



TRINITY HOUSE

INSIDE +

PEOPLE PROFILE

Jared Seeley tells our readers about his role as a Lighthouse Technician

P22



Flash

THE TRINITY HOUSE JOURNAL

ISSUE

40

SPRING 2024



Safer seas

Trinity House welcomes a new Deputy Master, marks a milestone in a major project and presents stories from our lighthouse technicians and cadets.

Flash

SPRING 2024 | ISSUE 40



TRINITY HOUSE

Editor's note

Thank you for picking up this edition of *Flash*; I hope you will enjoy reading contributions from my colleagues and seeing their photographs taken from various vantage points around the organisation.

This edition is the first to be published under the leadership of our new Deputy Master, Rear Admiral Iain Lower, now that he has taken over from Captain Ian McNaught. We wish Captain McNaught a long and happy retirement, and look forward to seeing him at Trinity House in London in the future.

We are happy to publish a feature by Jared, one of our ever-busy Lighthouse Technicians, as he describes his work doing one of the most interesting jobs around. It was great that he found the time to do this, and I am sure you will enjoy reading his account.

As always, we hope you will enjoy reading about what we have been doing as a General Lighthouse Authority, maritime charity and a fraternity of maritime people from across the nation. Please pass the journal on to friends, families and neighbours that you think might like to read about our work!

Neil Jones
Editor



How to get in touch

For any feedback or questions, or to change your subscription details, please get in touch with us.

**Trinity House, The Quay,
Harwich CO12 3JW**

neil.jones@trinityhouse.co.uk



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Deputy Master's introduction

As Rear Admiral Iain Lower takes on the role of Deputy Master of Trinity House, he addresses his new colleagues and thanks Captain Ian McNaught for his years of leadership and the legacy he leaves.

It is an absolute privilege for me to join Trinity House as Deputy Master and Chief Executive of the Lighthouse Board; if I may, I would like to address this in my first foreword to my new colleagues. I thought I'd begin with my motivation for joining you and my hopes for the future of this remarkable organisation.

First and foremost, I am a mariner, a deck officer, a navigator and a ship's captain. The sea is in my blood. To be given the opportunity to commit to a maritime organisation, a national maritime institution, with a reputation rooted in service and excellence is a very great honour indeed. To work alongside committed, passionate and professional people who instinctively understand the importance of the sea to our island nation is a privilege. Being part of a team is a value I hold dear and, over the last month, as I prepared to take the reins, that is exactly what I observed—a team.

What we do at Trinity House matters. As one of the UK's largest endowed Charities, a General Lighthouse Authority, and a Fraternity, we play a crucial role in ensuring that a vibrant maritime sector continues to strengthen our

nation's prosperity. We are trusted to deliver.

Those that administer our Charities and the Fraternity are critical to supporting the welfare and education of seafarers.

Those that go down to the sea in ships simply cannot do their job without the support of engineers, those that repair our buoys, our lighthouses and vessels, and those skilled in essential business support services and research and development. All vital parts of the team.

So dependent are we as a nation upon the sea and seafarers that our job, here at Trinity House, is as important and as relevant as ever and will long remain so. We are required in law to deliver consistently to an exacting standard within an increasingly unpredictable strategic context.

The challenges are well documented: a worsening climate, increasing congestion of our waters, the economic environment, the shifting regulatory requirement, attracting and retaining a skilled workforce and the impact of rapidly changing technology.

All will change our risk profile; all also offer great opportunity. We will need to be ever more responsive and even more efficient. The demands on the

Charities will increase. A time of consistency and change. A time of evolution—not revolution—but evolution with ambition.

That said, we at Trinity House should go forward with confidence. Our story, over 500 years, is one of incredible people consistently adapting and innovating. And that is the point, we are a *people organisation*.

For my part, I will strive to put our people first, to ensure that *we join well, we work well* and that—when the time comes—*we leave well*.

On that note, I would like to pay tribute to Captain Ian McNaught MNM for all he has achieved over the last 12 years, through some tough times such as the pandemic and some great times, particularly the 500th anniversary celebrations. I have witnessed first-hand just how welcome Ian is made in the ships, the buoy yards and the offices of Trinity House. All to whom I have spoken reflect on Ian's affable, warm and supportive approach. He is held in the greatest respect and his legacy will be long felt. I wish Ian well for the future.

The last few weeks have been an excellent chance for me to start to learn the ropes and meet you all.

Thank you for making me feel so welcome.



A handwritten signature in black ink that reads "Iain Lower".

Rear Admiral Iain Lower
Deputy Master



Review of the last six months

Looking back at highlights from Trinity House's calendar.

13 SEPTEMBER

London International Shipping Week

As part of London International Shipping Week 2023, Trinity House hosted a demonstration of our safety at sea and charitable services on board THV *Galatea* in the Pool of London. We also offered the ship as a suitable maritime platform for a number of partner organisations to host their own events and meetings, and hosted a reception for customers of our commercial services.

Captain Ian McNaught said: *"The event went successfully and was a valuable showcase of what we do as a key maritime organisation during one of the biggest events in the maritime calendar."*

*"I would like to thank everyone for taking part, ensuring that the event went smoothly and reflected well on Trinity House. Special mention, of course, must go to Marine Superintendent **Sophie Platten** and the crew of THV *Galatea*, along with a few helping hands brought over from THV *Patricia*. Well done to you all."*



© Ambrose Greenway

17 OCTOBER

Three new Elder Brethren

At a meeting of its Court on 17 October 2023, Trinity House swore in three new Elder Brethren. Captain Fran Collins, Commodore Duncan Lamb and Rear Admiral Iain Lower joined the Court, the maritime corporation's uppermost level of governance.

Rear Admiral Iain Lower CB MA AFNI succeeded Captain Ian McNaught in February 2024 as the Deputy Master of the Corporation and Chief Executive Officer of the General Lighthouse Authority. He was sworn in as



18 OCTOBER

Philip Morant School and College careers visit

Trinity House representatives **John Chilvers** (Support Engineer), **Kirsty Grant** (Project Engineer) and **Ellwood Marshall** (Buoy Yard Electrical Technician) attended a careers fair at Philip Morant School and College in Colchester. John, Kirsty and Ellwood excelled at explaining how they got to where they are in their respective engineering and technical careers, and helped steer enquiring young minds towards a fulfilling career in STEM and maritime!



an Elder Brother in advance of February's Court meeting.

Captain Fran Collins MNM joined Red Funnel as CEO in June 2018, having spent over 20 years in the Merchant Navy. In November 2019, Fran received the Merchant Navy Medal for her contribution to the shipping industry.

Commodore Duncan Lamb CMMar AFNI RFA retired as Head of Service for the Royal Fleet Auxiliary

(COMRFA) in October 2020. Since retiring, he remains professionally active and is a Warden of the Honourable Company of Master Mariners (HCMM) and an advisor for the RNRM Charity. He chairs the Chartered Master Mariner Registration Authority, which governs Chartership on behalf of HCMM and the Nautical Institute.

[Read the full story later in this issue.](#)

11 NOVEMBER

Festival of Remembrance

Every year the Royal British Legion hosts the Festival of Remembrance at the Royal Albert Hall, to commemorate all those who have lost their lives in conflicts.

Chief Officer **James Charles** and Marine Superintendent **Sophie Platten** represented Trinity House on 11 November.

On 12 November, Remembrance Sunday was marked by many at the Merchant Navy Memorial, Tower Hill, a service of commemoration combining the wars, conflicts and campaigns that have taken place, organised by the Honourable Company of Master Mariners. James and Sophie supported Captain McNaught's attendance at the event as Deputy Master.



9 & 16 NOVEMBER

Colchester County High School for Girls

Sophie Platten (Marine Superintendent) and **Kirsty Grant** (Project Engineer) visited Colchester County High School for Girls in November to give talks about their respective careers in maritime and engineering.

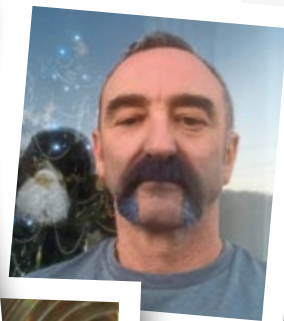
We were pleased to receive the invitation to encourage young female students into careers in STEM, and hope that a few students will look into developing their futures along those lines.

NOVEMBER

Movember success for Swansea team

Some of the Swansea team decided to grow moustaches for 'Movember' to raise money for the men's health charity movement.

Cameron Davey (below left), **Jack Lawson**, **Francois Faro**, **Tom Eyre**, **Ian Arthur** (below right), **Mike Roberts**, **Nick Sharrock**, **Jim Veall** (bottom), **Chris Beer**, **Andrew Evans**, **Gareth Scrine** and **Charlie Kenealy** all took part, raising a total of £1,320. Well done to all of them!





16 NOVEMBER

Tilbury present wrapping

A few of our London-based employees brought along friends and family to Tilbury Seafarers Centre on 16 November, to carry out our annual ‘elf duty’. This now-annual tradition involves wrapping presents—including hats, gloves, sweets and toiletries—for the seafarers docking at Tilbury at Christmas. The team managed to wrap 350 presents!

Our Head of Charitable Giving **Vikki Muir** led the festive expedition, and said: *“It is always a fun day and makes such a difference to those so far from home at that time to know that people are thinking of them.”*



11 DECEMBER

Carol Service

Trinity House held its annual carol service at St Olave’s Church, London, a short distance from the headquarters. It was well attended by employees, friends of the organisation, residents of the Trinity Homes almshouses and Elder and Younger Brethren.

11 DECEMBER

Honour for Simon Millyard at IALA Council

The 79th session of the IALA Council meeting was successfully held from 11-14 December at the Headquarters in France.

The Council granted honorary membership to **Simon Millyard** (Trinity House, retired), Phil Day (Northern Lighthouse Board) and Neil Trainor (Australian Maritime Safety Administration).

Simon was appointed Chair of IALA’s Engineering and Sustainability Committee (ENG) in 2014 and was re-appointed in 2018. He achieved many important results during his two terms of leadership and was well known for his efficient, friendly and diplomatic style where everybody felt welcome and important.

After 11 years with Trinity House and a career that spanned engineering in many forms—including seagoing, the brewing trade and lifeboats—Simon decided to retire from full-time work in 2019. He continued for a number of years thereafter working on a part-time basis as



Course Supervisor and Principal Lecturer with the IALA World-Wide Academy course delivered at Trinity House’s office at Harwich, Essex (UK), and assisted in maintaining continuity with the IALA Engineering Committee.

As Course Supervisor and Principal Lecturer for IALA’s WWA, Simon maintained close working ties with Trinity House as it—having achieved Accredited Training Organisation status from IALA—successfully launched the Level 1 AtoN Manager course. He formally handed over his role as Chair at the 20th IALA Conference in Rio de Janeiro in 2023. His nomination and selection for Honorary Membership of IALA is a lasting testament to his dedication, commitment, selflessness and professionalism to further the aims of IALA.

