will keep the readers of *Flash* updated.

Vessel replacement update

Trinity House will not award a contract for the replacement of THV *Patricia* under the current procurement process (reported in previous issues of Flash) and intends to commence a new procurement process in due course.

The decision was made following a procurement process that was conducted in accordance with the Public Contract Regulations 2015. The process resulted in no bids that fully met Trinity House's requirements, and therefore no award will be made.

Delivery of its statutory obligations to provide aids to navigation for the safety of navigation within its areas of responsibility remains a high priority for Trinity House.

THV *Patricia* completed dry-docking this year, has been fully recertified to UK Flag State

requirements, and can for the time being continue to operate safely with our experienced crews.

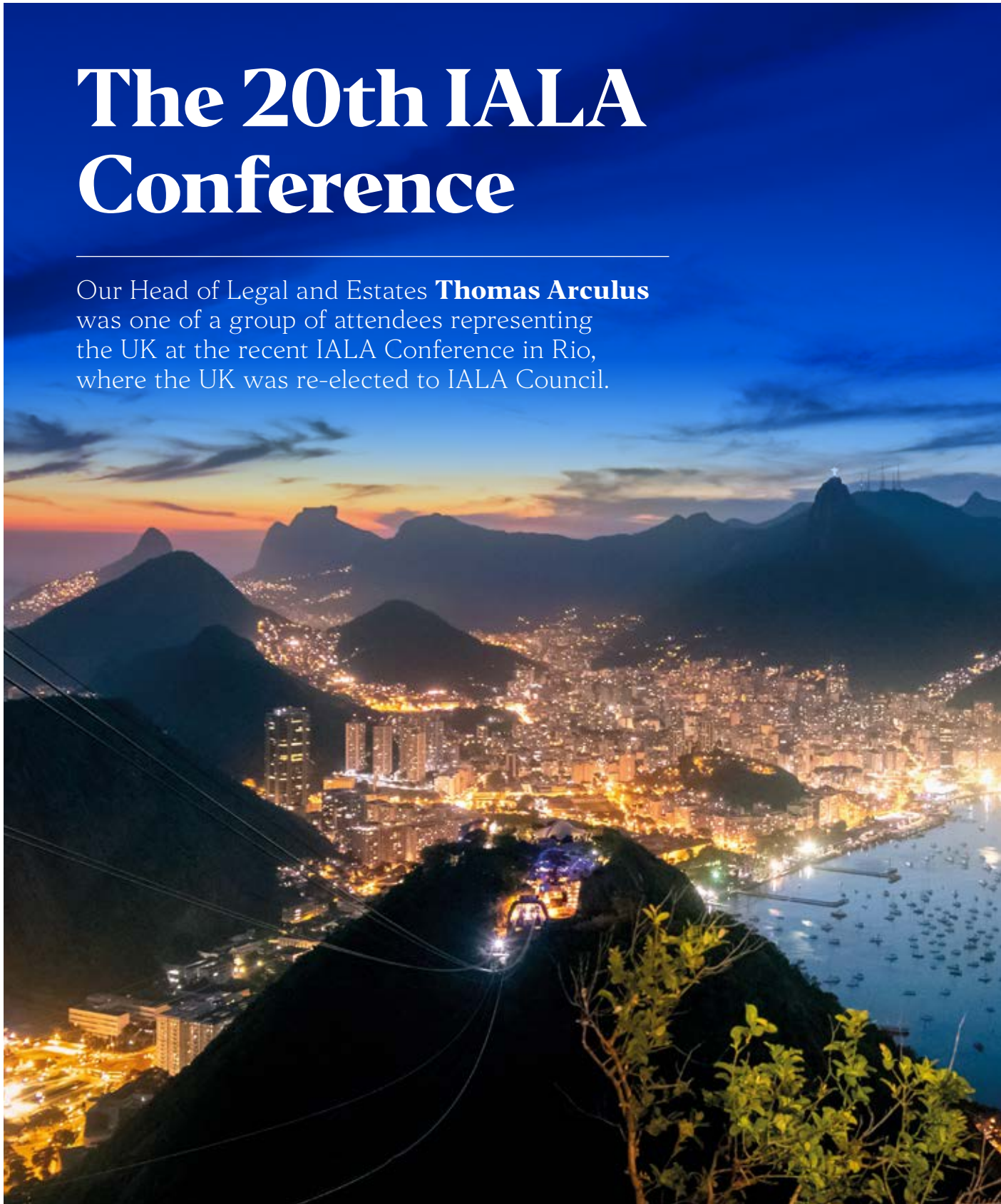
The requirement for Trinity House to replace the multi-function tender THV *Patricia* (built in 1982) was agreed by the Maritime Minister following the conclusion of a thorough Fleet Review in 2018 that a layered fleet of seven ships provides the most pragmatic solution to meet the three General Lighthouse Authorities' statutory obligations.

The project to replace THV *Patricia* remains a high priority. Alan Moore (Non-Executive Director, Lighthouse Board) led a deep review of the procurement process to date and reported the findings to the July meeting of the Lighthouse Board, at which time the Board looked at the best ways to re-engage the market and ultimately replace THV *Patricia*.



The 20th IALA Conference

Our Head of Legal and Estates **Thomas Arculus** was one of a group of attendees representing the UK at the recent IALA Conference in Rio, where the UK was re-elected to IALA Council.





The scenery of Rio de Janeiro abounds with views of steep-sided granite mountains and golden sandy beaches washed by South Atlantic tides. Delegates to the 20th IALA Conference from 28 May to 3 June were able to experience the well-known sights of the city; these include the statue of Christ the Redeemer, the Sugar Loaf mountain with its cable car, the Selaron Steps and also the delights of downtown including the Opera House. Elsewhere, visitors can see the wild turtles of Botofogo Bay, the concrete funnel of the Metropolitan Cathedral of São Sebastian—inspired by the shape of Mayan pyramids—and the elegant Old Carmelite Church.

The more intrepid even watched a football match at the Maracanã stadium and took guided tours of the poorest Favelas clinging to the precipitous hillsides. Rio is renowned for its beach culture and its main beaches, Copacabana, Ipanema, Leblon and Barra are open-

air playgrounds for the citizens of Rio to swim, surf, socialise and play volleyball, football, and the immensely skilful game of footvolley.

The IALA Conference was generously hosted by the Brazilian Navy (Marinha do Brasil) at the Windsor Convention and Expo Center located on the beachfront at Barra da Tijuca several kilometres to the west of central Rio. The programme included the Conference, the 14th General Assembly, the 77th and 78th meetings of the IALA Council, a Worldwide Academy Seminar and the 4th IALA Heritage Seminar. In parallel, the Industrial Members held an Industrial Exhibition and their own General Assembly.

The theme of the Conference was ‘Marine Aids to Navigation—Innovation for a Sustainable Future’, and the technical programme included a variety of topics dealing with this theme focusing on ways in which aid to navigation technology can result in better protection of the environment.

The Conference also featured a virtual reality tour of Brazil’s Ilha Rasa Lighthouse (built 1819).

Immediately prior to the Conference, the Heritage Seminar celebrated the bicentenary of the installation of the first Fresnel lens in Cordouan Lighthouse in France. The seminar featured a visit to the historic Santa Cruz da Barra fort in Rio’s sister city of Niteroi on the other side of the great Guanabara Bay. The fort is still in active use by the military and incorporates a small lighthouse and commands spectacular views back to Rio across the entrance to the bay.



Delegates also enjoyed an array of social events including official dinners, an evening hosted by the Industrial Members and a charity football match between the four IALA committees (Aids to Navigation Requirements and Management Committee (ARM), Engineering and Sustainability Committee (ENG), Digital Technologies Committee (DTEC) and Vessel Traffic Services Committee (VTS)—kicked off by Zico, who is reputedly the best Brazilian footballer never to have won the World Cup.

The United Kingdom was re-elected to the IALA Council by the General Assembly on 3 June. Ireland was also restored to the Council after having been out-voted at the previous General Assembly in Incheon, Republic of Korea in 2018. Dr Alwyn Williams (Principal Visual Signalling Engineer, GRAD) was voted in as the new chair of the ENG Committee replacing Simon Millyard (former Trinity House Head of Engineering and Operations, who stood down at the meeting).

IALA is keen to promote sustainability in keeping with its motto, ‘Safe voyages, sustainable planet’.

This reflects the prominent role that the three General Lighthouse Authorities of the UK and Ireland play on the world stage via IALA; this enables the GLAs to remain at the forefront of marine aids to navigation standards and development as IALA changes status to become an Inter-Governmental Organisation, a change that is expected to happen in the next year. The Secretary-General said that 21 countries—out of



the necessary 30—had now deposited their instruments of ratification of the IALA Convention with the Depository France. The Government of Singapore has offered to host the first General Assembly of the new IALA that is required to take place within six months of the change of status becoming effective.

Over the course of the Conference, in excess of 120 presentations were made. The conclusions of the Conference included the fact that aids to navigation (AtoN) authorities around the globe are working to integrate Sustainability into their systems and practices. IALA is keen to promote sustainability in keeping with its motto, ‘Safe voyages, sustainable planet’. Mariners still rely on physical aids to navigation, therefore AtoN providers should continue to seek ways to optimise their provision of physical aids including harnessing big data analytics, machine vision technology, the use of drones and the Internet of Things. It remains vital for AtoN providers to protect themselves against cyber security breaches so IALA will encourage members to work together to increase



resilience including learning lessons from one another. IALA recognises that the use of virtual tools and e-learning can enhance training across the sector. The further development of autonomous vessels and technology will be supported by aids to navigation.

Members need to work to understand the requirements of such vessels and to develop standardised technical solutions. The IALA Risk Toolbox is an effective element of risk assessment and mitigation, it should now be enhanced and made fit for universal application. The resilience of marine PNT can be improved via a range of space and terrestrial technologies in addition to GNSS.

IALA can facilitate standardisation and collaboration to advance the goal of resilient PNT. IALA can also assist aids to navigation authorities to move towards adoption of S-100 related technologies.

Thanks must go to Vice-Admiral R.G Arruda, Director of Hydrography and Navigation, Marinha do Brasil and to Mr Francis Zachariae, IALA Secretary-General, and his staff for arranging such a successful event. The next IALA Conference will take place in 2026 and will be hosted by India in Mumbai.



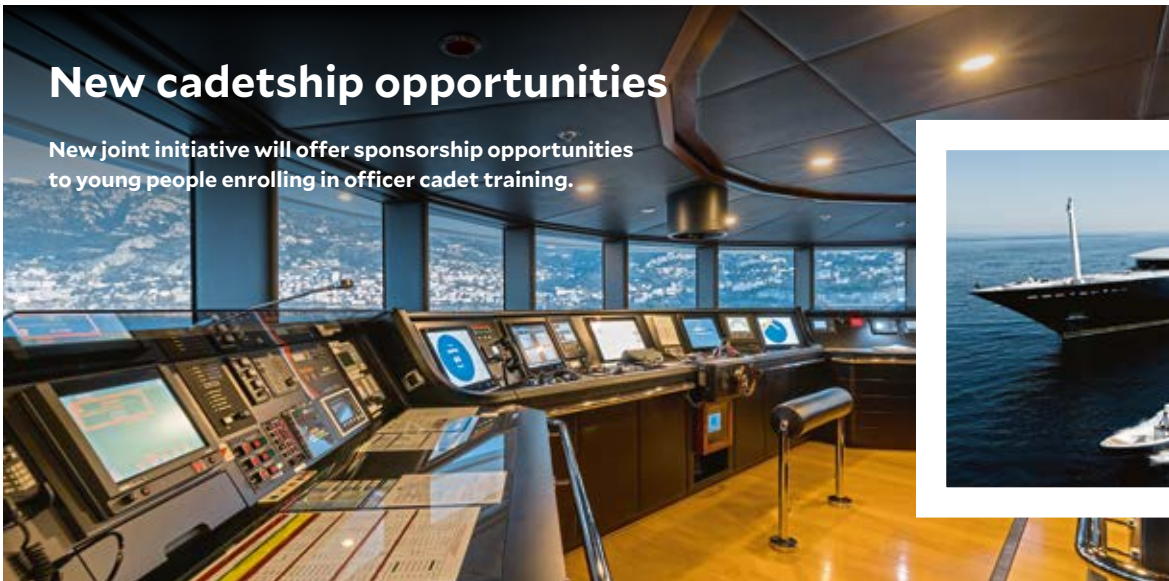


Charity update

The **Trinity House Maritime Charity** continues to ensure that young people are getting access to maritime training and that mariners and their dependants are well looked after.

