



TRINITY HOUSE

INSIDE +

HOME WATERS

THV *Alert*'s
Commander
Tristan Burgess
describes towing
a lightvessel
from Harwich
to Falmouth
P30

Flash

THE TRINITY HOUSE JOURNAL

ISSUE

41

AUTUMN 2024

Lighting the way

Photographer Sienna Anderson superbly captures the
Aurora Borealis over Needles Lighthouse



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TRINITY HOUSE

Editor's note

Thank you for picking up this edition of *Flash*.

Among other things, this edition celebrates the winners at our annual Employee Awards and a major anniversary for Casquets Lighthouse. The annual awards event takes place every year in Trinity House, and is always a great opportunity to catch up with colleagues from other offices, depots or ships. This year we chose to do something a bit different, opting for a peer nominations system; well done to everyone that was nominated or awarded!

In this edition we have another great contribution from a colleague; this time it is **Commander Tristan Burgess**, who describes a lightvessel tow by THV *Alert*, notable for being an unusual job for our rapid intervention vessel. It is made especially interesting by being a return home to Falmouth for Tristan. Congratulations to former Deputy Master Captain Sir Ian McNaught on his promotion to Knight Commander of the Royal Victorian Order (KCVO) as part of the King's Birthday Honours List 2024.

Please pass the journal on to friends, family and neighbours that you think might like to read about us!

Neil Jones
Editor



How to get in touch

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Deputy Master's introduction

Rear Admiral Iain Lower reflects on some of the highlights of his first few months at the head of Trinity House, noting especially the impact made on him by meeting the people that make up the various shore and sea-going teams.

Since assuming the role of Deputy Master in February 2024, I have had the most enjoyable time learning the ropes. As I rack up a number of 'firsts', it has been fascinating to talk with as many of my colleagues as possible.

I have written up an account touching on some of the highlights of my first few months elsewhere in this journal, but I will take this opportunity to thank all of my colleagues—as well as the members of the Fraternity of Elder and Younger Brethren—for making me feel so completely at home in these new surroundings.

I wrote in my last introductory message that our story—written over 500 years—was “*one of incredible people consistently adapting and innovating*”. In this edition of *Flash*, you will see two great examples of exactly that: our annual Employee Awards and the 300th anniversary of Casquets Lighthouse.

The employee awards are a joyous occasion, most notably as the best opportunity during the year to bring our people together in one place from St Just, Swansea, Harwich, London, THV *Galatea*, THV *Patricia*, THV *Alert* and Walmer Homes. The

awards recognise a number of different achievements, including long service, innovation, individual and team successes and professional qualifications. It is an honour to be able to host the ceremony and present the awards, and a pleasure to be able to meet my colleagues and their guests in such a relaxed setting. The award citations that you will read later in this edition—while necessarily summarised—believe the hard work, the exhaustive commitment to quality and the innovation that each employee displayed to warrant each award.

Adapting and innovating has been the key to Trinity House's longevity, and this was very apparent to me when I headed up a visit to Casquets Lighthouse by our annual Visiting Committee team, where we unveiled a plaque on 13 July 2024, with Lieutenant General Richard Cripwell CB CBE, the Lieutenant Governor of Guernsey. The plaque marks the 300th anniversary of the lighting of the station, having first exhibited three lights on 30 October 1724. During that time, the main navigational light has moved from coal fires to LED lamps. Trinity House introduced reflectors, gas-powered lights and revolving optics, and

the station welcomed a long succession of lighthouse keepers, technicians, boat handlers, helicopter pilots and everyone at Trinity House, past and present.

Elsewhere in this edition, you will read the story of Trinity House's involvement in the historic D-Day landings, and how we joined with organisations around the globe to mark the 80th anniversary. Another fascinating Trinity House story!

Among the series of 'firsts' I have been so pleased to experience as I work through my first months here, were a visit to one of our charitable beneficiaries—spending a wholly fantastic, if windy, day out on the water with Ocean Youth Trust South—and my first Trinity tide as Deputy Master.

Finally, I write on behalf of everyone at Trinity House when I extend our warmest congratulations to Captain Sir Ian McNaught. His Majesty The King promoted Sir Ian to Knight Commander of the Royal Victorian Order (KCVO) as part of the King's Birthday Honours List, recognising over a decade's service at the head of Trinity House. The award speaks volumes about both Sir Ian and the role that Trinity House plays in the life of this nation and further afield.



Rear Admiral Iain Lower
Deputy Master



Review of the last six months

Looking back at highlights from Trinity House's calendar.



JANUARY

Trinity Village team success

The Trinity Village Estate Team is to be congratulated on a clean sweep at the Annual Knight Frank Promise Excellence Awards in January 2024 and the Doyenne IWD Awards 2024.