13 FEBRUARY

New Deputy Master

Rear Admiral Iain Lower became the Deputy Master at a meeting of the Court on 13 February; at the same time, he assumed the Chair of the Corporate Board and became Chief Executive Officer of the Lighthouse Board that oversees Trinity House’s role as a General Lighthouse Authority.

Read the full story on p14.





OCTOBER

THV *Patricia* crane repair

THV *Patricia*'s crew's patience was rewarded when the ship's stores crane went back into service on 17 October.

Engineering Superintendent **Robert van Duin** said: *"Mr Nieuwenhuijse, Mr Schouwenaar and Mr Holtkamp from Scaldon, who—with their team—repaired the stores crane, were on site to assist. The first part was completed with our local Lloyds Surveyor Keith Thacker in Harwich and the final load test alongside in Swansea."*

"There is some small tidying up to do but this is in the capable hands of the ship's crew. Overall this resulted in a new LA2 certificate for the crane. Many thanks Team Patricia for your patience!"



DECEMBER

Ship artist visits THV *Patricia*

The crew of THV *Patricia* were delighted to welcome artist Harry Cotterill and his partner Nick on board to receive his drawing of the ship.

Following a handover of the drawing, temporary Captain **James Charles** took Harry and Nick on a tour of the ship and also the Planning Centre ashore at Harwich.

Harry said: *"I would like to extend my thanks to duty Captain, James and Second Officer, Alistair for their time, as well as everyone at Trinity House who made our visit possible. It was a pleasure to come aboard, learn and see so much, and of course present my drawing, which I took to see once displayed on board!"*

OCTOBER

NCI visit to THV *Patricia*

The crew of THV *Patricia* was pleased to host a visit from a fellow maritime safety organisation in October.

A delegation from the National Coastwatch Institution (NCI) based at Nells Point on Barry Island visited the ship; the team had a full tour of the vessel as well as an opportunity to meet the crew and gain an insight into vessel operations.

The work that the NCI does is particularly special—undertaken by a team comprised solely of volunteers—and their aim is to assist in the protection and preservation of life at sea and along the UK coastline.



In brief

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

DECEMBER

Royal Sovereign Lighthouse lantern tower

We have successfully transferred the Royal Sovereign Lighthouse lantern tower to the newly-formed local group Bexhill Maritime.

The ongoing project to deconstruct the lighthouse (after its decommissioning in March 2022) involved the successful removal of the lantern tower and the topsides cabin. They were brought ashore to Shoreham temporarily, where Bexhill Maritime took delivery of the lantern tower and subsequently transferred it by road to Bexhill.

In due course they will install it as a local community feature for all to enjoy.





Coming events

A brief look at selected highlights from our forthcoming calendar.



D-Day 80th anniversary

6 June

Trinity House will join the events to mark the 80th anniversary of D-Day, one of history's most audacious and well-known military campaigns. Subject to operations, Trinity House plans to be part of the nationwide beacon lighting programme at the following lighthouses: Cromer Lighthouse, Caldey Island Lighthouse, Lizard Lighthouse, Longstone Lighthouse, Lundy South Lighthouse, Peninnis Lighthouse, Start Point Lighthouse and St Catherine's Lighthouse.



▲ Juno Lightvessel and THV Warden support the D-Day landings, painted by Roland Langmaid



Day of the Seafarer 2024

25 June

25 June of each year is the Day of the Seafarer, organised by the International Maritime Organization (IMO) to recognise the invaluable contribution seafarers make to international trade and the world economy, often at great personal cost to themselves and their families.

Governments, shipping organisations, companies, shipowners and all other parties concerned are invited to promote and celebrate the day in an appropriate and meaningful manner.

www.imo.org



IALA World Marine Aid to Navigation Day 2024

1 July

At the 19th Conference of the International Association of Marine Aids to Navigation and Lighthouse Authorities in 2018 it was agreed that all IALA member nations around the world would henceforth celebrate 1 July every year as World Marine Aid to Navigation Day, to celebrate the contribution made by—and the importance to all mariners of— aids to navigation of all shapes, sizes and format, whether

they be lighthouses, buoys, beacons or digital systems.

Trinity House is proud to be a founding member of IALA—established in 1957—and takes an active involvement in its working groups and governance; as such, we look forward to joining in the celebrations with our sister lighthouse authorities around the world on 1 July, and we hope our readers will too.

www.iala-aism.org



World Maritime Day 2024

26 September

'Navigating the future: safety first!' is the International Maritime Organization's (IMO's) 2024 World Maritime Day theme.

The theme reflects IMO's work to enhance maritime safety and security, in tandem with the protection of the marine environment, while ensuring

its regulatory development process safely anticipates the fast pace of technological change and innovation.

This year marks 50 years since the adoption of the 1974 SOLAS Convention, the key IMO treaty regulating maritime safety.

www.imo.org

Merchant Navy Day 2024

3 September

Intended to raise public awareness of the UK's ongoing dependence on seafarers, the Merchant Navy Day campaign invites local authorities to fly the Red Ensign—the official flag of the UK Merchant Navy—atop public buildings and on prominent flagpoles on 3 September.

Every community, parish and town council is asked to take part, in addition to all borough, county and district councils plus unitary authorities throughout the UK.

Owners and custodians of historic and landmark buildings with flagpoles were also invited to get involved, including English Heritage, Historic Scotland, Historic Houses Association, National Trust and Cadw. Trinity House flies its own ensign at a number of lighthouses that are open to the public.

www.theseafarerscharity.org/merchant-navy-fund/fly-the-red-ensign-appeal





Fraternity news

A review of appointments, honours and obituaries.

Correction

In the autumn 2023 edition of *Flash*, it was stated that Captain David Shennan who died in July 2023 was the sole remaining Younger Brother in Australia.

This is not so as we now learn that the sole remaining member of the Fraternity in Australia is Captain Neil Doyle who resides in Far North Queensland. He works as Senior Pilot for Auriga Pilots which provides pilotage services in Queensland, Victoria, Northern Territories and Western Australia. We are pleased to set the record straight.

Obituaries

Captain Tom Woodfield OBE

On 30 September 2023 aged 90. He was elected an Elder Brother in 1974.

Captain Woodfield went to sea aged 16, joined the Falkland Islands Dependencies Survey and became a much sought-after polar navigator, attaining the furthest south for any vessel in the Weddell Sea. He made 20 seasonal voyages to the Antarctic and was gazetted with the Polar Medal in 1971.

He was admitted as a Younger Brother in 1967. At Trinity House he served briefly on the Pilotage Committee at a time when fast launches were being introduced. With a move to the Light Committee he oversaw lighthouse modernisation, electrification, re-engineering and automation. He was in post



▲ Captain Tom Woodfield OBE

at the time of construction of THV *Patricia*, built by Henry Robb of Leith and commissioned in 1982. He was able to turn his business brain to advantage in consultancy services provided by the Corporation. He retired in 1992.

Captain Richard John Campbell OBE RN

On 29 November 2023, aged 90. Younger Brother No 8. He was admitted in 1973.

Richard John Campbell joined Dartmouth in 1946. He specialised in surveying. After Suez in 1956 he served in *Dalrymple* on wreck clearance under the UN flag.

By 1966 he was first lieutenant of *Dampier* and his first command was the inshore survey vessel *Woodlark*.

He served as first lieutenant of *Endurance*. On promotion to Commander he was given *Beagle* on survey duties in the Indian Ocean to 1972.

He commanded the Hydrographic School (1973-75) then *Hydra* in 1975 before becoming, as Captain, Assistant Hydrographer.

In April 1982 he was ordered south in *Hydra* as hospital ship, part of Operation Corporate where she RV'd with *Hecla*, *Herald* and *Uganda*, all in Red Cross livery some 30 miles north of the Falklands under ICRC supervision.

His final appointment was at UKHO Taunton. He was appointed OBE in 1983.

Sir Michael Colman Bt

On 26 December 2023, aged 95. Younger Brother No 87. He was admitted in 1994.

Sir Michael was one of the first four external members nominated by the Secretary of State of the inaugural Trinity House Lighthouse Board. The other three were Rear Admiral Hugo Hollins (MENAS), Lester George (Ferranti) and William Thomson (Ben Line). They sat with four Elder Brethren under the chairmanship of the Deputy Master at a time when Board restructuring provided for external members. This policy was announced by the Secretary of State for Transport in December 1984 in response to some of the observations made by the Public Accounts Committee in a wide-ranging report on lighthouse matters.

As a Member of the Trinity House Lighthouse Board he witnessed *inter alia*:

- Increased use of computerisation throughout the service
- New tonnage being constructed: THV *Mermaid* by Hyundai Industries of the Republic of Korea
- This vessel replaced the 26-year old tender of the same name
- Great Ormes Head Lighthouse being discontinued as part of a continuous review of the Service
- An automated light vessel being placed at the Tongue station remotely controlled and monitored from North Foreland Lighthouse

- A total of nine light vessels being converted to unmanned operation and remote control and monitoring from shore, by the end of 1987. He also witnessed a further 12 being listed as part of a programme to 1989.
 - A lighthouse automation programme being published
 - Air-portable inflatable emergency buoys being trialled and adopted
 - Future maintenance of lighthouses and lightvessels involving outstation staff in districts: Harwich, Swansea or Penzance. This enabled reduction of staff at Blackwall Workshops and its eventual closure
 - Inner Dowsing Lighthouse being converted to solar power as part of a service-wide programme
 - UHF trials for telemetry links between base stations and rock lighthouses or lightvessels being conducted
- Trinity House was at the forefront of aids to navigation research and development and well represented in IALA technical committees
- An extensive *Navaid Review* being announced in 1987.

All the above reflects upon the Trinity House policy of making economies, maintaining efficiency and providing the world's mariners with a high standard of service.

Captain James Manson

On 9 January 2024, aged 70.
Younger Brother No 211.
}He was admitted in 2009.

He was a Trinity House licensed Deep Sea Pilot and from 2002 to 2014 piloted vessels between ports in Western Europe, anywhere between North Norway and Gibraltar. From 2011 to 2014 he was Chairman of Europilots.

From 1998 to 2001 he served as a Master with Jardine Ship Management.

Trinity House welcomes three new Elder Brethren

Trinity House has sworn in Captain Fran Collins, Commodore Duncan Lamb and Rear Admiral Iain Lower at a meeting of its Court

At a meeting of its Court on 17 October 2023, Trinity House swore in three new Elder Brethren. Captain Fran Collins, Commodore Duncan Lamb and Rear Admiral Iain Lower joined the Court, the maritime corporation's uppermost level of governance.



Captain Fran Collins MNM

Fran joined Red Funnel as CEO in June 2018,

having spent over 20 years in the Merchant Navy.

Fran's career as a seafarer started with a dual cadetship at South Tyneside College sponsored by Shell Shipping, qualifying in 1997 with both Deck and Engineer (Steam and Motor) licences.

In 2008, Fran transferred into shore-based management and since then has continued to develop her career through several executive roles that have included operational management, business leadership and the delivery of major strategic projects, several of which involved significant and extensive stakeholder management.

Alongside her role as CEO at Red Funnel, Fran also provides support to Saga Cruises as a Non-Executive Director as well as being an active member of a number of industry bodies at a strategic level, including the Department for Transport's Clean Maritime Council and the Isle of Wight's Chamber of Commerce.