New cadetship opportunities

New joint initiative will offer sponsorship opportunities to young people enrolling in officer cadet training.



Trinity House and Hill Robinson are joining forces to create a new pathway for young people seeking careers as officers in the superyacht industry. Part of Trinity House's Merchant Navy Scholarship Scheme, the initiative will see Hill Robinson and Trinity House sponsor four cadets in undertaking a three-year officer cadetship, leading to Maritime and Coastguard Agency (MCA) certification as a Deck or Marine Engineer Officer of the Watch (Unlimited).

The initiative is supported by Just Be Maritime, which will be managing the cadets, and Warsash Maritime School as training provider. Hill Robinson will be fully engaged in the cadet recruitment and selection process and successful candidates will have the possibility of employment on board a Hill Robinson-managed yacht as their careers progress.

Paul Cook, Chief Operating Officer of the Hill Robinson Group, commented: "We recognise that crew play a fundamental role in ensuring excellent

operational and technical standards onboard our yachts to fully realise our client's expectations. That is why Hill Robinson is delighted to be partnering with Trinity House to introduce newcomers to the superyacht industry and support them in achieving their career aspirations. Investing in young people is very close to our hearts, and we look forward to providing the young cadets with that first step into the superyacht industry."

Captain Nigel Hope, Trinity House's Director of Maritime Training, said of the new venture: "This new joint venture with Hill Robinson to match fund training for Merchant Navy Cadets on superyachts is a great enhancement to our Merchant Navy Scholarship Scheme. These exciting Deck and Engineer opportunities are a welcome commitment to not only a high standard of superyacht training for a growing sector, but also to supporting those from diverse backgrounds and who would benefit from financial and professional support."

To find out more about the Merchant Navy Scholarship Scheme, please visit www.trinityhouse.co.uk/mnss



Veterans Outreach Support (VOS)

Veterans and their partners have found a welcoming community in 'VOS,' with free activities, clinical mental health and welfare support, and world-class banter.

Have you heard of Veterans Outreach Support (VOS)?

If you are a veteran of the Royal Navy, British Army, Royal Air Force, or Merchant Navy (from any time/length of service), and live anywhere near the Solent region, it is worth knowing about!

Veterans Outreach Support (VOS) is an award-winning charity operating in Portsmouth, on the Isle of Wight (IOW) and in the Solent region that provides a welcoming and relaxed setting for UK veterans, their partners, and carers to connect with peers in the community and access a variety of support across a wide range of areas. VOS runs weekly social groups and activities, monthly drop-ins, and has its own team of clinicians to provide support with mental health issues.

The charity is focused on the whole person, delivering whatever support is needed either directly or through a wide range of trusted delivery partners, all at no cost to those that seek help. If that sounds like it might suit you or someone you know, then please don't hesitate to get in touch or spread the word to others.

The VOS mission is to meet the welfare, wellbeing, and mental health needs of veterans, including spouses, partners, and carers. Along with frequent opportunities for getting out and about, VOS is committed to offering confidential psychological and welfare support.

VOS has been providing these services for 15 years, having been set up in 2008 following the 2007 pilgrimage to the Falkland Islands that commemorated the 1982 conflict in the South Atlantic. Merchant Navy veterans were included in VOS's cohort of beneficiaries from the outset, given the critical role that those under the 'Red Duster' played in the conflict and without whom this operation and many others could not have been successfully concluded. With much appreciated support from The Trinity House Maritime Charity and other grant making organisations, VOS has continued to grow, supporting Armed Forces and Merchant Navy veterans across the years, from all periods and conflicts from World War II to Afghanistan.

▼ Jim enjoying a friendly game of skittles at a VOS social group



One of the charity's many successes was in supporting a former Army Catering Corps and Merchant Navy veteran Jim and his wife Sally, who said that they had found 'a community where they belong' at VOS, providing them with a 'new lease of life' for Jim and valuable respite for Sally as his carer, following a period where Jim had suffered ill health, including a heart attack, cancer, and a diagnosis for Alzheimer's dementia. Jim and Sally are now valuable members of the VOS family, bringing their own warmth, contribution and many sea stories to the groups and activities they regularly attend.

Since 2008, VOS's approach to veteran-centred support has been recognised as the gold standard in addressing the needs of its beneficiaries and was recognised for its work in 2017 when the charity was awarded the Queen's Award for Voluntary Service (QAVS).

With a permanent staff of less than ten people, supported by over 50 dedicated volunteers and more than 40 professional delivery partners, VOS delivers service and support across its three main pillars of Welfare, Wellbeing and Clinical. From its flagship monthly Drop-Ins in Portsmouth and Newport (IOW) where this extended team works together to support its many walk-in visitors, to the weekly social groups, indoor and outdoor activities, welfare and mental health therapy support, there is not much that the charity can't help with. From tackling loneliness to helping debt, addictions, and legal issues, to providing thoughtful, tailored therapy to address anxiety, depression and trauma, VOS is there to help those in need.

Most of all, VOS is a community in which people can come together in a safe, respectful, and inclusive environment. Where the welcome is warm, the tea is hot, and our veterans can share their stories with like-minded friends who understand them. When they need more help, VOS is there to provide that too.

If you would like to learn more about VOS, then please check out the charity's website www.vosuk.org, call **02392 731767** (office hours) or email admin@vosuk.org for more information. Remember, we exist solely to support our service users, so please do not hesitate to get in touch or let those that might need VOS's service know all about us.

CHARITABLE GRANTS

Keeping fishermen SeaFit

Celebrating its 202nd anniversary this year, the Seafarers Hospital Society (SHS) is one of the UK's oldest maritime charities. Founded in 1821, the Society famously established the Dreadnought, a floating hospital for seafarers on the river Thames, and has been at the forefront of pioneering healthcare work, making significant contributions to the understanding of diseases such as cholera, typhoid, and scurvy.

Today, SHS continues to recognise the intense physical and mental demands of working at sea and remains dedicated to maintaining the health, welfare and advice needs of seafarers of any nationality based in UK waters, and their families, through the provision of health and welfare grants. Ensuring that seafarers have adequate access to health

services is a priority for SHS, and in May of 2018, they launched the SeaFit programme in conjunction with the Fishermen's Mission and The Seafarers Charity (formerly Seafarers UK) to deliver free dental, well-being, and mental health checks for fishing communities across the UK.

To date, SeaFit has delivered over 1,180 NHS health checks and more than 500 dental checks for fishermen and their immediate



▲ Happy patient in Skye

▼ Still smiling in Shoreham

families by taking health services to ports and quaysides directly. However, there are still many fishermen who are unable to access dental and health services. Dental health issues are particularly common among seafarers, exacerbated by high-sugar diets, long shift patterns when at sea, embarrassment about the state of their teeth, or fears of dental treatment. Dental appointments are not prioritised, causing the immediate and ongoing dental needs of seafarers to go unaddressed, and leading in turn to worsening oral



REGIONAL GRANT SUPPORT - NORTH EAST

CatZero Humber

CatZero Humber is a charity dedicated to the support of people of all ages, including young people, families at the point of crisis, and Forces veterans, helping them into employment or training, or simply supporting them as they navigate their way through tough periods in their lives. The organisation looks for the barriers preventing people from turning their lives around, ultimately helping them to find ways to help themselves.

CatZero's unique way of working for the last decade, through a whole range of activities, tailored plans and by using the organisation's 72-foot Challenge yacht, has helped hundreds of people back into education, training, or simply on the path towards their goals.

The *Challenge* yacht is an important tool for the organisation, used to help participants with teambuilding, self-confidence, and cooperation. For some of the younger participants, the experience puts them into an environment that takes them away from peer pressure and the often-difficult confines of life back home.

The yacht is used for short, long, and exciting fundraising sails and underpins the values that are learnt on CatZero's programmes. There is a packed sailing schedule when the season begins in March of each year, with voyages ranging from four hours in duration to eight days. There are 97 sails currently on the schedule for 2023, which is likely to increase.

Fundraising sails offer the opportunity to corporate partners to experience a 'taster' voyage, while learning about CatZero and the work it does across the Humber region.

It is of crucial importance that the yacht is safe and well maintained, which is why a grant from the North Regional Committee for the servicing of life rafts during a 2022 refit was gratefully received. It is vital that the vessel is kept in top condition, not only for the safety of everyone on board but to ensure the yacht's continued use by CatZero in the years ahead.

CatZero currently works in the areas of Hull, Grimsby, and Scunthorpe.

www.catzero.org



and mental health, as well as higher treatment costs.

Trinity House is proud to be working in conjunction with SHS, the SeaFit programme and community dental provider, DentaId, whose mobile dental unit offers a fully functional surgery capable of providing urgent and emergency dental care to people who do not have their own dentist. Trinity House awarded funding earlier in the year to support the project, which will take state-of-the-art mobile health and dental services to quaysides across the UK, with events planned in Portsmouth, the Isle of Wight, Scarborough, Whitby, Ullapool, and Jersey. In addition to the vital dental health support these events provide, SeaFit organisers also collaborate with local health services, including GPs, wellbeing services, Prostate Cancer UK, and the British Liver Trust, and invite them to attend each event to provide additional health checks and advice.

seahospital.org.uk

ISWAN – working to improve the lives of seafarers and their families

Life at sea can be tough; living and working in the same space and spending time away from loved ones who would usually offer a much-needed sympathetic ear, comfort or relief at the end of a tiring or difficult day. These factors, combined with other characteristics of working at sea—long or unsociable working hours, shift work, monotonous routines, limited time ashore, lack of opportunities to socialise or exercise, and more—can have a significant impact on a seafarer's mental health.

Sometimes, problems or worries can come from home as well as a seafarer's job, and these can be a difficult burden to bear when a seafarer is miles from home and only able to do so much.

At the International Seafarers' Welfare and Assistance Network (ISWAN), we understand the pressures of life at sea and the importance of having a safe space to talk about any worries or problems. We operate SeafarerHelp—a free, confidential, multilingual helpline which provides practical, emotional and wellbeing support to seafarers and their families. The helpline service is available 24 hours a day, 365 days a year, and we offer an additional short-term counselling facility where it is needed. We are investing in the training and development of our qualified in-house counsellors to ensure we are providing a high-quality service. ISWAN's counsellors have one-to-one clinical supervision sessions with a Consultant Clinical Psychologist, which provide them with regular and ongoing opportunities to reflect in depth about all aspects of their practice in order to work as effectively, safely and ethically as possible.

Our counsellors, along with fellow helpline officers at ISWAN, also attend regular reflective practice sessions facilitated by a Consultant Clinical Psychologist to discuss case handling and how our service can be improved.