Vaidas Prichodka (Assistant Facilities Manager) won 'Exceptional Person of the Year Award 2024' at the Knight Frank Promise Excellence Awards (the most coveted award for this ceremony). He also won a 'PM50 Rising Star Award'

at the PMR and JSR Property Management Awards.

Louie-Mae Gibson (Estate Director) won an award for 'Advancing Diversity in the Workplace' at the Doyenne IWD Awards 2024 and was presented with the 'Future Leaders' Award 2024 at the Knight Frank Promise Excellence Awards.

Trinity Team won the 'Gold Customer Service Award 2024' at the Knight Frank Promise Excellence Awards.

Rental income from the Trinity Village Estate helps fund the Corporation's functions of licensing pilotage and supports maritime charities across the country.



APRIL

IALA AtoN Manager course success

April saw the completion of the 2023-24 IALA Level 1.1 Marine Aids to Navigation (AtoN) Manager Training Course. Trinity House, in its capacity as an IALA-Approved Training Organisation, ran the Level 1.1 AtoN Manager course from September 2023 to April 2024, with the final residential element of the course held in Harwich in the last week of April.

The course comprised three modules altogether, with Module Three finishing with a final group major planning exercise requiring participants to act as the National Competent Authority of a small coastal state charged with the delivery of an internationally compliant AtoN service. This year, the exercise focused on the port of Cartagena in Colombia.

During the final week, candidates visited THV *Galatea*, Harwich Buoy Yard, the Planning Centre and Harwich Vessel Traffic Services. At the end of the week, all candidates successfully passed the course and were presented with certificates by Latifa Oumouzoune, IALA Education and Training Manager, with the final presentations at the end of the course highly praised.

The 2024/25 course is scheduled to commence in September.

MAY

Aurora Borealis at Needles

Photographer Sienna Anderson managed to capture the Aurora Borealis over Needles Lighthouse.

She said: "As a professional photographer, capturing the Aurora Borealis has always been high up there on my wish list, never in my wildest dreams did I believe this would actually happen from my home town, the beautiful Isle of Wight. On the evening

of Friday 10 May 2024, we were treated to the incredible phenomenon that illuminated the night skies, this being the most extreme geomagnetic storm in two decades.

"That evening I ventured up the cliff path that runs from Alum Bay to the Needles, I could see the night show with the naked eye but what I was able to capture on the camera was something of absolute beauty. I hope never to forget the moment I saw my first capture, the colours were incredible, adrenaline racing through my body. I spent the next two and a half hours in a complete

work frenzy, constantly taking image after image in infinity mode praying they would be sharp and focused.

"On returning home, I immediately set to uploading my images and it was then that the reality of what I had just experienced really began to sink in.

"How unbelievably blessed was I to have witnessed such an incredible show and from my hometown too. It gives me great pleasure knowing my images can be enjoyed by those less fortunate who were unable to witness the incredible phenomenon. Enjoy."

JUNE

Trinitytide

HRH The Princess Royal was re-elected Master of the Corporation of Trinity House for the forthcoming year at the annual meeting of the Court held on Tuesday 4 June 2024.

Rear Admiral Iain Lower CB was re-elected as Deputy Master, **Captain Roger Barker MNM** as Upper Warden, **Captain Stephen Gobbi MNM** as Nether Warden and **Hon Captain Lance Batchelor RNR** as Lighthouse Board Warden of the Corporation.

After the annual meeting, the Elder and Younger Brethren attended the Annual Service at St Olave's Church, Hart Street, where the Preacher was **The Rt Reverend Stephen Lake**, Bishop of Salisbury.



© Trinity House

JUNE

Ukraine Cadetship

Trinity House secured a contract with the UK's Department for Transport (DfT) earlier this year for the fully-funded provision of Officer Cadet management services, to recruit and manage Ukrainian nationals holding UK residency visas as Officer Cadets within the maritime industry.

This DfT initiative will help Ukraine rebuild its maritime skills base and transport system.

Captain Nigel Hope, Director of Maritime Training for Trinity House, said *"We have worked closely with the Department for Transport team over recent months to develop this training programme in support of Ukraine. Our team will make every effort to support the Ukrainian cadets in successfully negotiating their cadetships and gaining their professional certification before being employed in the maritime industry."*

Any Ukrainian nationals holding UK residency visas who would like to apply for an Officer Cadetship are requested to review the careers information on the MNSS web pages before emailing an application letter and CV to mNSS@trinityhouse.co.uk, confirming your preferred training discipline (Deck Cadetship, Engineer Cadetship or ETO Cadetship).

JUNE

D-Day 80 anniversary

To mark the 80th anniversary of the historic D-Day landings on 6 June, Trinity House was proud to join with governments, charities and other organisations from within the UK and across the globe to commemorate the monumental effort that laid the path to ultimate success.

Trinity House welcomed the Commonwealth War Graves Commission's D-Day Torch at Trinity House in London, on its journey of commemoration from the

UK to Normandy as part of the 'Lighting Their Legacy' programme of events.