In November 2019, Fran received the Merchant Navy Medal for her contribution to the shipping industry.



Commodore Duncan Lamb CMMar AFNI RFA (Retd.)

Duncan retired as

Head of Service for the Royal Fleet Auxiliary (COMRFA) in October 2020. In this role he was responsible for the safe operation of the flotilla and the recruitment, training and management of 1,900 UK civilian mariners.

As part of the Royal Navy's senior management, he was the Senior Responsible Owner for replacement fleet tankers, a £560 million project within the Government's Major Programme Portfolio that delivered four ships into service during 2016-19. He was involved in a comprehensive personnel change programme for the RFA that he then delivered as COMRFA. An advocate for diversity and inclusion, he was an early signatory to Maritime UK's Women in Maritime initiatives and senior ethnicity champion for Navy Command HQ.

Since retiring, he remains professionally active and is a Warden of the Honourable Company of Master Mariners (HCMM) and an advisor for the RNRM Charity. He chairs the Chartered Master Mariner Registration Authority, which governs Chartership on behalf of HCMM and the Nautical Institute.



Rear Admiral Iain Lower CB MA AFNI

In advance of February's Court meeting, Rear

Admiral Iain Lower was sworn in as an Elder Brother as part of the process to succeed Captain Ian McNaught as the Deputy Master of the Corporation and Chief Executive Officer of the General Lighthouse Authority.

Honours

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

HM The King's New Year Honours List 2024

CB

Rear Admiral Andrew Betton, OBE, Younger Brother No 262.

Rear Admiral James David Morley, Younger Brother No 196.

Appointments

IMRF

Vice Admiral Sir Timothy Laurence, Younger Brother No 132, appointed Patron of the International Maritime Rescue Federation.

In addition to its work providing guidance and best practice for SAR operations, the IMRF has also launched a number of critical initiatives to improve the well-being and efficiency of SAR personnel, including its #WomenInSAR campaign, its #SARyouOK? mental health initiative and its #FutureSAR climate change awareness campaign.

Princess Cruises

According to industry sources in December Commodore Nick Nash, Younger Brother No 226, will be one of two Masters-in-Command of the 17th Princess vessel when commissioned in 2025.

Trinity House bids a warm farewell to Sir Alan Massey, Dr Margaret Amos and Commodore Rob Dorey, as they make their departure from our Lighthouse Board.

Sir Alan Massey, Non-Executive Chair

Appointed by Trinity House on 22 January 2020.

Sir Alan Massey was non-executive Chair of the Lighthouse Board since Trinity House established the position in January 2020. He announced his intention to step down from the Lighthouse Board on 17 October 2023.

Prior to that, he was Chief Executive of the Maritime and Coastguard Agency from 2010-18, following a long career in the Royal Navy that culminated in the

post of Second Sea Lord and Commander-in-Chief Naval Home Command, in the rank of Vice Admiral.

He was a consultant to the Irish Government on search and rescue matters from 2018-20, chairing the Irish National SAR Committee 2019-2020.

He was the first Lighthouse Board Warden following the grant of the Supplemental Royal Charter of Queen Elizabeth II in January 2022.

Sir Alan will continue to support Trinity House as an Elder Brother, sharing his vast experience and knowledge.



**Dr Margaret Amos,
Non-Executive Director**

Nominated by Secretary of State, appointed by Trinity House on 16 May 2017. Dr Amos' second and final term expired on 31 October 2023.

Dr Amos' expertise in the fields of audit and risk assurance, finance and accounting, transformation and supply chain management were of

great value to the Lighthouse Board. Notably, she was Chair of Trinity House's Audit and Risk Assurance Committee and also Chair of Trinity House's commercial subsidiary Trinitas Services Ltd.

Our Non-Executive Directors (NEDs) have a crucial role in helping Trinity House's Lighthouse Board identify continual improvements and ultimately

achieve better outcomes for the vital work we do as a General Lighthouse Authority.

These appointments—usually a three-year term—support the Lighthouse Board several days a month, through the year, and are an essential part of our governance arrangements.

We thank her for bringing her expertise and hard work to the Board.

**Commodore Rob Dorey,
Director of Operations**

Director of Operations
Commodore Rob Dorey left the leadership role at the end of January 2024 after eight years. He was appointed by Trinity House on 22 October 2015.

Rob has achieved much in those eight years, primarily in his role as a Lighthouse Board member and part of the Executive team that manages Trinity House's role as the General Lighthouse Authority for England, Wales, the Channel Islands and Gibraltar.

As well as overseeing the re-engineering and modernisation of many lighthouses and other marine aids to navigation and regularly leading the annual 'Visiting Committee' inspections of the estate, Rob helmed the organisation's response to the extraordinary circumstance of the COVID-19 pandemic and resultant lockdowns.

The period has also seen innovations—in buoy development and virtual aids to navigation, to name a couple—as well as enhanced co-ordination of operational resources between the three General Lighthouse Authorities. In this period, Trinity House has also undertaken significant

research into its offshore rock tower lighthouses, specifically their longevity and continued operational effectiveness against rising sea levels and more frequent and more severe weather conditions.

Major projects such as the first stage of the challenging Royal Sovereign Lighthouse decommissioning were successfully completed. While the project to replace THV *Patricia* has been challenging, Rob has taken the team through a deep analysis of the works to date and the lessons learnt will be invaluable in aiding and informing the ongoing project.

He was also instrumental in the organisation's attendance at London International Shipping Week in 2017 and 2023, lauded by the numerous sector partners who hosted or joined events onboard THV *Galatea* in the Pool of London.

Reflecting on his time at Trinity House, Rob said: *"The breadth and depth of skills we have in our small organisation is incredible. It has been both a pleasure and a privilege to have worked with so many highly talented and amazing people, all of whom are dedicated to the critical safety service that we provide."*

While Rob will be moving on to new ventures within the maritime



industry, he will remain an Elder Brother and will continue to support the work of the Corporation overall.

Deputy Master Captain Ian McNaught said: *"Rob's contribution to our work as a General Lighthouse Authority—and also his support for the charities through the Corporate Board—cannot be overstated. He has seen us through significant challenges and he has driven innovation that makes us a stronger organisation and all the better suited for the changing times. We wish him every success, and look forward to seeing him in his continuing role as an Elder Brother."*



Trinity House appoints new Deputy Master

Rear Admiral Iain Lower succeeded Captain Ian McNaught in February 2024 as the Deputy Master and Chief Executive Officer of Trinity House.

Following the retirement of Captain Ian McNaught, Trinity House is pleased to welcome Rear Admiral Iain Lower CB MA AFNI as Captain McNaught's successor.

Rear Admiral Lower became the Deputy Master at a meeting of the Court on 13 February 2024; at the same time, he assumed the Chair of the Corporate Board and became Chief Executive Officer of the Lighthouse Board that oversees Trinity House's role as a General Lighthouse Authority.

Captain McNaught will remain a member of the Court of Trinity House as an Elder Brother. Rear Admiral Lower joins Trinity House from the Commonwealth War Graves Commission following a successful career in the Royal Navy.

Spanning 32 years, he commanded four warships from Patrol Vessels to Destroyers

on operations across the globe, from the Falklands to the Arabian Gulf. Ashore he was Naval Assistant to the First Sea Lord, Head of the Africa Plans team at the UK's Permanent Joint Headquarters and, on promotion to Commodore in 2016, the Chief of Defence Staff's Liaison Officer to the Chairman of the Joint Chiefs of Staff in The Pentagon—a fascinating and rewarding posting that straddled the change in US Administration.

More recently, on promotion to Rear Admiral, Iain became the Royal Navy's Director of Strategy, Policy, and External Affairs. An executive member of the Navy Board, he was responsible for strategic planning, policy alignment, international liaison, reputation management and public affairs including relations across Whitehall, think-tanks, academia, and the maritime sector.

At the Commonwealth War Graves Commission, as the Director of Strategy, Communications and Commonwealth Affairs, he led the development and implementation of the new organisational strategy. Iain was until recently a trustee of The Seafarers Charity.

Holding an MA in Defence Studies from King's College London, Iain is a Freeman of the City of London and was made a Companion of the Bath in Her Majesty The Queen's Platinum Jubilee Birthday Honours List in June 2022.

Iain said: *"It is a very great honour to be joining Trinity House as its new Deputy Master. I look forward to working alongside new colleagues at sea and ashore, in the General Lighthouse Authority and the charity, as together we build upon Captain McNaught's legacy and take Trinity House into the future."*

Cornish lighthouses given upgrade

Programme Manager **Paul Briggs** updates our readers on the progress made on two projects to upgrade two Cornish lighthouses with improved equipment.

Throughout 2023 and into 2024, projects have been ongoing at two Cornish lighthouses: Trevoze Head—located near Padstow on the north coast—and Pendeen, located close to the St Just depot.

Both were last modernised nearly 30 years ago and as such due for an update to their ageing power, control and monitor equipment. Both stations also contained large quantities of mercury, used to allow the smooth rotation of their optic equipment; however, it is a toxic substance that Trinity House is removing from service due to the adverse effects on health when the vapour is inhaled.

Historically, mercury was used extensively in the millinery industry; the expression 'mad as a hatter' originates from the effects it had on the unfortunate workers.

At the time of writing, the design and procurement for both projects has been completed and installation work is well under way.

Installation works

The first task during any installation completed by Trinity House is to set up the site. All works are run according to the Construction Design and Management (CDM) Regulations that essentially ensure the health, safety and welfare of everyone on construction projects. Part of our duties include making the sites secure so that the general public cannot stray into the area of the works and all personnel are given a site induction and regular 'toolbox talks' to make sure everyone working at that site is aware of any risks and issues.

The engineers then installed the temporary aids to navigation (AtoN) equipment that will exhibit the required characteristics of each lighthouse, allowing for the main AtoN to be turned off while the modernisation works are ongoing.

The installation teams then make careful preparations to line the lantern room before draining the mercury from the bath.



◀ Trevoze Head Lighthouse

▼ Pendeen Lighthouse

► Pendeen Lighthouse's new light pedestal



“The big challenge on both of these lighthouses was the removal of the mercury bath itself. These are extremely heavy cast iron assemblies that are capable of holding approximately 40 litres of mercury and are an integral part of the rotating optic.”



Wearing specialist masks and protective clothing to stop inhalation of any harmful vapours or contamination of their clothes, the mercury is drained from the bath via a small tap into a UN-certified container that will be used to transport the mercury.

The process—by now well-practiced by the Field Operations Technicians—went smoothly at Pendeen Lighthouse, and the whole task was completed within a week. However, at Trevoze Head Lighthouse the drain point was found to be completely blocked, stopping drain down. A solution to the problem was sought and the project team and installation technicians devised a way of syphoning the mercury out of the fill point at the top of the bath using a vacuum pump. The new process was trialled by technicians to ensure its effectiveness and also to check that it could be done safely; it was much slower however all mercury was eventually successfully removed from the bath.

The next big challenge on both of these lighthouses was the removal of the mercury bath itself. These are extremely heavy cast iron assemblies that are capable of holding approximately 40 litres of mercury and are an integral part of the rotating optic.