Our in-house counsellors have started an online and telephone counselling training course, which is mapped to the British Association for Counselling and Psychotherapy (BACP) core competences for working safely and ethically via telephone and online.



We are extremely grateful to Trinity House for their generous support of the counselling service; their grant will help to support the ongoing costs of providing the service and its ongoing development.

ISWAN's Chief Executive Officer, Simon Grainge, said: *"Our in-house counsellors provide a safe, confidential, non-judgmental space for seafarers to explore the issues affecting them, and they empower the seafarer to make the best decisions for themselves to find a resolution. We are continually developing and making improvements to ensure we offer the best possible service to seafarers, and we are incredibly grateful for the continued support we have received from Trinity House."*

ISWAN is an international maritime charity which works to improve the lives of seafarers and their families with services, resources, strategies and advocacy. Alongside SeafarerHelp, we also provide a free, 24-hour helpline for yacht crew, Yacht Crew Help. We work to drive change within the maritime industry for better health and wellbeing amongst seafarers, using data from our helplines to identify areas of need and inform new projects and research. Our experience of supporting seafarers through the unique challenges they face also informs the Maritime Mental Health Awareness training we provide both in-house for companies and through open access sessions for individuals or smaller groups.

www.iswan.org.uk







Planning for a safer future

Continuing our look at various roles around Trinity House, **Richard Tilley** tells our readers about his role as an Operations Officer in our Planning Centre.

Twelve months ago I joined Trinity House as an Operations Officer after 13 years as a police officer in the Met undertaking various roles, including working in a multi-agency control centre. Working in London and commuting every day impacted greatly on my family life and I was looking for a new career closer to home.

Living in Harwich I have always had some interest in port and shipping operations and when I saw the Operations Officer role at Trinity House advertised, I thought I would give it a go. I was not expecting to be successful, due to my lack of maritime experience, and was very pleased to be offered an interview with the Planning Manager, Operations Team Leader and HR. The interview went well and I was very surprised and excited to be offered the position.

On joining Trinity House I had to undergo eight weeks training, which involved shadowing experienced colleagues and making myself aware of operational procedures. This was a steep learning curve, but I found my skills and experience of control room operations with the police to be transferrable into the new role.

The Operations Officer position is very important to the safety of vessels at sea around the UK and Irish coast. It entails the monitoring of all aids to navigation, including lighthouses, buoys and lightvessels, and liaising with internal departments from all Trinity House locations and external bodies including HM Coastguard, UK Hydrographic Office and port authorities.

In addition, we coordinate a response to any dangers to navigation (such as shipwrecks) and, outside of normal office hours, monitoring and liaising with Northern Lighthouse Board (Scotland) and Irish Lights with regard to their aids to navigation.

The job is based around 12-hour shifts, covering 24 hours a day, 365 days a year, working alone the majority of the time. Although working alone, I do feel a valued member of the Planning team, who we assist with the organisation of repairs to and maintenance of aids to navigation.

Although my training was comprehensive, I did have some situations—and on occasion still have—that the training did not prepare me for. Very early on I had to deal with three potentially serious issues, within a short space of time. All lighthouses and buoys have alarms that generate on the monitoring system if there is a problem. Within the space of an hour three alarms went off, which—if not handled correctly—could endanger shipping. However, I was not alone in dealing with this as, after coming up with a plan of action, I was able to speak with an off-duty team member who reassured me that I was doing everything correctly.

As well as having occasional stressful experiences such as this, I have also had some very enjoyable ones. I have been able to visit a number of lighthouses and travel on our vessels, which has taught me a lot about how different departments work and interact with my role.

Farewell to a fine ambassador

Trinity House's Deputy Master Captain Ian McNaught will retire on 13 February 2024, after 12 years as the head of the organisation; we look back at his career and the changes he has overseen at Trinity House during that time.

After announcing his intention to retire as Deputy Master in October 2022, Captain Ian McNaught CVO MNM will hand over to his successor on 13 February next year after over 12 years of service to the Corporation of Trinity House.

He was first elected Deputy Master on 22 November 2011. Since then, Captain McNaught has overseen a period of steady growth on all fronts—the GLA, the Charities and the Fraternity. This has brought in greater collaboration, both strategically and operationally, with the other General Lighthouse Authorities, a keen drive for sustainability and innovation in Trinity House's aid to navigation provision and ever stronger working relations

with its funding partners in the maritime charity sector.

He was made a Commander of the Royal Victorian Order (CVO) in HM The Queen's 2019 New Year Honours in recognition of his service.

Career

Captain McNaught attended pre sea school in Fleetwood and then joined the BP Tanker Company as a Cadet. He served as a Cadet on product tankers and VLCC oil tankers then joined Bibby Line and worked on general cargo ships and LPG tankers. His next move was to work for Hullgates Shipping of Grimsby who operated mainly short sea trade tankers; they later branched out and began to operate world-wide trading product carriers. ©



While serving on those ships he found himself operating in the Iran-Iraq war working in the Persian Gulf, and in the Lebanese Civil War running in and out of Beirut.

He joined Cunard Line as a Second Officer and joined ocean liner *Queen Elizabeth 2 (QE2)* in 1987. After two years there he joined *Cunard Princess* in time to serve on her during her service for nine months in the first Gulf War, after which it was back to *QE2*. Working through the ranks he was eventually promoted to Captain in 2001, becoming the youngest Captain in the history of Cunard Line at the time.

Captain McNaught stayed with *QE2* until she was decommissioned, and then transferred to command *Queen Victoria*; he later moved within the Carnival group

to command *Sea Goddess II* and *Seabourn Spirit*, two small luxury cruise ships.

After 40 years at sea the opportunity arose to become Deputy Master of the Corporation of Trinity House, and—after a rigorous interview process—Captain McNaught was appointed Deputy Master in 2011, bringing four decades of maritime experience to Trinity House's roles as a General Lighthouse Authority and maritime charity.

He is a Fellow of the Nautical Institute, serves on the board of the Standard P&I Club, is a trustee of the Marine Society and Sea Cadets, a Council member of the RNLI and represents the UK on the Council of IALA, where he is also the Treasurer.

Trinity House

During Captain McNaught's tenure as Deputy Master, the Corporation has worked hard to modernise and evolve in its distinct roles as a General Lighthouse Authority, a maritime charity and a fraternity of Elder and Younger Brethren.

For the majority of his time with Trinity House, Captain McNaught was the Executive Chairman of the Lighthouse Board. However, he oversaw the separation of that role into Chief Executive and Non-Executive Chair during 2019-20—in line with modern corporate governance best practice—whereupon he became Chief Executive of the GLA. He also oversaw the granting of a new Supplemental Royal Charter in 2022 to institute the office





Captain Roger Barker, our Upper Warden, remarked on Captain McNaught's retirement:

"For well over a decade, he has been an assured hand at the helm of Trinity House who has steered us not only through the memorable celebrations of our 500th anniversary but also, by contrast, through the daunting, unprecedented challenges of the recent global pandemic. All the while he has been an excellent advocate and ambassador for the Corporation, inspiring loyalty across the organisation and keeping it abreast of the modern world in the vanguard of technological development."

"I hope to see him as an Elder Brother in the House for many years to come, and I'm sure this sentiment is widely shared by staff and throughout the Fraternity."

"An excellent advocate and ambassador for the Corporation, inspiring loyalty across the organisation and keeping it abreast of the modern world in the vanguard of technological development."

of Lighthouse Board Warden for the Non-Executive Chair.

In his time as Chief Executive of the Lighthouse Board, Trinity House has introduced co-ordinated management of the fleet of support vessels across the three General Lighthouse Authorities, as well as assuming responsibility for centralised out-of-hours monitoring of tri-GLA aids to navigation. Governance reforms and operational efficiency initiatives have included new tri-GLA Key Performance Indicators, improvements to the Corporate Planning process

and greater economies of scale and increased value for money during a period that saw reduced funding year-on-year.

As the Chair of the Corporate Board responsible for the two charities and the Fraternity of Elder and Younger Brethren, he superintended the growth of both the Corporate Department and the community of Younger Brethren, as well as the introduction of Regional Grants Committees to dispense funding around the country to local causes. Notably, he oversaw the weathering of the pandemic storm by both charities.

Representing the Merchant Navy

THV *Alert's* Port Watch Commander **Adam Keen** provides an account of how Trinity House helped represent the Merchant Navy at the Coronation of King Charles III.

On the day of the King's Coronation, 22 seafarers from various sections of the Merchant Navy stood proudly alongside hundreds of others from various Uniformed Civilian Services, as route-liners on Whitehall for the Coronation Day Parade.

To be able to participate in such an event, representing individual organisations and the wider Merchant Navy as a whole, was an incredible privilege. I was proud to represent Trinity House, alongside Mech/AB Vincent Lord (THV *Alert*) and PO Deck Ian Garner (THV *Galatea*). Also in attendance from Trinity House was First Officer James Charles (THV *Patricia*) and several Trinity House Merchant Navy Scholarship Scheme Cadets, as well as Younger Brother Captain Rachel Dunn.

A few months earlier amid the usual torrent of emails we all get daily in this modern world, one stood out; an opportunity to take part in 'Operation Golden Orb'. Most people will agree that a reply could not be sent quickly enough in the affirmative and before long, Charles Woodward was co-ordinating a varied group of 22 seafarers to represent the Merchant Navy on such a historic occasion. As details began to filter through about the requirements and arrangements, the excitement began to build and—in my case—most of this was channelled into aggressively polishing shoes in the weeks and days before.



The group formed part of a wider contingent of the Uniformed Civilian Services, and on 5 May we all met at the designated hotel beside Tower Bridge, for introductions and a rehearsal.

The groups were formed and sized, and we rehearsed the various evolutions for the next day on parade; with some having extensive previous experience of drill, and others having none, it was a steep learning curve for some! The Merchant Navy contingent were titled '36 Half Company', which gave a prominent position right at the front outer rank of the main group when marching.

With the rehearsals complete and a uniform inspection carried out in the hotel foyer, a few remedial stitching/sewing tasks were required and certain members of the group will be very grateful to George Whitfield for his handiwork and finishing touches that evening. An early night was required, least of all for the 0530 muster in full uniform for breakfast.

Saturday morning came and after a hearty breakfast for the day ahead, the group assembled

outside the hotel in good spirits, before boarding the coaches to take us across London.

We were dropped off in Horse Guard Avenue, and formed up in one large group for a march along Whitehall to the aptly-titled King Charles Street. This was the first ceremonial evolution of the day, and it was a welcome introduction to what was to come. There were already large crowds on Whitehall and given that it was quite early, most showed interest in the UCS marching past. We arrived at King Charles Street, and fell out to await the 0930 march out to take up positions. We were accommodated in the Durbar Court of the Foreign Office, a delightful piece of architecture that not everyone would get to see. The official photographer mustered each Half-Company for a group photograph in the rear courtyard of the Foreign Office, and the beady-eyed managed to catch a secret glimpse of No.10 Downing Street's Door, at a distance and aspect usually reserved for media cameras.

▼ 36 Half Company assembled at Whitehall
© All images by Peter Anderson Photography



At 0932 the Detachment Commanders formed up and marched out on to Whitehall, taking up positions along the route, with the main contingent following a few minutes later, headed up by a band. This no doubt made the marching easier. As the main groups split into the various UCS sections along the route, the two files of the Merchant Navy contingent arrived smartly at the two markers, and were extended four paces with admirable instructions from Captain Rachel Dunn as the Detachment Commander with a speaking role. Then the long wait began, which—although a little uncomfortable and hard on the legs at times—the enormity of the occasion and the atmosphere from the crowds made it all the more easy to deal with. Even when the rain began to fall, it was still an enjoyable experience.