Trinity House employees also volunteered to light beacons as part of a nationwide scheme of commemoration at Cromer, Caldey, Lizard, Longstone, Lundy South, Peninnis, Start Point and Portland Bill lighthouses.

Deputy Master Rear Admiral Iain Lower said:

"This is a very notable moment, not least for being the last significant D-Day anniversary where surviving veterans will return to the beaches of Normandy, to pay their last respects to fallen comrades in the Commonwealth War Graves Commission's cemeteries

of Ranville, Bayeux and elsewhere. As I said in my last message, to me, the months of May, June and July 1944 are a fascinating and humbling story of meticulous planning and seamless cooperation between the Merchant and Allied Navies to get the job done, by day, by night and under constant enemy fire. It is a story of resilience, of courage, of fortitude and of sacrifice.

"I am incredibly proud that Trinity House's work then, as today, was to mark a safe passage when needed most."

Look for the full story about the anniversary and our role in the historic events later in this journal.



JUNE

‘Finishing The Dream’ celebration

Wetwheels’ founder and disability campaigner **Geoff Holt MBE DL** describes the dinner at Trinity House to mark the completion of the ‘Finishing The Dream’ campaign: *“A wonderful evening with friends was had at Trinity House, where we were delighted to mark the successful completion of my ‘Finishing The Dream’ round Britain challenge - thank you to everyone who made our celebration dinner such a unique event, with **Elisabeth Mainelli, Lady Mayoress of The City of London** also in attendance.*

*“The very special **Wendy, Anita, Emily** and of course **Bob** who loves coming onboard, very much stole the show, and reminded us just what Wetwheels means to so many. Wetwheels offers a unique*



opportunity for disabled and disadvantaged people of all ages—including those with multiple, profound and complex impairments—to access the water, providing special memories across eight locations.

“During a spectacular evening we raised over £35,000

for the appeal, raising funds for four new boats across the UK, through our auctions and pledges.” To find out more about the work of Wetwheels visit wetwheelsfoundation.org or to support the appeal www.justgiving.com/campaign/wetwheelsfinishingthedream



JULY

Employee Awards

In July, Trinity House’s London headquarters was host to the annual Employee Awards, bringing together a great number of employees and their guests from our locations at St Just, Swansea, Harwich, THV *Galatea*, THV *Patricia* and THV *Alert*.

This year we introduced an additional award, to mark an overall winner. For their exemplary professionalism and teamwork during London International Shipping Week, the overall award went to THV *Galatea*’s Port crew. Congratulations to all winners for their achievements and work this year.

The full list of winners is included later in this journal.



JULY

Trinity School opening ceremony

To mark the opening of the new Trinity School in Colchester, Headmaster Mark Orrin reached out to Trinity House to build a link between the two organisations by naming their new student houses 'Bishop', 'Farne' and 'Nore' after our well-known stations Bishop Rock Lighthouse, Longstone Lighthouse and the first

lightvessel at the Nore. After much hard work to get the school built and open for its pupils, Trinity School was ready to celebrate its success with a ceremony. To add a poignant finishing touch to their new school grounds, Trinity House offered a historical 'safe water mark' buoy; these buoys indicate

the presence of safe, navigable water all around, and this was felt to be an apt marker for the school. **Deputy Master Rear Admiral Iain Lower** and Director of Business Services **Ton Damen** attended the ceremony; the school invited the Deputy Master to address the assembled students before unveiling the buoy.

JULY

Casquets 300th anniversary plaque

To mark the impressive 300th anniversary of Casquets Lighthouse, Trinity House's annual Visiting Committee team unveiled a plaque at the lighthouse on 13 July 2024, with special guest **Lieutenant General Richard Cripwell CB CBE**, the Lieutenant Governor of Guernsey.

Three lights were first exhibited on 30 October 1724, from towers built by Thomas Le Cocq under lease from Trinity House. Readers will see an article about this anniversary and the plaque unveiling later in this journal.





Fraternity news

A review of appointments, honours and obituaries.

Appointments

Lord Warden and Admiral of the Cinque Ports Admiral Sir George Zambellas GCB DSC ADC DL, Elder Brother

On 21 May it was announced by the Prime Minister's Office that the King had approved the appointment of Admiral Sir George Zambellas GCB DSC ADC DL, Elder Brother, as Lord Warden and Admiral of the Cinque Ports, in succession to Admiral of the Fleet the Lord Boyce, Elder Brother, who died on 6 November 2022. Sir George is only the third Admiral to have held the office during its 800-year history.

Captain Peter Sparkes BSc (Hons), Younger Brother No 238.
Appointed CE RNLI w.e.f. 26 June 2024.

Obituaries

Captain Anthony Edward Robshaw Burton FNI

On 19 February 2024, aged 83,
Younger Brother No 23.