However, even when the mercury has been fully drained from these baths, tests have shown that

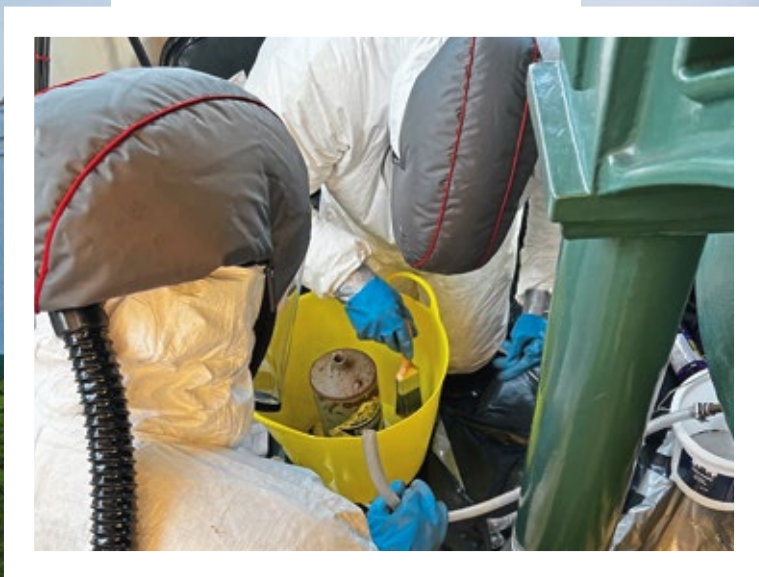
vapour continues to be emitted from the iron castings; to ensure there is no future risk to health these must also be removed from the lantern room.

The baths break down into sections, each weighing in at around a hefty 300 Kg. We employed contractors to lower and unbolt these sections and manoeuvre them out through the gallery door to be craned to the ground level for transportation.

Being banana-shaped and very heavy, these sections were not at all easy to manoeuvre within the confines of the lantern rooms. Luckily there is space at both stations to allow for a mobile crane to position close enough to complete the lifts off the lighthouse gallery.

At the time of writing, we have completed painting, installed new equipment and run in most of the cabling. New work platforms have been installed that have been assembled in the lantern rooms and allow technicians safe access to install new self-contained LED flashing lanterns that will provide the required navigation light. The cables will shortly be terminated, and the engineers will then start the commissioning phase.

Both of these stations are planned to be up and running by the end March 2024 and they will then be closely monitored during a one-month soak test before being handed back into service.



▲ Pendeen mercury removal

▶ Pendeen crane operations



Royal Sovereign Lighthouse project milestone

Senior Project Engineer **Rob Race** describes the successful ‘phase one’ of the deconstruction of Royal Sovereign Lighthouse as seen from the heavy lift barge *Gulliver*.



On 1 October 2023, Trinity House achieved a major milestone in the deconstruction of Royal Sovereign Lighthouse. This was stage one of removing the lighthouse, with the pillar following in 2024.

The final cut before an offshore structure is lifted away is called the ‘red-cut’. The decision to go ahead with it is the biggest call that gets made in an offshore

decommissioning project because there’s no going back. It’s critical that all involved have confidence that the structure is ready to be lifted and the forecasted sea state and wind speeds stay settled for long enough that the lift can go ahead.

It makes the decision of when to mobilise an asset as big as the *Gulliver*, a heavy lift barge operated by Scaldis, an important call too. Mobilise her before the structure is

ready and you incur the cost of having 22,400 tonnes of marine asset sitting idle; mobilise her too late and the length of time the structure spends cut and unsupported leaves the structure vulnerable to the weather changing and the lift being aborted.

For the lift of Royal Sovereign Lighthouse’s topsides, the weather of September 2023 offered no favours to the appointed contractor Herbosch Kiere in their execution of

▲ Royal Sovereign Lighthouse lantern tower being lifted by *Gulliver*



the work. Ominously close to finishing their preparatory activities, storm after storm blew through the Channel preventing their completion. It wasn't until the final week of the month when the forecast predicted that a more settled period of about five days would follow. It offered just the right strength of winds and low wave heights that would make a heavy lift like Royal Sovereign possible.

And so the decision to mobilise was made.



Thursday 28 September

The client team— comprised of contractors from Waves Group and myself—joined the *Gulliver* on the Thursday while she was alongside at Vlissingen Port in Holland. Setting sail that afternoon we embarked on a 150 nautical mile overnight journey from the North Sea into the Channel toward Royal Sovereign Lighthouse.



Friday 29 September

The *Gulliver* approached the lighthouse around 1300 just in time to see the last of the preparatory works being completed.

The late afternoon and evening was spent deploying *Gulliver's* anchors and by 1930 the heavy lift barge was set in her working position beside the lighthouse. All that was left was for the 'G/No Go' call to be made and the cut could be executed.

The 'Go / No Go' meeting requires unanimous agreement from all participating stakeholders aboard.

The *Gulliver's* principal crew (the Captain, First Officer and Heavy Lift Supervisor), the Scaldis project team, the principal contractor (Herbosch Kiere) and client team (Trinity House and Waves Group) were all present.

It is explained to the stakeholders that the cut will take approximately 24 hours, so the focus of the detailed weather forecast is on the conditions in 24-36 hours' time. Forecasts for the wind speed, swell, significant wave height and wave periods from three forecasting models were interrogated and agreement to proceed was reached. It was agreed that cutting would start the following morning.



Saturday 30 September

The cutting team made great progress in the daylight hours of Saturday, completing six of the eight cuts in the first 12 hours of operation. However, the final two cuts would be done overnight to coincide with when the most favourable conditions were forecasted on Sunday morning.

"It wasn't until the final week of the month when the forecast predicted that a more settled period of about five days would follow."



Sunday 1 October

With the remaining two cuts under way on the levels below, just as the sun rose, a last inspection of the lifting frame and equipment took place before the last sections of post-tensioned concrete connecting the topsides and pillar were severed.

As the final separation was made the crane's instruments would go from 100T (enough simply to maintain tension on the lines) to 1110.7T as the crane effortlessly raised the topsides clear of the pillar. Once clear the heavy lift barge retreated 140m away from the pillar with the topsides suspended safely on its hooks.

The transportation barge that would bring the topsides ashore was then towed alongside by its propulsion tug with the heavy lift barge's anchor-laying tug providing control at the stern. Once the barge received the topsides, it was secured by a process referred to as 'seafastening'. Once seafastened, the barge was brought clear of the *Gulliver* so it could begin its journey back to the Port of Shoreham for dismantling.

A shining light

Continuing our look at various roles around Trinity House, **Jared Seeley** tells our readers about his role as a Lighthouse Technician as part of our Field Operations East team.

I joined Trinity House eight years ago as an Apprentice Lighthouse Technician; during this time I studied for an NVQ in Electronic Engineering. I was fortunate enough to be taken on as a full-time technician in my fourth year.

As a Lighthouse Technician my primary task is to maintain shore-based and offshore aids to navigation (AtoNs) on planned six-monthly visits. I am also required to attend unplanned visits when there are station casualties, such as when one of the primary AtoNs is not working. We plan our routine work around weather windows to access remote stations; as we travel to lighthouses with a local boatman, some trips may be re-scheduled last minute.

Another role we have is installation work on modernisation projects. During this time a lighthouse is re-engineered with more modern and reliable equipment, adding the benefit of lower power consumption, especially for stations that run off solar power during the winter.

A typical week can vary for us, as it is dependent on many factors like weather, location and the type of AtoN. For example, one of my recent trips to Dungeness Lighthouse was to carry out planned corrective maintenance. The week started off by fixing the sector light and testing lights function and control through our own remote system, but then the team had to carry out temporary repairs to the steel fence around the property after a section had collapsed overnight.

On an offshore modernisation project we are away from home for two to three weeks at a time, which means we can't do what we normally

would at home but we try to make the best of a situation. Our evenings usually consist of watching B-movies like the Sharknado series when the weather is rough or fishing for big bass.

On a Sunday, rest day, we will all come together and have a giant roast dinner as a form of normality for any situation we are in. This is important as a lot of the time our stays don't go smoothly; problems we face can be small things like no heating to even worse things like no usable toilet, lack of water, lack of power—due to no diesel for the engine—and being stuck on station due to weather or helicopter reliability.

When we are not out at lighthouses, we can be found in the depot keeping our paperwork up to date. This includes closing and creating work orders on our maintenance management information system, updating safety equipment registers, carrying out PAT testing and keeping on top of our expenses.

My favourite station I have visited and worked on is Longstone Lighthouse. The location of the station requires a boat trip, and the accommodation is spacious. The optic in the lantern is the original rotating optic, which we rarely get the chance to see with the introduction of new standard equipment during modernisation projects.

One of the highlights of the job is working with new technologies and seeing how they can be implemented into our stations, as well as learning the history of the older lighthouses and their location. In general, being a Lighthouse Technician has been a great way to further my skills and see parts of the country I wouldn't necessarily get the opportunity to see.







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.

CHARITABLE GRANTS

The Fishermen's Mission

The Fishermen's Mission has been supporting fishermen and their families since 1881. Today, as then, our services continue to prove vital in the communities we serve.

What has changed, however, is the complexity of our work. For so many decades our services were based around poverty and loss, the two often going hand in hand. While fishing is still the most dangerous peacetime occupation in the UK, we still spend much of our time still working with those who find themselves in a 'heat or eat' situation, but additionally much of our work today is around well-being and health difficulties.

The rise in the recognition of poor mental health, suicidal thoughts and a lack of medical resources in a lot of fishing areas means that we are now often dealing with complex issues and a high number of significantly vulnerable people. With an active caseload of more than 4,000 clients, we see new people in need coming to us on a daily basis. This is a real challenge for us.

We took the decision five years ago to bring well-being checks to the quayside



with the introduction of our national award-winning SeaFit programme, working in partnership with the Seafarers Hospital Society. These have become a regular fixture on many a quayside and have proved both lifesaving and life changing for some fishermen and their families. Within this programme we have been able to introduce a 'Shout' 24/7 texting helpline for fishermen and their families.

To be able to continue to provide all these services, our team needs to be highly trained. All staff have a Mental Health First Aid certificate alongside

a very comprehensive training programme including health and safety assessments, safeguarding vulnerable adults and other more specialist areas.

Change and ongoing development is the key to our success. Services that we used to provide—such as large residential centres—are no longer needed and we have to move with the times. We can be contacted via X (formerly Twitter), Instagram and WhatsApp as well as via our Facebook pages or through our website. New ways of using our data mean that we can help any fisherman, active or former,

▲ The Fishermen's Mission provides vital work



anywhere in the UK with some speed, if required. Our 24-hour emergency at sea helpline is still a vital part of our work.

In November we were delighted to be able to announce a joint project with Macmillan Cancer Support. Funded by Macmillan this three-year project will be working with fishing families in and around North Shields, to understand what the blocks are that stop early diagnosis and treatment of cancer and which, if any, cancers are most prevalent for this socio-economic group.