As the Diamond Jubilee Coach approached in the morning, 36 Half Company were brought to attention in a smart fashion once again with admirable orders. As the royal carriage passed our positions, I had a real feeling of awe and felt so fortunate to be in such a position, representing colleagues and seafarers from Trinity House and the Merchant Navy. I may have let out a wry smile of excitement when the King looked in our direction, but quickly regained composure.



A welcome tea break was arranged to take place while the Coronation Ceremony was underway, and in two split groups, the contingent were marched back down Whitehall to Horse Guards Parade for a break and some refreshments. The second group were fortunate enough to have their tea break coincide with the firing of the guns at 1201, just the other side of the fence. Despite ample warning quite a few still jumped! At this point, the rain seemed fairly set and a few leg stretches and paces were much needed.



▲ HM King Charles III and Camilla in the Diamond Jubilee State Coach

The group returned back to street lining places after the tea break and were treated to the parade forming up in front of us, before setting off. Being able to see all of the various different units, bands, sections and divisions of the parade so closely was quite special, and having them march past with such precision in front of you was an impressive sight.

As the procession moved off, this began the absolute highlight of the day, watching each and every row of servicemen and women pass by in absolute precision; it was a fine sight to see from close up. Indications that ‘the carriage’ was approaching were evident by the increasing levels of cheering moving down Whitehall like an audible Mexican Wave, and again 36 Half Company stood to attention as the Royal Carriages passed.

The King and Queen’s coach was a sight like no other, and the remaining members of the Royal Family in the following coaches and cars were an honour to see.

Once the King’s Parade had passed, the Drill Sergeants gathered up the various UCS contingents and we ‘fell in’ to a large formation on Whitehall, with the Merchant Navy taking the first ten outer places at the head of the column. The Royal Marine Bands were leading and we stepped-off in unison for a long march towards Waterloo Station. We were privileged to march back down Whitehall, past Parliament Square, a left turn at the Houses of Parliament and over a very packed Westminster Bridge.

While the entire day was a great experience, the return march (with tired legs) was perhaps one of the best moments, as it had a real feeling of a ‘job well done’; the large group who, 24 hours earlier had not even assembled, had pulled together and put on a smart display.

After we completed the final march, some kind words from the Major gave us all a pat on the back, and we boarded the coaches for a much-needed sit-down on the return journey to the hotel. It will come as no surprise that we all enjoyed a few refreshments in the hotel bar afterwards, and it was an experience that I will never forget.



How to Order

Your order can be placed online, please visit our shop at www.trinityhouse.co.uk For any enquiries please contact the Commercial team on 01255 245156.



Trinity House 2024 Calendar

This year's calendar once again displays the best of Trinity House, through a variety of stunning images, their beauty captured by you and submitted to our Annual Photography Competition.

These photographs not only display our stunning lighthouses in their unique settings but also feature our hard-working ships and buoys.

This year you will see lighthouses including Berry Head, whose tower is one of the smallest on the British Isles, standing at just five metres tall. Flamborough Head is also featured, a station that in former

times discharged a rocket in foggy weather every 5 minutes, reaching an altitude of 600 feet. Also included in the 2024 Calendar, are our two buoy-laying tenders THV *Patricia* and THV *Galatea*, amongst many other stunning images.

The calendar is printed throughout in full colour, on white silk paper, size 300 x 300mm, opening to 600 x 600mm with a gloss lamination to the front cover.

We are committed to stopping our production of avoidable plastic waste and, as such, the calendar will arrive packaged within the boarded mailing envelope.

Prices start from £8.99 excluding postage.



Enter Now
Our current photography competition is still open for entries. Please visit our website for more information and to view our Ts and Cs.

Meeting people on the job

Our Navigation Requirements Advisor **Catherine Bransby** joined the Inspector of Seamarks Captain Jon Kidd on the Cornish leg of his inspection of local aids to navigation.



▲ Inspector of Seamarks Captain Jon Kidd

Since joining the Navigation team in December 2022, I have enjoyed getting to know everyone and learning about the work the department does. In getting to grips with my role as Navigation Requirements Advisor, it is also important for me to understand the context of what I do within the team and wider organisation.

As part of this familiarisation, I was given the opportunity to join the Inspector of Seamarks, Jon Kidd, on a few days of his annual inspections of local lights. As the General Lighthouse Authority, Trinity House has superintendence of local aids to navigation (AtoN)—such as lighthouses, buoys and beacons—established by local authorities. Jon's job is to inspect the condition and performance

of all local AtoN within Trinity House's area of jurisdiction.

Being that my usual place of work is at a desk, it was good to get the opportunity to get out and about for a few days. Although Jon's job involves a lot of time on the road, he gets to visit some beautiful places and see the diversity of our coastal landscapes. Jon prepares an inspection schedule at the start of the year to plan each week of inspections. Having not been to Cornwall before, I chose to tag along on the Penzance to St. Ives leg of inspections in June.

It took a good few hours to get from Essex to Hayle, which is where we were based for the next few days. The weather was mostly cloudy while we were there, but it was still warm and the views were still pretty. We started our first day of

inspections with a quick visit to a beach in St. Ives to check the condition of a power cable sign, visible from a short walk down the beach. There were a few of these on the inspection list, just one of a few types of AtoN that we inspected. They are yellow diamond-shaped signs that signify an underwater cable route in the area.

It was great to see the beaches around St. Ives and Penzance, some of them reached by pretty coastal paths, some of them reached by deathly cliffside paths like the one in Sennen Cove. We made our way down a dodgy,

almost-vertical path to check a power cable sign located further down the cliff. As much as I struggled on the way down, it was much easier than going back up. I don't think Jon was fazed, but I was fighting for my life barely a quarter of the way up. By halfway I was re-evaluating my career choices and by the time I got to the top I'd even considered giving up smoking.

While the main purpose of the inspections is to check the condition of AtoN, if the harbourmaster is available Jon will also stop by for a catch-up. It was good to visit some of the harbourmasters; as my work requires an understanding of the physical dangers to mariners, it was helpful to see in person how AtoN fit into the safe operation of a port. One of the topics brought up at these meetings is now LARS (Local Aids to Navigation Reporting System), the recently-launched online reporting tool for authorities to log incidents relating to their AtoN. Not all users are currently on board so hopefully these face-to-face conversations will help engagement with the system.

The harbourmaster at Newlyn was particularly welcoming and treated us to a viewing of the Newlyn Tidal Observatory, something not many people get to do, apparently. Sea levels were recorded here at Newlyn from 1915 to 1921. The average sea level from these recordings was established as the Ordnance Datum Newlyn (ODN) in 1921, and became height zero on British maps, used to determine the heights of all elevations in the country. The Observatory itself is a small room at the end of a dishevelled pier, but the original equipment such as the tidal gauge are still kept there.



There is also a brass bolt fixed into the floor of the room, which marks the level at which the datum was taken. I always appreciate the chance to see a piece of history but it was particularly good to see something of navigational importance.

During the day we were able to check the condition of daymarks, however we would have to go back after dark to check the condition and characteristics of any AtoN with lighting features. In the summer this is obviously later than other times of the year, meaning some AtoN can only be checked after around 2100.

These lights can range in purpose and characteristics, something that is checked on inspection. One lighted beacon at Newlyn was incorrectly exhibiting a white light which the Harbourmaster informed us was due to the red Perspex being recently stolen from the light. Fortunately, most of the AtoN we checked were in good working

condition, but these are the things that Jon would typically note in his report and on LARS.

The highlight of the trip came during a visit to Porthleven. We had been to the chip shop and sat on a wall overlooking the harbour to eat the chips, when a seagull the size of a child swooped in from behind and snatched Jon's sausage.

While we were in that part of the country we took the opportunity to stop in and see the team at St Just. I had not been before so it was good to have a walk around the offices and depot and meet everyone in person.

We also took a little detour to Padstow on the way back to meet with a small company seeking advice on marking requirements for a proposed seaweed farm. This was following on from an application they had made for a marine licence through the MMO. Part of my job is to process these applications and as discussions are usually via email or video call, it was good to talk to the applicant in person.

All in all it was a busy few days, lots of sights to see and places to be! I can definitely see why Jon enjoys his job and I learnt a lot about what he does in the context of the team. It was great to see so much of Cornwall, I'll definitely be going back—maybe with a bucket and spade for the beach next time!



Atlantic anniversary

THV *Galatea*'s Starboard Watch **Captain Ben Lankester** describes his role in command of THV *Patricia* for the Battle of the Atlantic 80th anniversary events in Liverpool on 26 May.



THV *Patricia* recently took part in the 80th anniversary commemoration for the Battle of the Atlantic (BoA). This battle was the longest fought in the Second World War and started at the onset and only finished when the war was declared won.

It played a vital role in ensuring essential trade and supplies made it safely across the Atlantic at the cost of at least 100,000 lives, 3,500 merchant vessels and 175 warships. At times during the war the UK was close to starvation, but the sacrifices made kept the food supply chain going which—at an essential level—contributed to the winning of the war.

THV *Patricia's* crew assisted the Royal Navy in the 1940s-themed military village by manning the bungee run which was enjoyed as much by the crew as the visitors. After a tour of HMS *Defender*—where they arranged for a ceremony for a Merchant Navy sailor to be remembered at sea at the request of his relatives—they returned to the Pier Head where they provided a Merchant Navy presence, chatting to visitors and handing out Trinity House flags



▲ The ceremony to unveil the new BoA memorial

and pens. It was clear from the many positive interactions that this was appreciated by the people of Liverpool who had lost Merchant Navy family members during the battle.

I was given the prestigious role of reading out the act of remembrance during the drumhead ceremony which was held at Pier Head and, following this, three other Officers joined me and we formed part of a Merchant Navy troop in the March of the Medals.

This consisted of a parade through the streets of Liverpool that was lined with members of the public who applauded as the parade marched by. The level of acknowledgment shown in respect to

all those that took part in the battle was truly astounding and not something that will be easily forgotten.

THV *Patricia* led out a convoy of vessels to conclude the event and was escorted by tugs giving a water display. The convoy passed Pier Head and the Liverpool Landing Stage which was occupied by a Royal Navy (USS *Ramage*) and a French Navy warship (*Bretagne*) and coincided with a flyby of a Swordfish torpedo bomber.

This, combined with the convoy sounding their whistles, was a spectacle for all ashore.



Empowering Women in Maritime

Our Director of People and Culture **Natalie Gull** shares some of the lessons learnt at an event held at Trinity House to celebrate the IMO's International Day for Women in Maritime.

On 18 May, Trinity House was proud to co-host the 'Empowering Women in Maritime' event at our London headquarters to mark the IMO's International Day for Women in Maritime; the event was also presented by Maritime UK, Wista UK and OCIMF.

Following a keynote speech from Maritime Minister Baroness Vere of Norbiton, a distinguished panel shared their experiences and ambitions for the maritime sector.

The panel discussion—'Empowering Women in Maritime: Unlocking Opportunities and Driving Change'—brought together





distinguished individuals from commercial, charity and government sectors.

The panellists Deborah Layde (The Seafarers Charity), Guy Platten (International Chamber of Shipping), Holly Midwinter-Porter (Mandara Capital), Captain Karen Davis (OCIMF), Monica Kohli (WISTA UK) and Shireen Ali-Khan (Women in Transport), moderated by Sue Terpilowski OBE (Image Line) openly shared lessons from their personal experiences and discussed strategies to increase diversity and inclusion within organisations.

We heard that globally women form only around 2% of the maritime workforce.