He was admitted in 1981.
Born in Colombo, Ceylon, he was educated in South Africa, India, Ceylon and England and was a pre-sea cadet in HMS *Worcester* from 1955 to 1957.

From 1957 to 1962 he served as a Cadet, Fourth, Third and Acting Second Officer with Bibby Line in the company's passenger, cargo and troopship operations worldwide from homeport of Liverpool. In 1964 he obtained his First Mate's FG certificate in Cardiff and passed his Master's two years later in Bristol.

Sometime in 1964 he was Chief Officer in a vessel of the General Steam Navigation Company carrying general cargo on Continental trades. The same year to 1970 he served in various ranks including Chief Officer in vessels of the Bristol City Line trading from the UK to North Atlantic and Great Lakes ports. A year was spent bulk-carrier tramping with Smiths of Cardiff.

For two years from 1972 to 1974 he served as a Chief Officer with Strick Line on general cargo trades from the UK to Arabian Gulf ports. This included heavy lift cargoes of up to 180 tonnes and general cargo. On take-over by P&O, trade was extended to general cargo worldwide.

To the end of 1983 he was with Silver Line as Chief Officer

and Master in general cargo vessels and bulkers with cargoes of timber and ore. During this time he commanded *Saint Nazaire*, managed by Silver Line. For nine months he served in a liquid sulphur carrier.

With regard to pilotage experience, he spent several months with North Sea Pilots mainly operating from Brixham to the Elbe and return. Some experience was gained in the Baltic. His pilotage was in various vessels from 260,000 tonne tankers to 10,000 general cargo vessels.

After more than 30 years' extensive seagoing experience including command, from 1990 to 1994 he acted as consultant in safety and quality management to Monte Carlo-based V-Ships. This was followed by the post of operations manager of Silver Line with day-to-day commercial management of some 50 ships of the Black Sea Shipping Company home ported at Odesa.

Later he worked in shipboard safety, finishing his career with the Steamship Mutual P&I Club in Bell Lane, a short walk from Trinity House. Following his retirement he and his wife Diana moved to south west France in December 2003.

As well as being a Younger Brother he was a Member of the Honourable Company of Master Mariners and of the Nautical Institute. With the latter he was later elevated to Fellow.

Captain John Colin Cragie

On 6 June 2024, aged 92,
Younger Brother No 13.

He was admitted in 1977. He first went to sea in 1951 as an Apprentice in *Ericbank* in Foreign Trade. Later that year he was promoted to Third Officer in *Myrtlebank* thence Fourth Officer in *Alcantara*, *Gascony*, *Durango* and *Drina*, each on Foreign Trade to 1956 whereupon he joined *Teviot* as Second Officer. A few weeks followed in *Empire Ken* followed by *Loch Garth*. By 1960 he was a relief Chief Officer in various

Throughout his time there he was concerned with the preparation on a lecturing and tutorial basis of Merchant Navy officers undergoing Board of Trade First Mate's Foreign Going examinations.

vessels and the following year he joined the staff of the Department of Navigation, Sir John Cass College as a Lecturer Grade B. Two years later he was promoted to Lecturer Grade II and in 1969 moved to the School of Navigation on Tower Hill, later to become part of the City of London Polytechnic.

Throughout his time there he was concerned with the preparation on a lecturing and tutorial basis of Merchant Navy officers undergoing Board of Trade First Mate's Foreign Going examinations.

From 1969 he was actively engaged in the development of radio-controlled ship models in



New Younger Brethren

In recent months we have extended a warm welcome to the following who have been admitted to the Fraternity:

Richard John Bell Esq

Assistant Director,
Technical Services Navigation –
UK Maritime Administration.

Michael Bunton Esq

Head of Navigation, Maritime and
Coastguard Agency (MCA).

Martin John Coles Esq CBE

CEO, Marine Society and Sea Cadets.

Andrew John Cutler Esq

CEO Britannia Steam Ship
Insurance Association.

James Gray Esq

CEO, Cluttons LLP.

Andrew James Hair Esq

Director, Azimuth Nautical
Solutions Ltd.

Rear Admiral Rhett Slade Hatcher

Chief Executive Officer, UK Chamber
of Shipping.

Captain Andrew Lee Holt

Director of Operations,
Corporation of Trinity House.

Geoffrey Trevor Marden

Holt Esq MBE DL
Trustee/Director, Wetwheels
Foundation.

David Patrick King Esq BSc FRICS

Honorary Surveyor to the
Corporation of Trinity House.

Ms Monica Kohli

Senior Lawyer, Gard UK Ltd.

Miss Lisa Lewis

Managing Director-LT
Environmental.

Steven McNaught Esq

Chief Officer/Safety Officer
Carnival UK.

Captain Anthony John Payne

Lifesaving Operations Director, RNLI.

Captain Thomas Arthur

George Schofield

Captain, Windstar Cruises.

Captain Gary Charles Shattock RFA

Captain RFA.