We remain committed to the distribution of practical help, such as emergency grants and access to longer-term financial support, including help for the dependants of our fishermen.

Funded entirely by voluntary gifts and grants from our supporters, we remain deeply grateful for the commitment and friendship from everyone at Trinity House. Alongside a regular grant they provide, we have this year received extra support for our mental health work via our Port teams, and a vital gift of income to provide food vouchers to those in need around the UK.

www.fishermensmission.org.uk



REGIONAL GRANT SUPPORT - SOUTH DEVON AND CHANNEL

Shellfishermen

UK fishing is experiencing a crewing crisis with a lack of qualified people available to enter this career at sea; in order to even step foot on a fishing boat, crews need to secure basic sea survival—and then in quick succession, other courses to ensure they are trained how to stay safe whilst working on the water. Many inshore fishing vessels are considered micro-business and many have had a poor season fishing—and so skippers and vessel owners find themselves unable to afford to train new crews. Plus, because of the costs associated with basic training, new entrants are—for obvious reasons—reluctant to pay for training themselves.

Being made aware that Trinity House is able to award grant funding for things such as training new entrants for careers in fishing was such welcome news for our fleet—and members of South Devon and Channel Shellfishermen Ltd. is delighted to have been successful in a bid to the South

West Regional Committee. We have now funded the first two new entrant courses, one young man has successfully completed sea survival training and is now able to go to sea and progress his learning.

The other has now completed his basic health and safety course, setting him well on the path for further learning. Samuel Congdon, who completed sea survival, is 16 and keen to follow in the footsteps of his father who has been a lifelong fisherman who fishes from Dartmouth in Devon, a port where the fishing fleet is in decline. Samuel Congdon said about the training: *“I enjoyed the sea survival course and am excited that I can now go to sea on the fishing boats and carry on learning”*. We are looking forward to being able to report that he is fully trained and excelling at a career fishing—and are looking forward to hearing from others in our region who are keen to train to become fishermen.

www.shellfishermen.org

National Coastwatch Institution

National Coastwatch Institution (NCI) is a charity staffed and managed by volunteers whose mission is to keep people safe and help to save lives around the UK coastline. If you, a friend, or family member uses the coastal waters or the shoreline—maybe canoeing, fishing, boating, or even walking on our beautiful but sometimes treacherous coastline—we are watching and keeping you safe.

National Coastwatch is part of the UK Maritime Search and Rescue Organisation. Since 1994 we have worked alongside His Majesty's Coastguard (HMGC) the, the RNLI and the 'blue light' emergency services setting up—to date—59 stations staffed by 2,700 volunteers around the coastline of England and Wales.

NCI volunteer watchkeepers provide 'eyes and ears along the coast' keeping a visual and listening watch around the UK coastline, as many daylight hours as possible, 365 days a year. We:

- keep a safety watch on users of the inshore waters, beaches, and coastline
- listen for any emergency calls on VHF radio
- 'spot, plot, and report' incidents to HMCG to enable response by RNLI and other search and rescue assets
- engage with people to provide information and material to keep them safe along the coast.

While technology and satellite SAR systems are aids to improved safety at sea, they cannot spot a distress flare, an overturned boat, a yachtsman or water sports enthusiast in difficulty, or people in trouble while swimming—a trained watchkeeper can.

Incidents are reported directly to HM Coastguard and, during an incident, NCI watchkeepers monitor progress and provide additional information to the rescue services, including the position of the casualty and directions for search.

NCI watchkeepers are there to help anyone in difficulty within sight or sound of our watch stations, whether at sea, on the shoreline or coastal paths and cliffs. On average, we are involved with two major incidents every day including:

- people injured, stranded, or blown out to sea on boards, inflatables, and kayaks
- swimmers and divers in difficulty
- people cut off by the tide or washed from rocks
- injured walkers and climbers
- missing person searches including vulnerable people and lost children
- stricken vessels with engine failure, capsized, lost or damaged masts or rigging

- hazardous debris and pollution ashore and afloat
- cliff falls, stranded, and injured marine mammals and sea birds.

We have a range of technologies to aid in observation and monitoring. All stations are equipped with powerful optics, radios and in most cases radar and AIS, enabling watchkeepers to understand activity around the coast and keep a continuous safety watch.

We also now have staff trained at 30 of our stations to engage directly with the public at our stations or at 'pop-up' information centres to provide verbal or



▲ HRH The Princess Royal during a visit to NCI Gospor





written safety information and safety material such as waterproof phone pouches. We focus on:

- Staying safe walking on coast paths and cliffs
- Staying safe on the beach and while swimming
- Staying safe while boarding and paddling
- Staying safe on jet skis and small powered craft
- Staying safe in dinghies and small yachts.

This new initiative has been made possible by funding provided by Trinity House and is being developed in collaboration with the National Water Safety Foundation.

However, the National Coastwatch’s capability to maintain and extend its work is entirely dependent on donations from organisations and the public. We are keen to talk to institutions and individuals willing to help us keep more people safe and save more lives.

www.nci.org.uk

Enjoy a wonderful nautical retirement at Mariners’ Park

The Nautilus Mariners’ Park Estate in Wallasey is a unique place to live, where former seafarers can share memories and camaraderie in their retirement years with others who have experienced life at sea.

Founded some 160 years ago, Mariners’ Park Estate now forms part of the care and support services provided by the Nautilus Welfare Fund—a registered charity administered by Nautilus International. The Fund offers a range of specialist services to support retired seafarers and their dependants in need.

That includes a variety of independent living accommodation, a care home and home care services.

The specialist accommodation means retired mariners and their dependants can be surrounded by like-minded neighbours, and have access to a full range of support services to enable a long, safe, and happy retirement.

The Mariners’ Park Estate comprises 123 homes—including apartments, bungalows and houses, and a 36-bedroom Care Home.

We are specialists in supporting seafarers in their retirement and provide a range of housing options for rent. Properties are available now, with both one and two bedrooms.

Located on the banks of the River Mersey, Mariners’ Park is set in 16 acres of idyllic parkland with stunning views of the iconic Liverpool skyline. The park promotes independent living, and if you require care, you can be supported in your own home.

There is also a care home onsite which offers a higher level of support.

You will be part of a community that looks after one another, and retired seafarers who served at any rank are eligible to apply to live at the Park. You just have to demonstrate a substantial career at sea. We also consider applications from widowed applicants whose spouse was at sea.

Residents enjoy regular social events and can access a home care service to help with shopping, cleaning and other needs.

All accommodation comes fitted with a community alarm system, and emergency support is available 24 hours a day.

Facilities available to residents include communal social areas, a laundry, a hairdresser’s salon, a gym and a games room.

What our residents say about living at the Park:

“I just feel very privileged to be living here in Mariners’ Park.”

“Peaceful, quiet, secluded, a good atmosphere.”

“Mariners’ Park is tranquil and peaceful. As soon as I enter the park I feel safe and secure.”

“Here on the park you can enjoy the company of other residents and become involved in the various activities on offer, or if you prefer you can stretch out on your sofa and enjoy a good book.”

To arrange a visit to Mariners’ Park, email welfare@nautilusint.org or call 0151 346 8840. There is more information at www.nautiluswelfarefund.org



• The Nautilus Mariners’ Park

Trinity House Cadet in South Pacific crossover

Rory Campbell, one of Trinity House's Merchant Navy Scholarship Scheme Cadets, has written up his time on board the Royal Navy's HMS *Tamar*.

My time on board HMS *Tamar* started with a phone call from Stuart Bengé at Just Be Maritime (the operators of the Merchant Navy Scholarship Scheme) to ask if I would be interested in joining a Royal Navy (RN) warship operating in the Pacific. This was a very unusual opportunity for myself, considering I had only ever imagined that I would work on merchant ships my

entire career. The chance to learn about how the Royal Navy operates and to receive training onboard one of His Majesty's Warships—I knew this was an opportunity too good to miss.

Just Be Maritime and Trinity House then worked alongside the Royal Navy Merchant Navy Liaison Officer (Lt Cdr David Carter MNM RNR), all of whom organised my joining of HMS *Tamar* in Cairns, Australia in September 2023.

Upon arrival, the vessel was preparing to receive a Deployed Readiness Training package delivered by Fleet Operational Standards and Training. These periods ensure HMS *Tamar* remains prepared for continually deployed operations. This was an opportunity to see exercises involving multiple incident emergencies such as fires and floods happening simultaneously, steering gear breakdowns and navigational aids/equipment

▼ HMS *Tamar*



► Rory Campbell



failing on the bridge. This allowed me to see the ship fight to regain the ability to conduct its command aim as well as work as part of a team and learn lessons after each exercise.

A transit down to Sydney is what followed this intense training package for HMS *Tamar*. This was my first opportunity to see how the RN conducts visual pilotage. All RN Bridge Watchkeepers are trained in traditional visual navigation techniques so they are able to carry out pilotage in a GPS denial environment; this is done to ensure a vessel can be kept safe during the almost certain denial of global navigation satellite systems (GNSS) during a conflict. This was my first time seeing a pilotage conducted in this manner so gaining the knowledge and understanding of it has been eye opening. During the transit, I acted as the Second Officer of the Watch (200W) on the bridge and was trusted to have the con and run the Bridge Watch as the ship made its way to south to Sydney.

HMS *Tamar*'s time in Sydney was a dedicated month-long period of engagement with colleagues from the Royal Australian Navy (RAN) and United States Navy. As the ship arrived, it hosted their annual Trafalgar Night dinner with their Guest of Honour being the King's Representative in Australia, the Governor-General of Australia, His Excellency General the Honourable David Hurley. In attendance was also the British High Commissioner Vicki Treadell and Senior Officers of the Royal Australian Navy. The opportunity to represent the Merchant Navy at the Royal Navy's most important evening celebrating the success and life of Horatio Nelson at the Battle of Trafalgar was a huge privilege especially with the idyllic background of Sydney Harbour and background music provided by the Band of the Royal Marines on HMS *Tamar*'s flight deck.

The next few weeks saw HMS *Tamar* take part in a Seabed Warfare Exercise building upon the recently-signed AUKUS agreement. This was an opportunity for HMS *Tamar* to be

the hub for testing the latest in embarked capabilities. Persistent Operational Deployment Systems (PODS) were installed on HMS *Tamar*'s flight deck. Roughly the same size as a shipping container, each POD contains equipment and support for a dedicated operation for which a ship would not normally perform. To operate and run the exercise HMS *Tamar* embarked Royal Navy and US Navy dive teams, hydrographers and Royal Marines. Being the 200W during this period allowed me to experience the operational aspects of versatile RN Warships operating at range from the UK.

HMS *Tamar*'s Captain, Commander Teilo Elliot-Smith, organised a day for me to spend time onboard an Australian Government support vessel. The vessel was crewed by both Royal Australian Navy and Merchant Navy mariners. Going to sea to conduct trials on a new DP system I was able to be part of the testing of the new technology in Sydney Harbour. As part of the trials the ship put her rescue boats in the water; this was a fantastic opportunity for me to refresh my skills in driving lifeboats, which—in Sydney Harbour—was a once-in-a-lifetime opportunity.