However, it was great to hear from many companies represented at the event that are already taking practical action to make the change.

A career in maritime can take many forms; as well as the more visible elements of seafaring (such as working on the bridge or the deck), this includes maintaining an engine aboard a ship, drawing up contracts, managing complex high-value projects, leading teams afloat and ashore and everything in between.

At Trinity House we recognise that a potential career in maritime might not always be visible to young women as they begin to

plan for their future beyond full-time education. We are committed to working with partner organisations and schools to bring these many and varied opportunities to life, and to be part of the change.

There is no shortage of great resources for young women and men from all backgrounds to find out about careers in maritime and STEM; here are just a few:

- Merchant Navy Training Board: mntb.org.uk
- Careers at Sea (MNTB): careersatsea.org
- Maritime UK: maritimeuk.org/careers
- Maritime Skills Alliance: maritimeskills.org



An aerial photograph of a lighthouse situated on a grassy cliffside. The lighthouse is a tall, white, cylindrical tower with a lantern room at the top. Several small, red-brick buildings with white trim are scattered around the lighthouse. A green golf course is visible to the left of the lighthouse. In the background, there are steep, rocky cliffs overlooking the ocean. The sky is clear and blue.

Australia's lighthouses

The Australian Maritime Safety Authority's AtoN Heritage Coordinator **Sarah-Jane Lakshman** continues our series of Partner Profiles with an in-depth look at Australia's lighthouse history.



Built on the backs of convicts sentenced to transportation, nestled within Indigenous land and serviced by dedicated keepers, lighthouse towers have stood on the Australian continent now for over 200 years. Dear reader, I should like to offer you a glimpse into Australian lighthouses, as they were and as they are. From the early dreams of one ambitious Governor to the trials and tribulations of lightstation living, all set amongst a backdrop of stretching sand dunes, scorching heat and treacherous seas.

A lighthouse fit for a Governor

To begin our story, we must travel as far back as 1791. South Head, a sheer New South Wales cliff-edge that greeted vessels traversing the mouth of Sydney Harbour, was bestowed with the first European form of aid to navigation—the humble flagstaff. Replaced quickly with a wood and coal-fired beacon on a tripod in 1793, this precariously-balanced basket stood as the only form of coastal light on the entire continent. A blessed help for ships entering the Harbour! At least those ships within several kilometres...

And there, for the next 25 years, the lives of seafarers and convicts, as well as the livelihoods of shipping company owners, rested solely on the reliability of these fires.

Well now, coal fires would simply not do for Major General Lachlan Macquarie, 5th Governor of New South Wales. The command for a lighthouse came in 1816—a tower was to replace the South Head coal fire. It was Francis Greenway, a ‘gentleman convict’, tasked with meeting Macquarie’s demands. Originally an architect from Gloucestershire (United Kingdom),

Greenway had amassed some prominence within the architectural field in Bristol and Bath. His transportation to Australia had been the result of a badly forged financial document—a crime that originally had him facing the hangman’s noose.

A sandstone tower, flanked by domed pavilion rooms and crowned with glass plate ordered from England—Greenway’s design came to fruition with the foundation stone laid in July 1816. Governor Macquarie, so enraptured by the “*very elegant and strong stone tower and light house*”, bestowed Greenway with his emancipation papers on the very spot after a tour of the completed lighthouse in December 1817. And by 1818, Australia’s first lighthouse tower was permanently illuminated. Although it did only take some 60 years for the grand Macquarie Light to fall into disrepair and be demolished, Greenway’s design would go on to influence Australian lighthouse architecture for the next 85 years.

Worth its weight in stone

Having witnessed the success of Macquarie Light, other Governors sought to have their own—and so grew the Australian lighthouse network. With the country split into several self-governing colonies, each one was to finance towers within their own jurisdiction. But this proved to be territory as murky as the ocean itself—such as the case of the Gabo Island Lighthouse. In 1850, the colony of Victoria formed out of the southern region of New South Wales. Gabo Island, the intended location of a New South Wales light to assist seafarers braving the treacherous Bass Strait, was now located within the jurisdiction of the new Victorian colony. But who should pay for the tower? Who was to own it? While lengthy, inter-governmental arguments ensued and angry fists were shaken—tragedy struck. Monument City, the first steamer to have crossed the Pacific, was returning from Melbourne on the 15th of May 1853 when it ran aground on Tullaberga Island. With a devastating loss of 33 lives, the twist of the knife was the fact it had occurred a mere five kilometres west of Gabo Island. A decision had to be made—the cost of the tower was to be split between both New South Wales and Victoria, and the control of the tower would belong to that of the latter.

In the dust of settled financial arguments, the next debate would arise—what kind of lighthouse would be suitable? Perhaps a timber lighthouse panelled with corrugated iron sheets, as suited by Queensland and its humid climate. Some regions of Western Australia favoured pre-fabricated cast iron towers shipped over from England.



◀ Tasman Island Lighthouse (Tasmania), built 1906 AMSA 2019

▲ Swan Island Lighthouse (Tasmania) built 1845, AMSA 2011





◀ North Reef Lighthouse (Queensland) built 1878 (AMSA 2020)



▲ Gabo Island Lighthouse (Victoria) built 1862, AMSA 2011

It was renowned architect James Barnet who introduced the precast concrete tower design in the latter half of the 19th century, while the Tasmanian duo Huckson & Hutcheson decorated their island's shores with towers of stone. Quarries were typically opened within the vicinity of the construction site which resulted in a glittering array of pink granite, bluestone, and limestone towers.

For their lanternhouses, the colonies largely favoured Chance Brothers & Co. However the expert craft of DeVille & Co., and the local Melbourne firm of Robertson & Co. can still be seen in towers today. Indentured labour was not unheard of—a team of convicts hopped between Swan Island and Goose Island in Bass Strait fashioning two towers from masonry rubble. And materials were carted to site by horse and donkey, slung up cliff-edges by flying foxes, or rattled along tramlines until magnificent, sprawling lightstations dotted the continent.

A little light housekeeping

The backbone of early lighthouse operation was of course the very men and women who tended to the fires each night. If you were lucky, one may have been posted to a lighthouse seated within comfortable distance of a coastal community with supplies, food and medical attention in easy reach. Close vicinity could spell trouble however—a rather unruly assistant keeper was

written up for his regular absences from his post at Cape Northumberland Lighthouse (South Australia). Regularly absconding into the nearby township of Port MacDonnell, returning in the early morning intoxicated and utterly incapable of keeping his watch, his death in the lantern room was recorded in the lighthouse logs as not being so terrible a shock.

But for those posted to lightstations in far-flung regions of the country, life could be incredibly grim and rather dangerous. Drownings, sickness, suicides, falls from great heights—when Headkeeper Beare fell 21 meters from Cape du Couedic Lighthouse on Kangaroo Island (South Australia) and suffered broken ribs and internal injuries, he had to be carried by stretcher down gullies to an awaiting motor car before an aeroplane could deliver him to Adelaide (a journey he would thankfully live to retell).

Even the native wildlife sought to take on their lightkeeping neighbours. Inhabitants of Swan Island Lightstation battled with an infestation of tiger snake, a highly venomous and aggressive snake that was met by armed hunting parties—a pastime that ended in tragedy when a keeper's young son was fatally shot in 1933.

Life on North Reef Lighthouse (Queensland), an isolated tower built on a migratory sandbank in the Great Barrier Reef, was perhaps the most gruelling of all. Due to the cramped living quarters at the base of the tower, only bachelors were permitted station here. Completely surrounded by open water, the men were at the mercy of irregular supply ships. One seven-month period saw the lighthouse visited a meagre three times with the colloquially-dubbed 'inmates' found by a steamer starving, surviving off turtle eggs and a pinch of cornflour.

When the Carnarvon Castle caught fire en route from Liverpool to Melbourne, and the crew spent an unimaginable 24 days clinging to lifeboats, it was the Cape Naturaliste lightkeepers who pulled them up the cliff-face to safety. When the ANZACs set sail for Gallipoli during World War I, it was the Breaksea Island lightkeepers who passed on final messages of farewell from loved ones via signal lamp to the soldiers. Lightkeeping duties extended far beyond mere lamp-tending—a service that was, sadly, to be short-lived.

Do we keep the keepers?

After almost 100 years of colony-governed lighthouse operation, the newly-formed Commonwealth Government assumed responsibility in 1915—thus the Commonwealth Lighthouse Service was born. Charged with maintaining the network of major lights, the CLS undertook further construction of towers in a period that would become known as the ‘Golden Age of Australian Lighthouses’ (1913-20). However golden this period may have been, changes were afoot in lighthouse technology which would eventually spell the end of the dedicated keeper. As early as 1908, Australian lighthouses began to run on automated and semi-automated systems, removing the need for multiple keepers, or in some cases, any keepers at all. The 1970s saw towers stripped of their grand lenses and lantern houses, all to be replaced with modern beacons and fibreglass rooms.

A collective breath was held when, in 1983 the Commonwealth Government released their controversial publication “*Lighthouses: do we keep the Keepers?*”. The answer was a resounding ‘perhaps not’, and a livelihood teetering on the brink of irrelevancy was pushed into obscurity. Those lucky enough to stay on

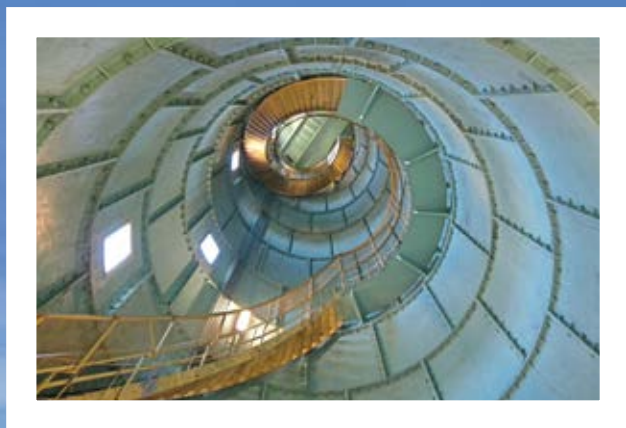
at their lightstations were provided caretaking roles. But by the turn of the 21st century the vast majority of lightstations, once filled with families and farm animals, stood empty.

The Age of AMSA

Taking the torch in 1990, the Australian Maritime Safety Authority (AMSA) has been responsible for the operation of aids to navigation ever since. Overseeing a regular maintenance program, large-scale project works are carried out on heritage lighthouses to improve their condition and reliability. Tourist licence agreements see a number of lightstations open their doors for the general public to tread the stairs once climbed nightly by keepers of another era. Low Head Lighthouse (Tasmania) blares its decommissioned, bone-rattling foghorn each Sunday, and museums have been fashioned out of various keeper’s cottages, signal huts and attached pavilion rooms.

What an honour it is to manage buildings that have retained their original form and function. To see the light beam from a tower envisioned by architects of yesteryear. I promised a glimpse and I hope I have provided one. Only a glimpse, however! As we must leave you with an insatiable taste for a pilgrimage down under.

▼ Sugarloaf Point Lighthouse (New South Wales) built 1875 (AMSA, 2019)



▲ Point Moore Lighthouse (Western Australia) built 1878, AMSA 2010





Waves of light

To mark the 200th anniversary of the first dioptric optic exhibiting a light from Cordouan Lighthouse, we look at the history of Augustin Fresnel's historic innovation.

As the quantity and size of shipping increased to meet the demands of industrialisation and trade in the 18th century, the need for well-developed and reliable coastal lighting became ever more paramount.