Martin Langford Shaw Esq MNM

President, Institute of Marine
Engineering, Science and
Technology (IMarEST).

Captain Christopher Stocks

Deputy Harbour Master (PD Ports),
Port of Tees and Hartlepool.

Rear Admiral Richard Stokes CBE

Chair, UK Sailing Academy (UKSA).

Benjamin Ian Willows Esq

CEO UK Sailing Academy.



▲ New Younger Brethren with Deputy Master Rear Admiral Iain Lower (right); Martin Coles CBE, Monica Kohli, Captain Gary Shattock, Captain Thomas Schofield and Rear Admiral Rhett Hatcher

a manoeuvring tank designed for the tuition of officers in the principles of ship handling. He left the School of Navigation in 1972 to commence training as a Trinity House Essex Rivers Pilot. In 1967 he joined the Clacton unit of the RN Auxiliary Service (RNXS) and qualified as a skipper to take command of RNXS Inshore Minesweepers.

In the summer of 1969 while in command as a Skipper he conducted a successful search operation for an American aircraft lost in the Channel and he showed great skill in locating wreckage and towing

large portions of it to Alderney. With RNXS he undertook a number of cruises in the Service's vessels: inshore minesweepers, fleet tenders and MFVs between limits from the Channel Islands to Hull. In all ports here he carried out his own pilotage. At the same time he spent much time under motor and sail in the waters of Harwich and the rivers Colne and Blackwater.

He was first licensed as a pilot in 1972 and was Honorary Secretary of the Essex Rivers Pilots' Committee. Pilots' licences for these waters

specified: 'From the sea up the River Blackwater to Maldon and vice versa, up the River Colne to Colchester and vice versa, and from Brightlingsea Roads up Brightlingsea and Flag Creeks as the tide flows and vice versa.'

Captain Cragie's great-grandfather was Cox'n of the Southwold No 1 Lifeboat, *Alfred Corry*, which was in service from 1893 to 1918. *Alfred Corry* was recovered from the mud at Maldon in 1974 and after a 16-year restoration was displayed in its own museum at Southwold.

Commodore Laurence Charles Hopkins LVO FIMgt RN

On 6 June 2024, aged 76, Younger Brother No 114.

He was admitted in 1997. After initial training from 1965 he was appointed to HMS *Ulster* for one year in 1967. From 1969 to 1970 he served in the minesweeper *Wiston* as navigating officer. From 1971 to 1973 he was a helicopter pilot in the commando carrier *Bulwark*. Subsequent appointments were to *Jupiter* as Flight Commander followed by the same position in *Antrim* in 1980/1981. He was Executive Officer in *Rothesay* in 1983/1984.

His first command was the minehunter *Brinton* from 1975 to 1977 followed by the frigate *Apollo* (1986-1988.). From 1991 to 1993 he was Squadron Commander of the Fishery Protection Squadron of thirteen patrol craft. From 1993 to 1995 he was CO of *Liverpool* and within that span to 1995 saw him as Squadron Commander of

the Third Destroyer Squadron comprising six warships.

Staff appointments followed. From 1977 to 1979 he was Personal Staff Officer and Flag Lieutenant to the Deputy Supreme Commander Atlantic based in Norfolk, Virginia.

The Daily Telegraph's RN and RM obituarist stated that: "Laurie Hopkins was the most steadfast and competent friend, never afraid to speak his mind when needed."

He attended the Royal Naval Staff College, Greenwich, as a student for one year in 1980. From 1981 to 1983 he was Staff Aviation Officer to the Flag Officer Sea Training based at Portland. This appointment oversaw, at the time of the Falklands War, the working-up and inspection of warships in aviation operations.

An appointment followed on the directing staff at the Army Staff College, Camberley, instructing officers in maritime and international affairs.

From 1988 to 1991 he was desk officer in the Ministry of Defence, Directorate of Defence Policy, drafting policy papers for the Chief of the Defence Staff.

One of his last appointments in uniform was as Head of the Bosnia Crisis Cell formulating and coordinating UK Strategic Defence Policy in the former Yugoslavia.

To close a full career, from 1997 to 2000 he served as Commodore and Chief of Staff to the Flag Officer Surface Flotilla. With regard to ceremonial, he was appointed Gentleman Usher to HM The Queen from 2009 to 2017.

The Daily Telegraph's RN and RM obituarist stated that: "Laurie Hopkins was the most steadfast and competent friend, never afraid to speak his mind when needed."

Vice Admiral Sir Clive Charles Carruthers Johnstone KBE CB

On 12 May 2024, aged 60, Younger Brother No 210.

He was admitted in 2009.

Sir Clive did his initial training from 1985 to 1987 in the frigates *Minerva* and *Juno* and the carrier *Invincible* as a seaman officer after he obtained a BA Honours degree at Durham.