The ship's time in Sydney also allowed for some great sightseeing opportunities. I was lucky enough to visit the Sydney Opera House, Bondi Beach and the Royal Botanic Garden, and there was even enough time to squeeze in a weekend trip to the Blue Mountains. I feel very privileged to have been given the opportunity to enjoy Sydney during the working visit, which was a great reward for the hardworking crew who all spend over nine months away from home each year in the Pacific.



A visit from the First Sea Lord and Chief of Naval Staff, Admiral Sir Ben Key—himself a Younger Brother of Trinity House—is what concluded an intense period of engagement with AUKUS partners. Ship's company and embarked forces provided him with updates on the busy Seabed Warfare Exercise.

Meeting the First Sea Lord was a great honour for myself; he has shown great dedication to a career in the Royal Navy, reaching one of the most prestigious positions in the maritime sphere, something I hope to do within the Merchant Navy.

A return to Cairns for a maintenance period followed; in order to maintain high availability for UK national tasking, dedicated weeks are set aside each year for focused maintenance. A working day alongside is just as busy as at sea: myself and the other Young Officers onboard were given frequent presentations on various maritime topics to do, known in the RN as Officer of the Watch Shareholders. We covered various topics including focusing on particular Rules of the Road to gain a better understanding, as well as covering accidents that have happened at sea where valuable lessons can be learned. For inclusion in my Training Record Book, I gathered various reports for drills we conducted on fires and floods, and these can act as valuable reference for myself to ensure I can act accordingly in a real-life incident in the future.

With the Great Barrier Reef in touching distance from the ship, a day spent snorkelling amongst the corals and aquatic life is a bucket list item I am happy to have ticked off. As well as unique marine life, the Northern Queensland region

also hosts an abundance of crocodiles, kangaroos, koalas, wallabies and plenty of other Australian wildlife.

Tropical Cyclone Jasper hit Queensland as the ship concluded its maintenance period; the one-in-a-generation cyclone was carefully monitored with the decision being made that the ship would sail to seek shelter before it hit the region. HMS *Tamar* sailed amongst a task group with the RAN to a sheltered anchorage in Cape Melville, in far North East Queensland. Witnessing task group and convoy work alongside the RAN showed me the tactical aspect of RN navigation. Encrypted messages with the course to steer and speed were sent between vessels, a Yeoman was on the bridge to decrypt the messages who could then pass on the relevant information to the OOW. During our period at anchor alongside the other RAN vessels, tours were arranged. A short seaboat ride over to HMAS *Leeuwin* for a tour allowed me to understand her surveying capability. Speaking with their onboard hydrographers broadened my views on charted and uncharted ocean regions; it is the precise work done by survey ships like the HMAS *Leeuwin* that allows safe navigation by both civilian and military mariners.

The cyclone passed and we departed the anchorage, then navigated HMS *Tamar* back down to Cairns where I was able to practice coastal navigation inside the Great Barrier Reef. This involved continuous visual fixing of the vessel's position. HMS *Tamar* then left Australia in her rear-view mirror as we embarked on our Eastbound Pacific Ocean transit headed for Fiji.

“It was fascinating to witness how slick the entire operation was with the French launching their seaboat and being over to assist within minutes.”





While *en route* to Fiji, HMS *Tamar* passed through the island of Vanuatu, ship's company were treated to an afternoon off and a 'Hands to Bathe' just off the coast of the islands. This was followed by a whole-ship barbecue on the flight deck. While in the vicinity of Vanuatu HMS *Tamar* navigated in close vicinity to some of Vanuatu's many volcanoes. Vanuatu lies directly on top the Pacific 'Ring of Fire' with seven on-land volcanoes and two beneath the sea. Fixing HMS *Tamar's* position using spot heights and radar ranges off of Vanuatu's volcanoes was an unforgettable navigational experience.

The vessel arrived in Fiji for a Christmas stand-down period. The ship was welcomed by the echoing phrase 'Bula'—directly translated to 'good health'—though a common way of saying hello. Being in Fiji over the Christmas period was particularly special for one member of HMS *Tamar's* ship's company, a Fijian national himself who—for the first time in his naval career—had been able to visit his home country in a ship. Christmas on board involved Christmas carols, karaoke and an extensive raffle with plenty of top prizes up for grabs. It is never easy being away from home, especially over the

Christmas period, far removed from family and loved ones; HMS *Tamar* made the most out of it with the ship having a family-like atmosphere onboard. Following on from the festivities, HMS *Tamar* headed back out to sea heading eastbound for Tahiti. During this transit HMS *Tamar* was among the last 0.000006% of the world's population to bring in the bells and welcome 2024; it was spent in a unique spot, 40nm off Palmerston Atoll in the Southern Pacific Ocean.

HMS *Tamar* rendezvoused with FS *Bougainville* of the Marine Nationale (French Navy), a multi-mission patrol vessel operating out of Tahiti. Multiple exercises were conducted with the FS *Bougainville* including towing and a fire exercise. For the purpose of the fire exercise HMS *Tamar* acted as the vessel in distress and boarded members of the FS *Bougainville* to help extinguish a fire onboard. It was fascinating to witness how slick the entire operation was with the French launching their seaboat and being over to assist within minutes. The final exercise HMS *Tamar* participated in alongside the Marine Nationale was the towing exercise. HMS *Tamar*, for this exercise, had engine failure and needed a tow; a towing line was sent from the FS *Bougainville* over to HMS *Tamar* and attached.

FS *Bougainville* proceeded to tow HMS *Tamar* and carry out various manoeuvres. The exercise concluded with both vessels exchanging gifts, FS *Bougainville* remaining out on patrol and HMS *Tamar* continuing on to go alongside in Tahiti.

After a week at sea we had finally arrived in Tahiti. It certainly lived up to the high expectations with a wealth of natural beauty all around us. Ship's company were greeted in true Polynesian style with the crew being given floral necklaces.





“Working onboard an RN vessel and representing the Merchant Navy has been one of the best things I have ever done.”

After a few days working alongside the opportunity to see and explore Tahiti arrived.

Myself and other officers managed to hire a car and see the island. Les Trois Cascade (three waterfalls), the black sand beaches and Teahupoo—a surfer’s paradise—were just some of the stops made around the island. Watch handover week also occurred in Tahiti, with one third of ship’s company going on five weeks’ leave back in the UK and their counterparts coming in and relieving them. This would be the final time I would see most of them, so bidding them a farewell was an opportunity for me to thank them for their time and efforts to helping me throughout my training time onboard HMS *Tamar*.

With the watch handover week completed and returning crew now settled, HMS *Tamar*

continued east to what might be the most unique port visit I will probably get to experience. The anchor was dropped just off Pitcairn Island, in Bounty Bay, so named after HMS *Bounty*. The islands are renowned for being the place of settlement for Fletcher Christian and his gang of mutineers after they took the ship from Bligh, setting him and 18 other sailors adrift. Modern day Pitcairn has a tiny population, including a number of people proudly descended from the original Bounty settlers. Pitcairn is Great Britain’s sole Overseas Territory in the Pacific, with the purpose of HMS *Tamar*’s visit to provide assistance with works required on the island. Swimming in Bounty Bay and reaching the highest point on the island capped off a once-in-a-lifetime visit to Pitcairn

Island and I wish to express my gratitude to the RN, Trinity House and Just Be Maritime for the wonderful opportunity.

Working onboard an RN vessel and representing the Merchant Navy has been one of the best things I have ever done; the training I received throughout always challenged me allowing me to improve myself both personally and professionally. I would also like to thank HMS *Tamar*’s Commanding Officers Teilo Elliot-Smith and Tom Gell, the Ship’s Executive Officer Lieutenant Commander Matt Millyard, the Navigating Officer (Navs) Lieutenant Sam Williams, the Operations Officer (Ops) Lt Zac Connor, the First Lieutenant Matt Burton and HMS *Tamar*’s ship’s company for their constant support throughout my time onboard.

▲ HMS *Tamar*
Pitcairn Island,
Bounty Bay



Photography competition

Enter our annual photography competition.

Every year Trinity House holds a photography competition, featuring not just Trinity House lighthouses but our vessels, buildings and buoys too.

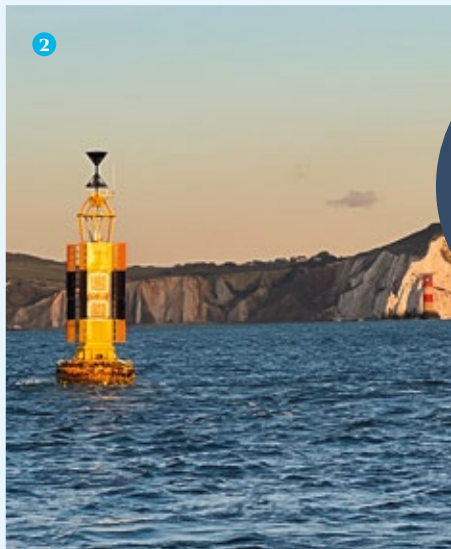
Trinity House selects 12 photographs entered as part of this competition to be included in the annual Trinity House calendar.

To find a winner we post the 12 images online and ask you to vote for your favourite.

Congratulations to Ian Pledest for his winning entry of Needles Lighthouse which features in the Trinity House 2024 Calendar.



1



2

Photographs can be submitted online at tinyurl.com/ycknccf4 where terms and conditions can also be found.

Good luck!



4



3

- 1. Start Point Lighthouse by James Cheetham
- 2. Needles by Martin Reeve
- 3. Godrevy Lighthouse by Georgie Ball
- 4. THV Galatea by Luke Martin

The Master's Practical Guide to Maritime Law

The International Federation of Shipmasters' Associations and the International Chamber of Shipping have co-authored a legal reference book for seafarers.

Co-authored with the International Federation of Shipmasters' Associations (IFSMA), the International Chamber of Shipping (ICS) has launched its first edition of *The Master's Practical Guide to Maritime Law* as a simple and practical legal reference book specifically for seafarers.

Identifying legal issues

The guide is specifically designed to help Masters at sea identify and address common legal issues. As Masters are not qualified lawyers, the guide helps them understand how to manage legal risks and respond within the confines of the law to protect the interests of themselves, the shipowner and other crew members. With such high stakes, it is crucial for Masters to have access to this one-stop shop for practical legal guidance.

At IFSMA Commodore Jim Scorer, Elder Brother, is Secretary-General.

This detailed and practical guide bridges the gap between theory and practice by bringing real-world situations to life, both in port or sea, helping Masters navigate common legal issues and pitfalls and assist in protecting the shipowner's interests.