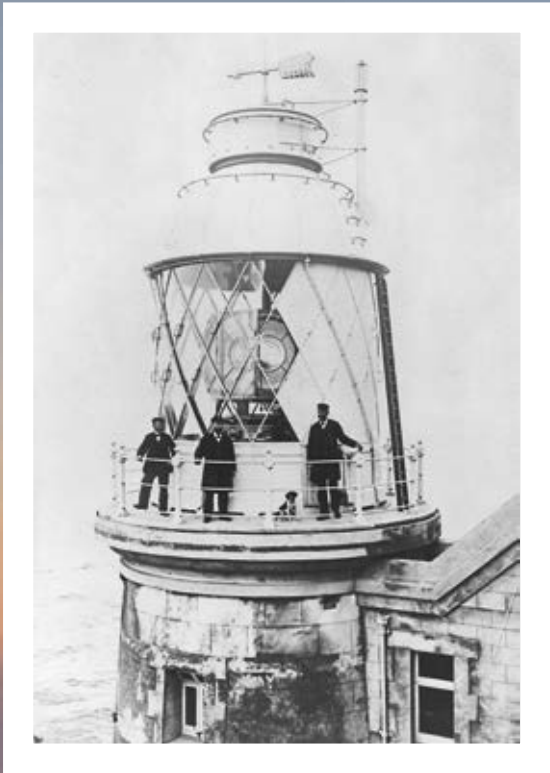
Up until the late 18th century, coal or wood fires were used as lighthouse illuminants, except the candle lights in the first four Eddystone towers. Trinity House Clerk John Whormby wrote in 1746 that all existing lights were oil, coal and candles, noting that enclosed lanterns were preferred to open coal fire lights, having trialled the latter at Lowestoft in 1676.

In 1763 the Mersey lights adopted oil lamps with flat wicks, improved by Aimé Argand in 1782 with the circular-wick oil-burning Argand lamp, which became the principal lighthouse illuminant for over 100 years.

Other advances in lighting came in 1777 with the first scientifically-designed reflective ('catoptric') dish, using pieces of silvered glass set in a parabola to reflect the light rays; international developments gave us the revolving, or 'flashing' light in 1781; in 1789 came the improvement of the lights at Portland "by putting up two lanterns, with the newly-invented Argand lamps and reflectors" at a cost of £2,000.

From the late 18th century onwards, many of the finest minds in science—both British and French—worked towards inventing and developing lighting systems. One of the key aims was to harness more of the light rays from any given light source in a way that optimised fuel efficiency and also provided the strongest light for the mariner.

Worth noting, Alan Stevenson states that a great lens—7'6" across—had been proposed for Smeaton's Eddystone in 1759, and even trialled at South Foreland Lighthouse, but that the vast lens was too imperfect and thick, thus absorbing too much light. ©



▲ Lynmouth Foreland with keepers

Meet Fresnel

Into this field of scientific experimentation comes Augustin Fresnel, born in Broglie, France, in 1788. He developed an aptitude for science and mathematics and later became fascinated with the topic of light. He began experiments in 1814 and published his first paper in October 1815 on his wave theory of light and made a first attempt to explain the phenomenon of diffraction.

At the time, Fresnel's wave theory ran counter to the more popularly accepted (but later discredited) idea that light is made up of small discrete particles called 'corpuscles' (little particles) which travel in a straight line with a finite velocity and possess impetus.

When the Académie des Sciences announced that the Grand Prix for 1819 would be awarded to the best work on diffraction, it was a great chance for Fresnel to put his revolutionary theory and work before the world's scientific community. After much work on countering the popular particle model, Fresnel won over many of his peers and was awarded the Grand Prix; his work was a strong argument for a wave theory of light.

The first lighthouse optic

Putting his knowledge to work for the French lighthouse authority, it was not long before he had invented the 'dioptric' lens system—a bullseye lens with concentric prisms—that will be the dominant technology in coastal lighting for centuries to come.

On 25 July 1823 the first dioptric lens in the world exhibited a light at Cordouan Lighthouse, near the mouth of the Gironde estuary in France.



▲ Lighting-up time at Beachy Head Lighthouse © Trinity House UK

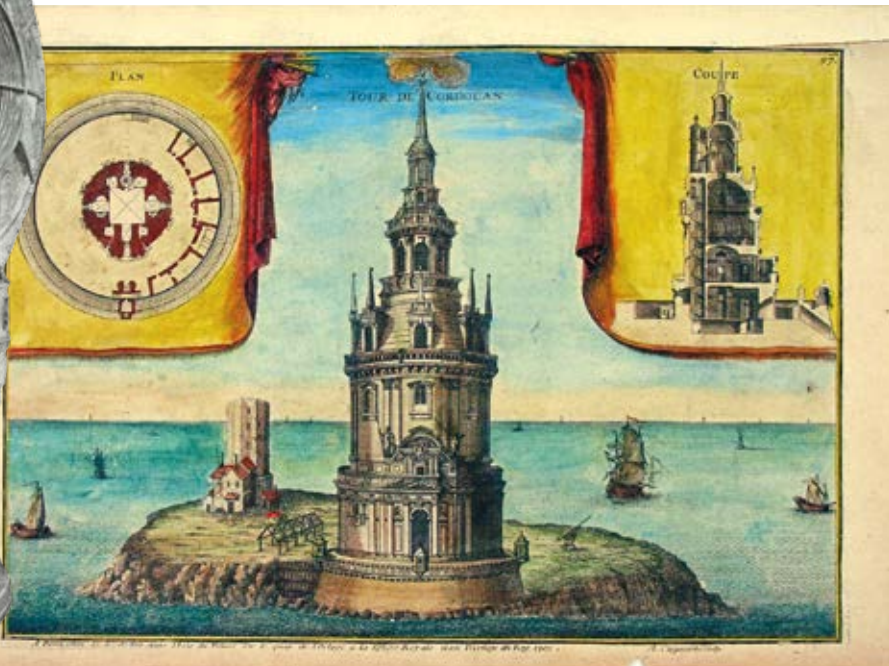
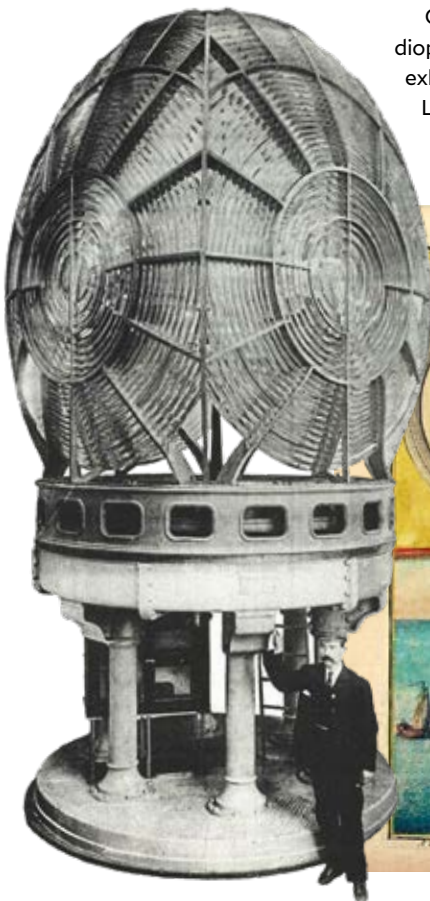
▼ Engraving of the Cordouan tower, 1705, engraved by Cocquart and published by Nicolas de Fer © Archives Départementales De La Gironde

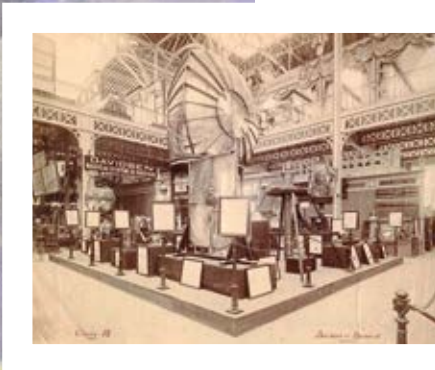
◀ Pages from Tariff of Lighthouse Apparatus, Lanterns And Towers

The prototype optic comprised eight lens panels—each 76cm square—arranged in an octagon, which produced a distinctive flash every minute.

The panels were the largest size that could be manufactured with contemporary means, and were equivalent to a 'First Order' optic today (920mm focal length between light source and lens).

However, this was still a prototype, the angle of divergence from the light source meant that only about 45° of





the light of any one beam was refracted through a lens; the rest of the light escaped above and below. In order to catch the light escaping above the lens, Fresnel designed a subsidiary system of smaller lenses, with eight plane silvered mirrors above these, all of which rotated with the main lens panels. He later added curved tiers of mirrors.

In October of the same year, Fresnel designed a variant made of 16 half-lenses, each 76 cm in height, with eight subsidiary lenses, which would flash once every half minute.

The light produced by Fresnel's innovative new dioptric system was "equivalent to that of 3000 or 4000 Argand lamps united; that is, eight times that produced by the beautiful silvered parabolic reflectors of which our neighbours [in England and Scotland] make use... Such a result does not seem devoid of importance, if we remark that it is obtained with a single lamp."

All revolving dioptric lights until the 1850s were based on one or other of these designs, at which time the UK's Chance

▲ Painting of the Cordouan lighthouse by Jacques-Raymond Brascassat, 1824
© Jacques Sargos, Galerie L'horizon Chimérique

Brothers of Smethwick enter into the field of lighting design.

Fresnel was elected to the Académie des Sciences in 1823, and also to the Royal Society of London; he received its Rumford Medal in 1827.

Fresnel's legacy

Following on from the great advances in lens science made by Fresnel, credit must be given to Alan and Thomas Stevenson, Sir James Chance, Doctor John Hopkinson, and Sir James Douglass, due, respectively, for the great treatise on lighthouses, the 'holophotal' lens system, the catadioptric lens, the group-flashing system

and the multi-wick oil burners, all of which could be found in the lighthouses of many nations for the better part of the 19th and 20th centuries.

Scientific knowledge and technical skill of a high order were required to construct a dioptric optic, as described in this passage from a biography of James Chance: "*The glass founder, in the first place, must exercise his highest art to produce a colourless glass free from striae and other flaws. Roughly cast in moulds, the lenses and prisms must then have their surfaces accurately ground to particular curvatures, whose calculation is the province of a skilled mathematician.*

When they have received their final forms, and have been finely polished, they must be fitted into their places with the most scrupulous nicety, in order that the rays falling upon each may be transmitted exactly in the direction required... He cannot employ always the same design on different occasions, but must have regard to particular local requirements, and may be called upon to invent new forms or arrangements to suit them."

After 1824, Fresnel devoted less time to his research on light, taking up more work for France's Commission des Phares ('Lighthouse Commission'), to which "he brought the same inventiveness, concentration, and perseverance previously manifest in his scientific work".

Fresnel died of tuberculosis in 1827 at the age of 39.

Although his work in optics received limited public recognition during his lifetime, Fresnel maintained that acclaim from his peers did not compare with the pleasure of discovering a theoretical truth or confirming a calculation experimentally.

After much work on countering the popular particle model, Fresnel won over many of his peers and was awarded the Grand Prix; his work was a strong argument for a wave theory of light.



Book reviews

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



Rock Lighthouses of Britain and Ireland

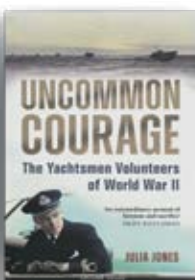
By **Christopher Nicholson**
Whittles Publishing, 320 pages
ISBN 978 1 84995 544 7

This is a new expanded edition of Nicholson's classic lighthouse book and is a bold attempt with its depth of research and broad gallery

of illustrations, a sheer labour of love by a dedicated writer who has been with his chosen subjects for more than four decades.