He was the Navigator in minesweepers *Cuxton* and *Nurton* from 1987 to 1991. Service in *Invincible* followed as Warfare Officer then the frigates *Boxer* and *Coventry* to 1993. He was Executive Officer in HMY *Britannia*. Command came in 1998 and 1999 as CO of the frigate *Iron Duke* followed by the landing platform dock,

Officer for the Chief of Defence Staff, in other words: The Lead of CDS's Outer Office.

From 2015 to 2019 he was NATO MARCOM at Northwood.

He was knighted in 2019 and retired from the Navy the following year. On his admission as a Younger Brother in 2009 he was engaged with the Maritime Leaders' Forum, a Maritime UK/ Trinity House initiative. At the time of his death the next conference: Maritime Trade in Unstable World – Security for Mariners, Ships and Cargoes was being planned for Trinity House, on 16 September.

In the City of London he was recently elected as a Liveryman of the Worshipful Company of Shipwrights.

On the passing of Sir Clive,

Those who were privileged to know him will recall, among much else, his integrity, dynamism, piercing intellect and, above all, his passionate interest in, concern for, commitment to, and nurturing of, people.

Bulwark, from 2005 to 2007. During his time in *Bulwark* he oversaw the evacuation of several thousand British subjects from Beirut to Cyprus.

From 1999 to 2001 he served as Project Officer/Desk Lead for the future surface commitment in the Ministry of Defence. This was followed by two years as Policy Director for RN Warfare Training, then as Fleet Operational Planner and as Assistant Director.

By 2007 he was Director Naval Personnel Strategy, duties of which shaped the future RN personnel issues. The following year he was director of the Navy Staff as the lead for RN issues within the Ministry of Defence. By 2009 he was Principal Staff

The Corporation's Secretary, Commodore Martin Atherton, wrote: *"Sir Clive was a man of extraordinary and inspirational accomplishment, whether as a senior leader in the Royal Navy and a NATO commander, or latterly as the Director of Strategy for BMT Group Ltd, and most recently as the National President of the Royal British Legion, a role he had only assumed a year ago in May 2023. Those who were privileged to know him will recall, among much else, his integrity, dynamism, piercing intellect and, above all, his passionate interest in, concern for, commitment to, and nurturing of, people. His loss will be felt widely and deeply and he will be sadly missed by many."*

Captain Peter John David Russell FNI

On 17 March 2024, aged 89, Younger Brother No 132. He was admitted in 2000.

He commenced his seagoing career in 1950 with the Dalhousie Steam and Motorship Company heavy lift vessels *Empire Byng* and *Peter Dal II* transferring to the Royal Fleet Auxiliary in 1956, gaining his Master's Foreign Going Certificate in 1963.

From 1956 to 1966 he served in a broad selection of the RFA Fleet: naval armament vessels, oilers, tankers, victualling stores ships, respectively, in RFAs *Appleleaf*, *Black Ranger*, *Eaglesdale*, *Fort Dunvegan*, *Oleander*, *Pear Leaf*, *Retainer*, *Surf Patrol* (freighter tanker), *Teakol* (harbour oiler at Chatham), *Tidesurge* and *Wave King*.

He served with the RFA until he became a Cinque Ports Trinity House Pilot in 1967 working into the Thames Estuary. He also held a Deep-Sea Pilotage Certificate for work from Cherbourg into the London District and near-Continental ports.

In 1975 he commanded Comben Longstaff's bulker *Somersetbrook* to satisfy a lifelong ambition. After a round voyage to the Mediterranean he returned thankful to be a licensed pilot.

A working pilot for more than three decades, he was authorised and employed by the Port of London Authority on 1 October 1988 when pilotage was re-organised following the 1987 Pilotage Act and the responsibility for port pilotage was removed from Trinity House. In London he was the senior pilot and one of 12 pilots retained for the sea passage and berthing of the largest tankers using the port. His experience of

handling VLCCs and large tankers was considerable; in Shellhaven in 1985 he was a berthing pilot.

As Chairman of the United Kingdom Pilots' Association (Marine) Technical and Training Committee he published a large number of papers on pilotage safety and matters of maritime concern. He was one of the pilots' delegates on the UK Safety of Navigation Committee for 15 years and, on a number of occasions, served the International Maritime Pilots' Association (IMPA) at meetings of the IMO particularly regarding Routeing and ECDIS. He represented The Nautical Institute at the Donaldson Inquiry (which resulted in *Safer Ships, Cleaner Seas*, published by HMSO in 1994: ISBN 0 10 125602 7) and in a ministerial pilotage and port review.

During his time on the Nautical Institute's technical committee, he was the driving force behind improving the safety of pilots. Along with other dedicated pilots who were saddened by the unnecessary loss of colleagues during boarding and landing from ships, he addressed the issue of pilot ladder safety and drafted the original pilot boarding and landing code and contributed to the pilot ladder poster which is now found on board nearly every ship of the world fleet.