The publication's contents are listed on the ICS' online bookshop: publications.ics-shipping.org

Guy Platten, Younger Brother, Secretary-General at the ICS, commented: *"This is the first comprehensive guide specifically for seafarers and is essential reading not only for seasoned Masters seeking to refresh their knowledge, but also Masters who are embarking on their very first voyage and would benefit from guidance through the legal intricacies within the maritime industry. Working so closely with IFSMA on this guide was crucial in ensuring that the guide addresses the key legal issues commonly facing Masters today and provides comprehensive guidance in an easy-to-digest way."*

Serving shipmaster Martin Bjorkell, who contributed to the guide, said: *"This guide will prove invaluable for our industry and help Masters know how to approach legal issues effectively, highlighting best practices and providing expert guidance on managing legal risks, with particular emphasis on the commercial aspects that form a significant part of every Master's responsibilities on board. We wanted Masters to feel empowered to make informed decisions on matters that might have legal consequences to*

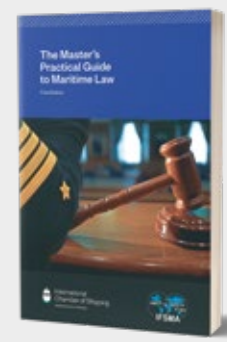


To order

For more information and to pre-order *The Master's Practical Guide to Maritime Law*, readers can visit the ICS online bookshop at publications.ics-shipping.org

This first edition is priced at £250 and is available in print and e-book formats.

Members of IFSMA receive a discount of 20%.



“This guide will prove invaluable for our industry and help Masters know how to approach legal issues effectively.”

ensure the safety of the crew, ship, environment and cargo.”

The Master's Practical Guide to Maritime Law encompasses a wide range of subjects; with each chapter, Masters will gain

a comprehensive understanding of their rights, responsibilities and obligations under maritime law from the start of a voyage until the end. It covers the legal responsibilities in areas such as ship documentation, contractual relationships and commercial responsibilities for carriage of cargo, as well as dealing with crimes on board and local legal enforcement.

The guide also explains the international conventions that underpin the global maritime legal framework, for example on pollution regulations.

The guide is valuable for a wide array of individuals working across the whole industry including chief officers, shipowners, P&I clubs, officers in training and training institutions.

While the guide strives to offer a comprehensive overview on legal issues which the Master may encounter, it does not replace the need to obtain professional legal advice in the relevant jurisdiction particularly when the Master and shipowner is faced with legal challenges beyond the scope of the guide.

8 June 1724

Smeaton at 300

Celebrated civil engineering innovator John Smeaton is born.

This year marks the 300th anniversary of the birth of John Smeaton (1724-92), one of the most important and distinguished civil engineers in British history; he was born at Austhorp, near Leeds, where he also died. His activities covered a wide field including water mills, bridges, harbours and land drainage, but he is best known for the third Eddystone Lighthouse, which he built between 1756-9.

This structure illustrates better than any his innovative imagination, most apparent in the complex system of dovetailing he employed in fixing the courses of masonry together. Cramps and joggles had been used by classical and medieval builders, but Smeaton—drawing on his great knowledge of carpentry—was the first to employ these tension joints to solve masonry problems, and these methods were to be the model for other masonry towers.

Smeaton's written and illustrated account of the building of his lighthouse (contained in a large folio volume, published

in 1791, and dedicated to the King) conveys the enormous difficulty of the undertaking.

In the summer of 1756, Smeaton landed on the rock to measure and mark the site and establish a plan for building. On 12 June 1757, the first stone of the lowest course, weighing 2.25 tons, was hoisted out of the boat and onto the rock. Some 1,493 stones, all of comparable size with the first, were quarried, dressed, given a trial fitting ashore, numbered for identification purposes, sailed or rowed out, hoisted onto the rock, and set in place.

As an aside to illustrate the difficulties of the work, England was at war with France, and so there was constant naval activity at Plymouth. The workmen employed to build the lighthouse carried medals commissioned by Smeaton to exempt them from continual interference from the press gangs.

Every stone was ingeniously dovetailed to its neighbour, and so substantial was the whole structure that the most violent storms had no effect



upon it, although the waves would frequently enwrap the tower like a sheet, rising at times to double its height, and totally hiding it from view.

The light—24 candles at a height of 70 feet above the reef—was exhibited for the first time on 19 October 1759.

Smeaton himself, although conscious of the strength of his great work, was sometimes anxious for its safety, and one account recalls seeing him standing on Plymouth Hoe gazing with his telescope in the direction of the rock, his sole thought being of his lighthouse.

This tower was eventually re-erected on Plymouth Hoe after the sea had gradually undermined the rock upon which it stood; the present tower by Douglass was completed in 1882.

1. The Romney portrait of John Smeaton, supplied by The Smeatonian Society of Civil Engineers

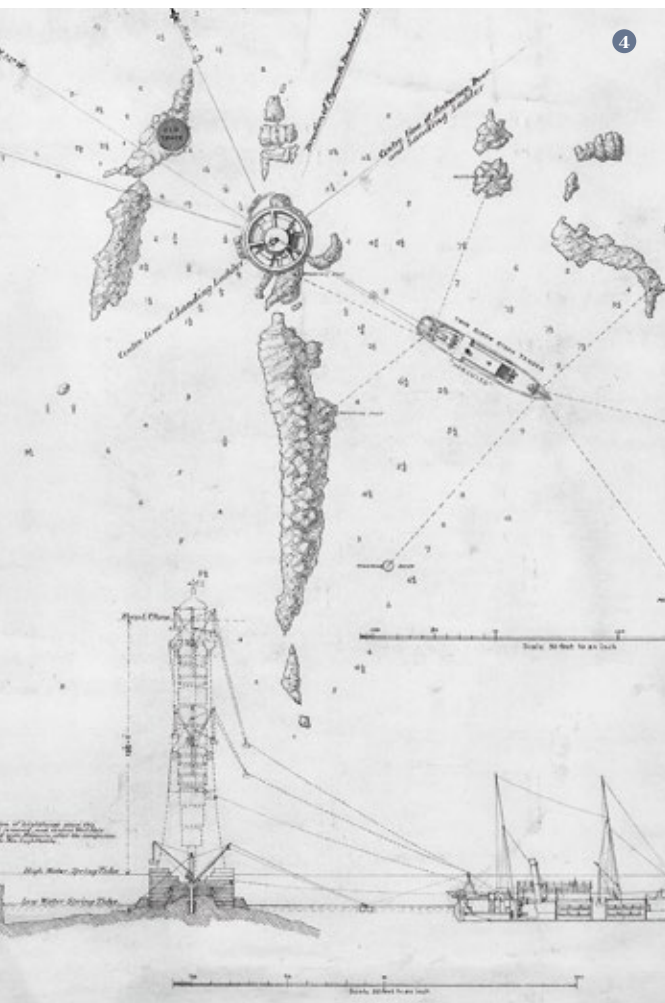
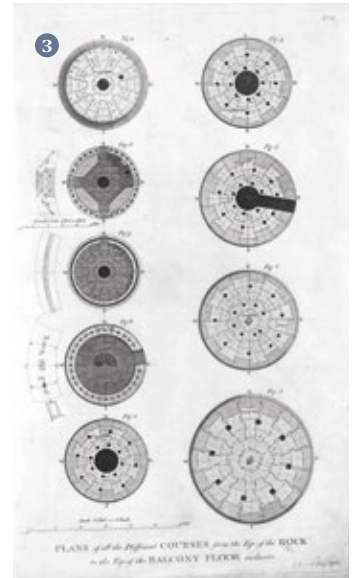
2. Stormy Landscape with shipping close to the Eddystone Lighthouse 1874, by Admiral Beechey

3. Plans of the different courses used throughout the lighthouse

4. Plan and section of the lighthouse at low water, showing setting arrangements

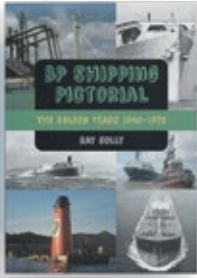
5. Eddystone Light visited by Trinity House Yacht in 1815

6. 'Phare d'Edystone', a French drawing making interesting use of artistic license



Book reviews

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



BP Shipping Pictorial: The Golden Years 1945-1975

By Ray Solly
Published by Whittles Publishing.
192 pages.
ISBN 978 184995 474 7

Here is an authoritative examination of the 30-year post-Second World

War period covering significant changes in the history of the British Petroleum Tanker Company. It features a period of prosperity prior to the development of the company's fleet into VLCC-class ships. These changes were vital to the development of the company's fleet from modest 12,000 summer deadweight tonnage vessels to the VLCC class ships which ranged up to *British Respect* with her capacity of 277,746 dt.

Eight chapters with conclusions, bibliography, acknowledgements and a ship index of approaching 200 vessels mentioned in the text are provided with a wealth of illustrations making this a valuable shipping company history.

Mentioned, too, are the various references to the political scene down the years: tensions in the Middle East; commandeering of assets; the OPEC oil price hike; the 1970s North Sea oil boom. Each hazard was ridden by an effective and resilient company.



A Brief Atlas of the Lighthouses at the end of the World

By Gonzáles Macias
Published by Picador, 160 pages.
ISBN 978 15290 8714 7

These days the pharological story is still being told by keen authors assisted by the world's aids to navigation services and sources of illustrations. Long may this continue. Without doubt industrial archaeology is gaining ground as a topic for study.

On the extremities of six continents, the light stations studied by Macias are here, alphabetically: Adziogol; Amédée; Aniva; Bell Rock; Buda; Cabo Blanco; Clipperton; Columbrete; Eddystone; Eldred Rock; Evangelistas; Flannan Isles; Godrevy; Great Isaac Cay; Grip; Guardafui; La Jument; Klein Curaçao; Lime Rock; Longstone; Maatsuyker; Matinicus Rock; Navassa; Robben Island; Rocher aux Oiseaux; Rubjerg Knude; San Juan de Salvamento; Smalls; Stannard Rock; Stephens Island; Svyatonosky; Tillamook Rock; La Vieille; Wenwei Zhou.

With 34 entries that explore a tiny portion of man's endeavour the volume is dedicated to those who once served on an isolated lighthouse and to the people who have contributed to collecting and passing on their stories. Well illustrated.



Light Blue

By Sydney T Scott
Privately published by the author.
373 pages.
ISBN 979 8377749752

A memoir from one who grew up in a Northern Lighthouse Board family and left home for London where he joined the Metropolitan Police (aka The Met or The Job).

A vivid and valuable social history of 20th century life in the lighthouse and police services.

Scott served 32 years at Notting Hill in London's W11. He describes policing the annual Carnival as an exhilarating experience.

Of his time he recalls many hair-raising episodes which all go to show that they are on the front line from the moment they step out of the station. Fast moving and reads like a long episode of *The Bill*. In retirement he made a nostalgic return to Scotland to see his family's stations where his father had served 44 years.

Readers wishing to obtain a copy are invited to contact the author at: Sydsconfig999@gmail.com; a copy signed by the author is available.