Chapters concern the design, build, operation and trials encountered at: Eddystone, The Skerries, The Smalls, Longships, Longstone, Bell Rock, Tuskar Rock, The Skelligs, Skerryvore, Bishop Rock, Fastnet, Muckle Flugga, The Bull and Calf, Wolf Rock, Dubh Artach, Chicken Rock, Flannan Isles, Rockall and South Rock.

Each chapter considers modernisation and automation for there are now no lighthouse keepers. Chapters are supported by a reading list for further information on lighthouse history. There is a brief glossary of terms and six pages of further listings of the rock towers of Trinity House, Irish Lights and the Northern Lighthouse Board with light character, range and so forth.



Uncommon Courage

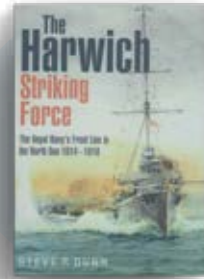
By **Julia Jones**
Adlard Coles Nautical, 310 pages
ISBN 978 1 4729 8710 5

Subtitled: *The yachtsmen volunteers of World War Two* here are the spellbinding stories of the yachtsmen, the majority of whom were ordinary professionals such as publishers, lawyers and advertising agents, who signed up for the RNVR/

RNVR as they loved sailing. Few could have dreamed that they would end up acting in areas so far beyond their normal lives, as they found themselves commanding destroyers and submarines or undertaking covert missions. Some undertook the dangerous daily drudgery of minesweeping; others tackled unexploded bombs, engaged the enemy in high-speed attacks or played key roles in intelligence.

Fascinating stories are here of heroism and the ordinary, in all a rare encapsulation of the war. Jones does a valuable job keeping these characters in the ken of the present generation. It never ceases to amaze that exploits recorded in the two world wars are still being mined by publishers.

It is good to note that two books by Captain Richard Woodman, Elder Brother—*The Real Cruel Sea* and *Arctic Convoys 1941-1945*—are listed as sources in the book's bibliography and he is acknowledged for the information and introductions he provided the author.



The Harwich Striking Force

By **Steve R Dunn**
Seaforth Publishing, 336 pages
ISBN 978 1 3990 1596 7

Subtitled: *The Royal Navy's Front Line in the North Sea 1914-1918* we are reminded of Rear Admiral Sir Reginald Yorke Tyrwhitt's comment on Armistice Day 1918: "*The Harwich Force has made its name and will not be forgotten during the future annals of history.*"

Without doubt the Harwich Striking Force was in the front line providing cruisers and destroyers with auxiliaries (including coastal motor boats) defending home and adjacent waters.

Under Tyrwhitt, elements of the German High Seas Fleet met their ends at the hands of the Force, as did enemy seaplanes and Zeppelins. Harwich ships were at sea almost daily throughout hostilities, haunting the German coast, pioneering aerial attack from the sea, developing naval aviation and combined air/sea operations, and hunting submarines and minelayers. The Harwich Force participated in the Dogger Bank and Heligoland battles with the Grand Fleet, protected merchant ships and raided Cuxhaven's Zeppelin sheds.

Here is what is believed to be the first lengthy appraisal of these remarkable operations recounting actions in a praiseworthy narrative with copious illustrations. The author provides a broad spectrum of activities afloat, of Felixstowe seaplanes, surrender of the U-boats in Harwich and, of course, Harwich town and environs.

Please note that we regret we are unable to take orders for the above publications



TRINITY HOUSE

AUTUMN 2023 | ISSUE 39

Around the service

Your career can
make
the
change

For staff ashore and at sea, fraternity members and pensioners, here is your bulletin of joiners, leavers, awards, births, marriages and those who have departed.





People on the move



JAMES CHARLES—
MASTER MARINER EXAM

Many congratulations to James Charles, Chief Officer, who passed his orals board on 18 April 2023 for Master Mariner (Captain). James reflects fondly on his journey from being a cadet onboard THV *Galatea* in 2010 and then working in the wider maritime industry before returning to Trinity House as a qualified Officer to now gaining his final license whilst onboard THV *Patricia*.



LEAVERS

Owen Cokeley
Buoy Yard Team
Member (Swansea)
29 January 2023

Stuart Mason
Senior Technician
(Civil)
19 February 2023

Jack Oliver
Cook
(THV *Galatea*
Starboard)
1 March 2023

Steffan Williams
Trainee Catering
Rating (THV
Patricia Starboard)
1 March 2023

Philip Pinn
Design Technician
5 March 2023

Aaron Harper
Cook
(THV *Galatea* Port)
22 March 2023

Edward Sinclair
Second Engineer
(Auxiliary)
29 March 2023

Becky Munson
HR Advisor
10 April 2023

Peter Rutter
Second Engineer
(THV *Galatea*
Starboard)
12 April 2023

Rob Hepburn
Technical Manager
(Harwich)
1 May 2023

Steven Banks
Petty Officer Deck
3 May 2023

Scott Ravizza
Engine Room
Assistant
24 May 2023

Richard Grieve
Second Officer
(THV *Alert*
Starboard)
31 May 2023

Daniel Pickett
Seaman
14 June 2023

Roland Illston
Leading Seaman
(THV *Galatea*
Starboard)
5 July 2023

Rhiannon Rate
Operations Officer
22 July 2023

Chris Donaldson
Chief Engineer
(THV *Alert*)
23 August 2023

Colin MacDougall
Second Officer
6 September 2023

Lee Johnson
First Officer
27 September 2023

LEAVERS (FIXED TERM)

Marcus Howard
Trainee Deck
Rating (THV
Galatea Starboard)
6 March 2023

Alfie Carman
Supplies Apprentice
30 April 2023

Spencer Morris
Trainee Deck Rating
(THV *Galatea* Port)
3 May 2023

Ashton Frost
Trainee Catering
Rating
5 July 2023

TRANSFERS

Trevor Robinson
Research and
Innovation Engineer
(Lights)
26 June 2023

Tom Booth
Second Officer
(THV *Alert*)
12 July 2023



PROMOTIONS

George Palmer
Second Engineer
Officer (THV *Patricia*
Starboard)
1 March 2023

Jeffrey Bloffwitch
Project Engineer
11 April 2023

James Veall Senior
Project Engineer
11 April 2023

Ian Arthur Senior
Technician (Swansea)
19 April 2023

Chris Ashforth
Technical Manager
(Harwich)
1 May 2023

Geoff Allbright
Electro-Technical
Officer (THV
Galatea Port)
3 May 2023

Fiona Fisher
Senior Procurement
Specialist
9 May 2023

Jamie Ash
Lighthouse
Technician (St Just)
15 May 2023

Ben Edwards
PO Deck
14 June 2023

Alice Pembroke
Resourcing Lead
1 July 2023

Arianna Etheridge
Talent Lead
1 July 2023
(24-month
secondment)



STARTERS
PERMANENT

Mark Groves
Second Engineer
Officer (Starboard
Auxiliary)
1 March 2023

Neil Jones
Buoy Yard
Team Member
(Swansea)
6 March 2023

Mark Griffin
IT Project
& Support Engineer
20 March 2023

Joshua Eldridge
Buoy Yard Team
Member (Harwich)
20 March 2023

Steven Johnson
Seaman (Auxiliary)
22 March 2023

Ariane Andrews
Performance
Administrator
(part time)
5 April 2023

Christopher Solly
Seaman
(THV *Patricia* Port)
12 April 2023

Samuel Jones
Seaman (Starboard
Auxiliary)
12 April 2023

John Lansdown
Cook (THV
Galatea Port)
3 May 2023

Robert Tuffen
Buoy Yard Team
Member (Harwich)
5 June 2023

Jessie Traer-Goffe
Third Engineer
14 June 2023

John Gilboy
Seaman (Auxiliary)
14 June 2023

Nicholas Sharrock
Technical Manager
(Swansea)
3 July 2023

Victoria Stone
Cook
(THV *Galatea*
Starboard)
5 July 2023

Lloyd Sutton
Catering Manager
(THV *Galatea*
Starboard)
5 July 2023

Harry Cook
Assistant
Procurement
Specialist
24 July 2023

FIXED TERM

Marcus Howard
Trainee Deck
Rating (THV
Galatea Starboard)
1 March 2023

Aaron Clayton
Trainee Deck
Rating (THV
Galatea Starboard)
12 April 2023

Viv O'Hara
Receptionist
2 May 2023 –
1 November 2023

Philip Robbins
Trainee Deck Rating
(THV *Galatea* Port)
3 May 2023

Daniel Chappell
Lighthouse Support
Team Member
14 February 2023
– 15 May 2023

Alexander Hassan
Engineering
Apprentice
4 September 2023



BIRTHS

Richard Bolan,
Hydrography
and Charting
Officer, and wife
Hannah welcomed
their second son
Alexander ('Xander')
Christopher David, on
15 July weighing in at
6lbs 6oz. Mother and
son are doing well.



OBITUARY

Geoff Stewart on 14 January 2023, aged 75 years

Geoff joined Trinity House in June 1979 and retired in August 2007, working on the vessels as an AB Deck Rating and later as a Catering Rating.

His daughter Donna provided the following words.

Whilst serving in the Royal Navy, Geoff became pen pals with Pamela Elizabeth Whybrow, better known as Pammy, and their first meeting was in Stevenage. Later that evening, whilst out, Geoff knew that Pammy was the one for him, so much so that Geoff proposed and to his surprise, Pammy said yes!

Six months later, they were married on 23 December 1967 and it was the happiest day of their lives. Once married,

they moved about as forces personnel do and they spent the first years of their married life in married quarters and they were so happy together.

After leaving the Navy and settling in Stevenage, Geoff had many jobs. From December 1971 to June 1979, Geoff worked for London Country Bus & Coaches where he was a PSV Driver of buses and coaches, both nationally and on the continent of Europe. The chance then arose for Geoff to be able to go back to sea within the Merchant Navy, at Trinity House.

This is where he joined THV *Patricia*, its flagship that maintained lighthouses and buoys. Whilst working for Trinity House, Geoff retrained and qualified as a Chef, which he absolutely loved.



OBITUARIES

How to report obituaries for Around the Service

If you would like this publication to mark the passing of a former Trinity House staff member, please provide us with details of the full name, final job title in service, date of death, age and length of service.



Email:
Neil.jones@trinityhouse.co.uk



Write:
**Neil Jones, Trinity House,
The Quay, Harwich,
Essex, CO12 3JW**



Annual awards ceremony 2023

LONG SERVICE:

This year four colleagues were recognised for their long service and dedication to Trinity House, including **Ingrid Hazell** (left) and **Sarah Harman** who have each completed 20 years' service; and **Lesley Wiles** (left) and **Peter Dobson** achieving 30 years. Well done and congratulations on reaching these impressive milestones.

20 YEARS



30 YEARS



This year's awards featured some new categories, reflecting the special efforts of individuals and teams; here are the winners and highlights from the nominations received:

TIRELESS EFFORTS TO PROVIDE AN EXCELLENT AND TRUSTED SERVICE



Anuja Singh:
Corporate

During the year, Anuja has dealt with a number of unexpected work challenges.

She has provided valuable input into the selection and design of the new Enterprise Resource Planning system (NetSuite), which the Corporate Department is in the process of implementing. Anuja was also successful in passing the Management Accounting module of her Open University course, with a Distinction and then, later in the year, she passed her Advanced Management Accounting module.