As one recent tribute put it: *"On the Thames Peter was responsible for replacing the outdated pilots' black raincoat with the SeaSafe high visibility coat with its integrated lifejacket. His legacy therefore lives on for pilots throughout the world."*

He joined the Nautical Institute on its formation and formed the Dover Branch in 1976. Elected a Fellow in 1977 he was one of three Trustees of the Institute and was elected a Vice President in 1993 and President in 1998.

Trinity House congratulates Captain Sir Ian McNaught on Birthday Honours award

Former Deputy Master earns knighthood in King's Birthday Honours List 2024 for over a decade's service at head of Trinity House

Trinity House congratulates retired Deputy Master Captain Sir Ian McNaught KCVO MNM on being promoted by His Majesty The King to Knight Commander of the Royal Victorian Order (KCVO). The award was part of the King's Birthday Honours List 2024, published on 14 June.

Captain McNaught became Deputy Master in November 2011; he served in that role for over a decade before retiring in February 2024. He retains his position as an Elder Brother of Trinity House.

During his time as the head of the Corporation, Captain McNaught oversaw a period of steady growth that brought in—among other things—greater collaboration with the other General Lighthouse Authorities of the UK and Ireland. He also championed sustainability and innovation in the provision of aids to navigation and strong working relations with its funding partners in the maritime charity sector.

He was appointed Commander of the Royal Victorian Order (CVO) in Her Majesty The Queen's 2019 New Year Honours in recognition of his service. Queen Victoria founded The Royal Victorian Order in 1896; all awards bestowed as part of the Order are given at the discretion of the Sovereign.

Remarking on the award, Captain Sir Ian said: *"It is a huge honour to receive this award from His Majesty for my time as the head of Trinity House. Likewise, it was an enormous privilege to be the head of such a fantastic organisation, and I want to reiterate my gratitude to everyone that works so hard to maintain its well-earned reputation as an invaluable part of the nation's maritime life."*

Deputy Master Rear Admiral Iain Lower CB offered his congratulations: *"This is a great outcome and much deserved. Ian's affable nature and modernising spirit were key to making Trinity House a great place to work and a much-respected name in the UK's maritime sector and beyond. Even in retirement, he continues to be a very active supporter of Trinity House."*



Honours

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

HM The King's Birthday Honours List 14.06.24

KCVO

Captain Ian McNaught CVO MNM FNI

Former Deputy Master

CBE

Rear Admiral Paul Beattie

Younger Brother No 442



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

UK Sail Training

Trinity House and UK Sail Training—why sail training is about so much more than learning to sail—A bit of a misnomer but when we refer to Sail Training, we don't mean 'learning to sail'.

Sail Training is not primarily about teaching people to sail, though many do earn sailing qualifications, and some will develop a lifelong love of sailing. Rather, the core aims of Sail Training are about using the experience to help participants develop skills and qualities which will make a real difference in everyday life: confidence, teamwork, communication,

resilience, the ability to cope with new situations, take responsibility, and much more.

In recent years, growing concerns about the rising rates of mental health challenges, (including issues such as anxiety) among young people have been compounded by the indisputably significant impact of the Covid pandemic. A whole generation of young people missed so many opportunities at key stages in their development: outdoor education and adventurous training, in particular at sea, can play a meaningful part in long-term recovery from the effects of the pandemic and lockdowns.

ASTO—Association of Sail Training Organisations—is the umbrella body for Sail Training in the UK, with a membership of more than 30 not-for-profit organisations operating more than 50 vessels around the UK. Their members enable over 12,000 young people and people with additional needs each year to undertake life-changing residential adventures afloat. The need for these opportunities is high. To deliver voyages that support the wellbeing of young people and encourage and challenge them to achieve their potential requires well-trained staff meeting high standards of navigational safety and vessel management.

One of the ways in which the Trinity House Maritime Charity supports Sail Training in the UK is through a Training Bursary Scheme. Recruitment and retention of appropriately experienced and qualified staff is a challenge for the sector, with the pandemic interrupting the pipeline of new staff and volunteers. For many, their first engagement with Sail Training is joining a trip as a participant. It then takes time to develop the skills and acquire the necessary experience to volunteer or work onboard.

In its mission to support Sail Training in the UK, ASTO has been working with the Trinity House Maritime Charity



since 2004 to promote and fund the training and development of staff and volunteers, enabling them to achieve a range of sailing qualifications. More than 135 awards have been made in the last 10 years.

One such bursary recipient is Peta Koczy, currently Operations and Training Manager for OYT Scotland. Her sailing journey began when she reluctantly took part in her first offshore sailing voyage with the same charity she now works for. She said: *“I remember feeling nervous and lacking in confidence, and even though I had done some dinghy sailing, I really wasn’t sure I wanted to go. But from the moment I stepped on board, I felt completely different, more confident and fell in love with Sail Training. I remember watching the First Mate in awe and thinking – that’s what I want to do with my life!”*

Following that voyage, Peta joined OYT as a volunteer bosun and in 2012 was offered a place on its Cadetship programme. She successfully applied for a Trinity House bursary to fund her initial training and has gone on to receive further funding to support her career development, leading her to her current role as Operations Manager.