TRINITY HOUSE

SPRING 2024 | ISSUE 40

Around the service

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



PROMOTIONS

John Chilvers
Support Engineer
25 September 2023

David Fernandez-McGurk
Seafarer (THV Patricia Starboard)
27 September 2023

Rosie Offord
Project Support Officer
2 October 2023

Sarunas Druckus
Second Officer (THV Patricia Starboard)
8 November 2023

Dominic Chodzynski
Second Officer (Auxiliary)
8 November 2023

Paul Stuart
Seafarer (THV Patricia Port)
29 November 2023

Tom Booth
First Officer (THV Patricia Port)
29 November 2023

Adam Keen
Captain (THV Patricia Starboard)
20 December 2023

Robin Why
First Officer (THV Patricia Starboard)
20 December 2023

Goran Lovric
Second Engineer Officer (Auxiliary)
10 January 2024

Paul Vallely
Captain (THV Patricia Port)
10 January 2024

Alistair Bardon
Second Officer (THV Patricia Port)
10 January 2024

Field Operations West at Skerries Lighthouse

Some of our Swansea-based Field Operations West team were called out to Skerries Lighthouse to fix main light and engine issues in the run up to Christmas 2023. While they were there, they took this great group photo; we are pleased to share it here with our readers!

From left to right: **Ian Arthur** (Senior Technician), **Mike Roberts** (Senior Technician), **Jack Lawson** (Lighthouse Technician) and **Thomas Eyre** (Lighthouse Technician).



LEAVERS

Ryan Christopher
Engine Room Assistant (THV Galatea Port)
20 September 2023

Ariane Andrews
Performance Administrator
20 October 2023

Aaron Clayton
Trainee Deck Rating (THV Galatea Starboard)
8 November 2023

Mark Groves
Second Engineer (Auxiliary)
15 November 2023

James Platt
Procurement Manager
22 November 2023

Will Still
Able Seafarer/ Mechanic (THV Alert Port)
6 December 2023

Bob Culley
Captain (THV Patricia Starboard)
8 December 2023

Chris Tolman
Seafarer (Auxiliary)
20 December 2023

Jonathan Kidd
Inspector of Seamarks
27 December 2023

Rose Sesto
People Insights Lead
1 January 2024

Emma Bell
People Advisor
14 January 2024

James Aukland
Chief Engineer (THV Alert)
17 January 2024

James Charles
First Officer (THV Patricia Port)
31 January 2024

Robert Pearce
Lighthouse Technician (St Just)
4 February 2024

Mark Dixon
Second Engineer (THV Patricia Port)
21 February 2024

Lesley Wiles
Assistant to Head of Engineering and Operations
31 March 2024

TRANSFERS

Ian Archer
Commander (THV Alert Port)
6 December 2023

Alistair Hutchinson
Second Officer (THV Alert)
27 December 2023

Heather Fleming
Chief Engineer (THV Alert)
8 February 2024



STARTERS
PERMANENT

Lucas Moll
Buoy Yard Team Member
(Harwich)
14 August 2023

Cathy Paxon
People Business Partner
29 August 2023

Mark Hennan
Engine Room Assistant
(THV Galatea Starboard)
27 September 2023

Alexander Scholes
Third Officer (THV Patricia Starboard)
27 September 2023

Toby Mansell
Third Officer (THV Galatea Starboard)
27 September 2023

Regan Constable
Apprentice Supplies Officer (Harwich)
16 October 2023

Craig Jones
Seafarer (Auxiliary)
18 October 2023

Oliver Bailey
Third Officer
(THV Galatea Port)
18 October 2023

Zoe Callinan
Legal Executive
22 November 2023

Jeremy Gilmour
Inspector of Seamarks
11 December 2023

Mark Gray
Chief Engineer (THV Alert)
17 January 2024

Beth Briggs
Head of Procurement and Contract Management
29 January 2024

Charlie Sear
Trainee Deck Rating
(THV Galatea Starboard)
31 January 2024

Neil Goodyear
Seafarer (Auxiliary)
31 January 2024

Damien Oliver
Director of Major Projects
5 February 2024

Stephanie Woodhouse
Design Technician
12 February 2024

Daniel Marshall
Engine Room Assistant
(THV Galatea Port)
21 February 2024

Captain Andy Holt
Director of Operations
11 March 2024

Natalie Harris
Technical Services Administrator
2 April 2024

FIXED TERM

Daniel Chappell
Lighthouse Support Team Member
15 May 2023 – 14 February 2024

Sally Leonard
Payroll Assistant
11 September 2023 – 10 March 2024

Ross O'Flaherty
Head of Talent Management and L&D
18 September 2023 – 17 September 2024

Charan KP
Project Support Officer
20 November 2023 – 4 January 2025

John MacVicar
Trainee Deck Rating
(THV Patricia Port)
29 November 2023 – 28 November 2025

Emma Mealing
Assistant Estates and Property Manager
2 January 2024 – 1 July 2025

Great North Run success for Steve

On 10 September 2023, **Steve Vanstone** (Navigation Services Manager, based at London) completed the Great North Run half marathon in memory of his great friend and Trinity House colleague, Martin Thomas (44 years' service). Steve raised over £2,000 for Prostate Cancer UK and would like to thank all those that contributed to this amazing charity through his fundraising effort.

Unfortunately, a heat wave decided to strike the UK that weekend and, although not as hot as the south, it was still an energy-sapping 27°C in Newcastle! Therefore, Steve's two-hour target could not be broken but he was content with his finishing time of 2 hours 10 minutes and said: "I'm just happy that I still had the capacity to travel back to London that evening."

Congratulations Steve, and thank you for doing this in memory of the late and much-missed Martin.

Lesley Wiles retires



After 30 years with Trinity House, we say goodbye to Lesley for her to enjoy a well-earned retirement. Lesley initially trained as a teacher and then worked in the family business until joining Trinity House in 1993. Lesley started working in the HR department before jumping ship to Field Operations and in 2011 to Engineering in the role of Assistant to Head of Engineering and Operations. Lesley has an encyclopaedic knowledge of how Trinity House works and has been a mine of information on the vast range of operations, processes and technologies that make up the functions of Trinity House Engineering and Operations department.

Lesley managed the department budgets and prided herself in getting the budget submissions in on time, monitoring and reporting, which ensured sound financial oversight each month and every year.

Lesley has been a great support and happy to take on the more obscure requests that do

not fit in well with other roles such as managing the Paknet assets, calibration oversight, Facilities support and organisation of the yearly Engineering Management team away days, which have always been a great success.

Steve Keddie, Head of Engineering and Operations, said: *“Lesley has always been a loyal and trustworthy member of the team and happy to help anyone with her comprehensive knowledge of systems. We will miss her friendly welcome and commitment to Trinity House that has supported my role.”*

Outside work, Lesley is an accomplished swimmer who is still actively involved in the Harwich, Dovercourt & Parkeston Swimming Club and a keen darts player playing in local leagues. Lesley is also an enthusiastic supporter of Arsenal FC.

We wish Lesley well in her retirement to enjoy with her daughter and two grandchildren and hope to see her around Harwich in the future years.



OBITUARIES

It is with great sadness we report the death of:

Martin Wild on 8 December, aged 76 years. Mr Wild was an Assistant Keeper at the time of his retirement.

He joined on 20 August 1973 and left on 30 November 1987.

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**



MARRIAGES



Congratulations to **Rosemary Walsh** (Local Aids to Navigation Advisor), who wed Nana Kweku Wilson at the Roman Catholic Cathedral of St Mary & St Anne in Cork on 24 November. We wish the newlyweds a long and happy marriage!



Congratulations to **David Hayes** (Senior Planner) who wed Hannah Bennell on 1 December 2023. We wish the newlyweds a long and happy marriage! David and Hannah are pictured with their children Isaac and Willow.



ACHIEVEMENT

Celebrating 45 years at Trinity House

Swansea-based Supplies Officer **Martin Price** is celebrating 45 years at Trinity House. To mark this fantastic achievement, we asked him to share his experiences in his own words:

Well, where did that time go? My association with Trinity House started way before I actually started working here; my father served 33 years as a Watch Keeper/Switchboard Operator at Swansea Depot and from 1970-72 my brother worked as a Seaman on the old THV *Alert*.

I left school in 1978 and had a brief job as a tyre fitter, before joining Trinity House as Messenger. We had two Superintendents at that time and the manpower levels were three times what they are today. As a Messenger, I was supplied with a step-through motorbike to go up town to take the bank cheque in for the wages and pick up items for the staff. Unfortunately, I was too young to ride it at that time so I had to walk, but as soon as I reached 17 years old, I could then ride the bike. I remember being asked by the Stores Manager at the time whether I could pick up a small anvil in the top box!

After five years working as a Messenger, I transferred over to the Buoy Yard. There was no shot blast machine back then, just chipping hammers and hard work! The lanterns on the buoys were powered by gas bottles, and I remember



Many people ask me when I'm retiring, but as long as I'm still enjoying doing what I do then I'll keep going. In any case, that 50 years' service is within reach!

shovelling coal into bags for the lightvessels. I had various jobs in the yard, ranging from Paint Sprayer to Crane Driver. When the lighthouse automation project started in earnest in the 1980s, we were tasked to assist the outstation technicians and

I remember my first trip away was on Bardsey Lighthouse for three weeks. When the lighthouse keepers from St Ann's finished, we were each nominated a lighthouse where we would become attendants; my station was Smalls where I spent many happy weekends. I also spent some time as a Helicopter Liaison Officer, where I would occasionally end up in muddy farmers' fields waiting for the helicopter to arrive.

As a member of the Territorial Army, I did have spells away from Trinity House and I was allowed to do six-month tours of Bosnia and two in Iraq, plus the build-up training that comes with that. It was after my last tour of Iraq in 2008 when I transferred to Swansea Supplies. After the closure of the main stores depot in Great Yarmouth, the HGV was transferred to Swansea and as I had an HGV licence from my Army Reserve training, I applied for—and got—the new position that was created.

The job is certainly varied. As well as being all over the country with the lorry (even down lanes that most cars would struggle to negotiate!) I have also been on some projects as a stores representative, the most notable being a week in Gibraltar at Europa Point ... well, someone had to do it!

Many people ask me when I'm retiring, but as long as I'm still enjoying doing what I do then I'll keep going. In any case, that 50 years' service is within reach!

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

Lighthouse Board as at 31 March 2024

Hon Captain Lance Batchelor RNR (Non-Executive Chair)
Rear Admiral Iain Lower CB MA AFNI (Chief Executive)
Commander Nigel Hare RN
Captain Andy Holt
Ton Damen
Natalie Gull (non-voting)
Damien Oliver (non-voting)
Mrs Valerie Owen OBE (Non-Executive Director)
Alan Moore (Non-Executive Director)
Curtis Juman (Non-Executive Director)
Thomas Arculus (Board Secretary)

Corporate Board as at 31 March 2024

Deputy Master Rear Admiral Iain Lower CB MA AFNI
Captain Roger Barker MNM
Captain Stephen Gobbi MNM JP
Captain Nigel Hope RD* MNM RNR
Commodore William Walworth CBE MNM RFA
Commodore Rob Dorey RFA
Malcolm Glaister Esq.
Commander Nigel Hare RN
Rear Admiral Ian Moncrieff CBE DL
Commodore Martin Atherton OBE RN (Secretary)



TRINITY HOUSE

Trinity House

Tower Hill
London
EC3N 4DH

Tel: 0207 481 6900

Editor

 neil.jones@trinityhouse.co.uk

For updates between issues, please visit:

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www.headlines.uk.com

Cover image

A view of Longships Lighthouse as seen from the helideck of THV *Galatea*, shared by **Captain Martin Hamilton**