Saif Naash:
Corporate

Saif has become a hugely valuable and valued member of the team. He works tirelessly

to uphold the high standards that define Trinity House London. His efforts in maintaining the building, both inside and out, from the forecourt to the roof have been exemplary. He has carried out his many and varied duties to the highest level, and continues to do so. Everything from the paintwork to the brass work has been kept immaculate, something that never goes unnoticed at important events like Trinity Tide and Civic Lunch when the House becomes a showcase for what we do best.



Lorraine Mahoney:
GRAD

Lorraine supports the GRAD team to deliver their projects, whether that's

supporting tracking of finances, planning events, meetings or project deliveries, or supporting procurement activities. She does all of this in her own efficient and effective manner, but it makes a big difference to the team and its overall delivery. Lorraine manages and leads on the GRAD project management and reporting activities, including leading on the maintenance of the GRAD Quality Manual. She always conducts her work in a professional manner, to the required level of detail and on time. She is the exemplar of delivering an excellent and trusted service, whether that's to GRAD or the wider GLA team.

than park or pass them on, even often dealing with technical issues above the level expected of the position. Their value to the department is significant, dealing with the constant flow of requests and concerns whilst managing to tirelessly keep providing an exceptional level of service. They are always looking for the best value and where cost savings can be achieved in everything they do, an example being the forensic way they chase refunds and identify services that may no longer be required and ensure these are ceased. They are key in keeping morale high within the department even when times are testing.



David Bate:
Information Technology

Acting as the Senior Support Engineer in the IT Department, David has

consistently delivered a top-class service via the IT Service Desk over a number of years. He is always ready, willing and able to assist and regularly goes the extra mile to provide an excellent service to all employees. He has also successfully undertaken a management and mentoring role for a number of IT Apprentices over the years. In addition to readily sharing his skills, knowledge and experience with the junior members of the team, David is also a commensurate team player assisting with tasks outside his area and often being quick to offer positive ideas for continual process improvement.



Sophie Harvey (left) and Tracey Cockerline: Information Technology

Sophie and Tracey have both continued to demonstrate a real professional and energetic approach along with a determination to resolve issues rather

IMPLEMENTATION OF A WELLBEING IMPROVEMENT



Gavin Race
Information
Technology

As Chair of the Harwich Social Club, Gavin kept the club ticking over during the difficult lockdown periods and in the past twelve months has put significant effort into driving the relaunch of the club in order to provide a social and wellbeing focus for staff—benefitting both social club members and non-members. This effort included developing and maintaining the Social Club website. The re-launch has attracted many positive comments from employees.

COLLABORATION WITH EXTERNAL ORGANISATIONS WHERE OUTCOMES DEMONSTRABLY BENEFIT THE MARITIME SECTOR



Warren Clarke (left) and Rob Dale

Trinity House Eng & Ops for many years has had a successful apprenticeship programme that took a number of young apprentices through the Buoy Yard and Field Operations departments training with colleges and providing on-the-job experience. This has resulted in a number of apprentices obtaining engineering roles around the business within the engineering, project teams as well as transferring into the SVS teams.

Trinity House has not taken on any apprentices within the last two years as the colleges have changed the content and method of running their courses that wouldn't work for Trinity House. Rob and Warren have worked hard with the colleges supporting the Harwich area to find a solution to enable us to run the apprenticeship scheme once more. We will endeavour to appoint one apprentice into the Harwich team this financial year. Work is still ongoing within the Swansea area to enable us to take on apprentices within that area.

DEMONSTRABLE CONTINUOUS IMPROVEMENT IN WAYS OF WORKING THAT BENEFIT COLLEAGUES AND THE ORGANISATION AS WHOLE

Joseph Anderson, Stephen Vanstone and Rosemary Walsh
Navigation

Rose, Steve, and Joe have brought the LARS project to the point where it has gone live and all of the stakeholders now have access to the system. The LARS system is a project which has amalgamated the Local AtoN database and the PANAR reporting system into a single entity. The resulting LARS database is the culmination of dedicated work by the team and gives the directorate a single interface for all inspection, audit, and availability communication with our stakeholders. The system will give Trinity House immediate access to data on the Local AtoN provided by our stakeholders

and enhance our superintendence and management of these AtoN. The system went live on 3 April and the team is now using the system and liaising with the user where required to ensure a smooth transition from the old processes. Going forward the team will spend time using the system to enhance and adapt our workstreams ensuring Trinity House fulfils our statutory role as efficiently as possible.



Richard Humphris
Information
Technology

Along with members of the Navigation Department, Richard worked on the IT elements of the LARS project to the point of go-live at the start of April 2023. Richard acted as IT Project Manager for the initiative. The introduction of the LARS database is the conclusion of dedicated work by the whole project team over a two-year period working with the developers, culminating in months of user testing in order to ensure that the system is fit for the 21st century and projects a modern image of the organisation.



SPECIAL ACHIEVEMENT WHICH HAD A POSITIVE AND ENDURING IMPACT

Royal Sovereign Decommissioning Project Team

This award is being given in recognition of the efforts, perseverance and quality of the work and end results on the Royal Sovereign Lighthouse Decommissioning Project during the Covid pandemic years and subsequent recovery period.

In particular the team dealt with and overcame successfully the changing landscape of interested bidders, evaluation of different safe decommissioning methods and rising funding requirements. The team met the deadlines and threshold of the Department for Transport and the Lighthouse Board in these challenging times.

Well done to the team: **Steve Keddle, Rob Dale, Rob Race, Tony Porter, Tom Arculus, Russell Dunham, Barry Nunn, Hayley Doyle, James Platt and Katie Stirling.**

▼ Royal Sovereign Decommissioning Project Team with the Deputy Master



This year we are also pleased to recognise colleagues who have achieved professional accreditation/qualifications that underpin our resourcing strategies and strengthen our organisational resilience and capability. These are:



▲ **Storm Smith-Suckoo**
Chief Mates Certificate of Competency



▲ **Sophie Platten**
Level 1.2 Master of Marine Aids to Navigation Management



▲ **Aaron Thurlow**
HNC Electrical & Electronic Engineering



▲ **Catherine Bransby**
IALA level 3



▲ **Fiona Fisher**
CIPS Level 5 Procurement & Supply



▲ **Steve Keddie**
Level 1.2 Master of Marine Aids to Navigation Management



▲ **David Hayes**
Level 1 IALA Risk Assessment (SIRA)



▲ **Kirsty Grant**
IALA level 3



▲ **Jamie Hammond**
MSc Engineering Management



▲ **Rob Dale**
Level 1.2 Master of Marine Aids to Navigation Management



▲ **Thomas Eyre**
IALA Technician level 2



▲ **Richard Tilley**
IALA level 3



▲ **Tiffani Sharp**
CIPS Level 4 Diploma in Procurement and Supply



▲ **Peter Dobson**
Level 1.2 Master of Marine Aids to Navigation Management



▲ **Sandie Williams**
IALA level 3



▲ **Richard Sedgwick**
IALA level 3



▲ **Rosemary Walsh**
Certificate in Insurance and IALA Level 3 Certificate



▲ **Arianna Etheridge**
CIPD Level 5 Diploma in People Management



▲ **Tracy Dale**
IALA level 3

George Palmer
Second Engineer Certificate of Competency

Robert Mitchell
CIPS Advanced certificate in Procurement & Supply

Chris Wroe
NEBOSH National Diploma in Occupational Health and Safety

Tristan Burgess
Masters Certificate of Competency

Sarunas Drukus
IALA level 3

Nicky Boak
IALA level 3

Terence Graves
IALA level 3

Nikolaos Vastardis
IALA level 3



▲ **Andrew Evans**
Level 2 Foundation Apprenticeship Warehousing and Storage



▲ **Claire Healy**
CMI Diploma in Management and Leadership



▲ **Christopher Williams**
IALA level 3

Well done to all of our winners, it was a pleasure to be able to recognise these special achievements, and to share your successes on the day.



OBITUARIES

Trevor Kendall on 23 May 2023, aged 87 years

Trevor retired as the attendant at Sark Lighthouse in June 2018 after 25 years' service. While not an employee of Trinity House, he was well known to many of our teams, and respected. He was proud to receive a certificate of thanks presented to him by HRH The Princess Royal on her visit to Sark.

His daughter Claire provided the following words.

It is with great sadness that I write to inform you of the passing of my father, who was a retired member of Trinity House.

Mr Trevor Kendall was the Lighthouse Attendant for Sark in the Channel Islands, for 25 years. He retired on 1 July 2018 aged 82 and was honoured that same month to have The Master of Trinity



House, HRH The Princess Royal, present him with a certificate acknowledging his dedication and commitment. He was truly grateful and humbled for that. Your journal published a photo of this occasion and a small article—which he always kept!

His stepson Sam Higham took over the role from him and still does my Dad proud

now, upkeeping the lighthouse building to his high standards.

By trade, Dad was an excellent Electrical Engineer and worked for himself until he was in his eighties. He was also a former Hertfordshire Fire Officer for over 31 years, serving up to the rank of Sub-Officer in the Welwyn Station, before moving to Sark.

There he transformed the small fire team of volunteers into a fully trained and equipped crew. The training manual he wrote for them back in the late 1980s is still used as a basis for how they operate today.

Dad passed away in his sleep after a short illness on 25 May 2023. He left a list of his final wishes and one of them was to inform the Editor of the *Flash* of his passing so that he could be remembered in the publication that he keenly read.

My stepmum Jean has had some lovely calls/emails from Trinity House engineers (active and retired) and it was comforting to know he wasn't forgotten after retiring.

Just to note that Dad was sent on his final journey wearing his Trinity House tie—one he wore with pride so many times.

Raymond Murphy on 30 April 2023, aged 87 years

Words provided by friends and family.

Holyhead is a 'seafaring town'. The whole of Anglesey is steeped in seafaring traditions and history. The late Raymond Murphy was a prime example of the above; he served his apprenticeship in the British Rail Marine Yard in Holyhead, followed by sea-going appointments as a junior Marine Engineer Officer in the Merchant Navy. Eventually he took on Senior Engineer Officer

positions in Cunard, culminating as Chief Engineer in Trinity House's 'Steam Vessel Service', appointed to THV *Argus*, based in Holyhead.

Raymond was a devoted family man, married to Nora, his wife of 64 years. Their two children, Peter and Ian, have careers in maritime matters. Ian is based in South Korea with Peter at the Port of Holyhead. With regard to Raymond Murphy the individual, one could not have had a finer shipmate!

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

The Corporation of Trinity House

Master

Her Royal Highness The Princess Royal KG KT GCVO

Corporate Board as at 30 September 2023

Deputy Master: Captain Ian McNaught CVO MNM

Captain Roger Barker MNM

Captain Stephen Gobbi MNM JP

Captain Nigel Hope RD* MNM RNR

Commodore William Walworth CBE MNM RFA

Commodore Robert Dorey RFA

Malcolm Glaister Esq.

Commander Nigel Hare RN

Rear Admiral Ian Moncrieff CBE DL

Hon Captain Lance Batchelor RNR

Commodore Martin Atherton OBE RN (Secretary)

Lighthouse Board as at 30 September 2023

Captain Ian McNaught CVO MNM (Chief Executive)

Commander Nigel Hare RN

Commodore Rob Dorey RFA

Ton Damen

Vice Admiral Sir Alan Massey KCB CBE (Chair)

Mrs Valerie Owen OBE (Non-Executive Director)

Alan Moore (Non-Executive Director)

Dr Margaret Amos (Non-Executive Director)

Thomas Arculus (Board Secretary)



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Cover image
THV *Patricia's* workboat heading for the Chwilsen Beacon to carry out its annual inspection, led by Second Officer **Owen Power**. Photo by **Adam Keen**.