“Without the support of the Trinity House bursaries, developing a career in Sail Training just wouldn’t have been an option for me. By removing the financial barriers, they opened up a whole new career path for me, one which I would never have thought possible. Now I’m literally living my dream job, however cheesy that sounds!” she said.

There is still much discussion about gender inequality in the maritime sector, but 51% of recipients of the ASTO Trinity House Bursary are female and continuing this trend by funding ongoing career development and training is crucial. Peta credits her success in part to the encouragement and support she has received throughout the last 12 years from a range of different mentors and advocates.

“I feel like I have come full circle as I now get to support and mentor the young people who come sailing with us. I am working with a young person on the latest Cadetship Programme whose training is also being funded by Trinity House which is fantastic,” enthused Peta.

Whilst the sector has faced challenges regarding staffing, those who have benefitted from support through the Trinity House Bursary Scheme continue to be the operational backbone of the sector at all levels. ASTO and its members are hugely grateful for the continued support which enables our Sail Training staff and volunteers to be trained to the highest standard.

www.uksailtraining.org

ISWAN - Working for seafarers’ wellbeing

Trinity House is a long-term funder and supporter of the International Seafarers’ Welfare and Assistance Network (ISWAN), a maritime organisation which works to improve the lives of seafarers and their families both in the UK and around the world with services, resources, strategies and advocacy. In 2023, ISWAN assisted over 6,400 seafarers and their families through its free helpline services, educational resources, relief funds and humanitarian support.

ISWAN’s free, confidential helplines, including SeafarerHelp and YachtCrewHelp, are available 24 hours a day, 365 days a year and provide emotional, wellbeing and practical support to seafarers and their families. ISWAN’s helpline officers are trained in providing an emotional support service for any issues that affect seafarers and their families, including supporting suicidal callers and those at risk of harm.

One of ISWAN’s helpline officers, who is also a counsellor, said: *“One of the most satisfying things for me working on the helpline is to be able to provide a listening ear for the seafarers globally and support them through challenging times. It feels good*

to know from a seafarer that they feel better after talking to us and to assure them that their mental health matters, they matter.”

ISWAN also works to drive change within the maritime sector for better health and wellbeing amongst seafarers, using data from its helplines to identify areas of need and inform new projects and research.

One such example is ISWAN’s ‘Safe at sea ... it takes all of us!’ campaign – a sector-wide campaign launched earlier this year. Calls to ISWAN’s helplines show that when it comes to personal safety, some seafarers face more issues than others. Last year, women seafarers were more than three times as likely to contact ISWAN about an issue of abuse, bullying, harassment, discrimination or violence than men, and more than twice as likely as men to report a mental health issue. ISWAN’s campaign aims to promote crew allyship and encourage seafarers and the industry to work together to create environments which are truly safe and inclusive for all.

To find out more about ISWAN’s work or to become an active ally of its ‘Safe at sea’ campaign, please contact iswan@iswan.org.uk



◀ Onboard family: We are not just some random people packed in a ship – we are family here

© Bun Ray Ortega



Scotty's Little Soldiers

When Nikki Scott created the charity for bereaved military children, Scotty's Little Soldiers, following the death of her husband, she had only one thing in mind: to make sure no bereaved British Forces child or young person felt alone again. Over a decade later, Scotty's supports more than 680 bereaved military children from Royal Navy, Royal Marine, Army and RAF families, with the charity's long-term goal being to support 1,000 bereaved military children annually by 2030.

Nikki's husband, Corporal Lee Scott of the 2nd Royal Tank Regiment, was killed in action on 10 July 2009 while serving in Helmand Province, Afghanistan.

She said: "When I was told Lee had died, my world fell apart. I just felt completely alone and had no idea how I was meant to carry on without him. The most painful thing was knowing our two children would have to go through life without their daddy. Our daughter, Brooke, was just seven months old and would have no memories of him. Our son, Kai, was five years old, and when I broke the news to him, I watched the light go out in his eyes."

The desire to help children who have experienced the death of a parent who served in the

British Armed Forces, regardless of their parent's service or cause of death, is the driving force behind Scotty's work. For the children and young people who have grown up with Scotty's, this constant, unwavering support is invaluable.

Eight-year-old Isabelle and her sister, ten-year-old Elizabeth, joined Scotty's in 2017 after their dad, Leading Naval Nurse Thomas Bovington, died very suddenly of a genetic heart problem. Elizabeth was just two years old. Isabelle was not even one.

Isabelle said: "Scotty's is like one big family. My favourite thing to do with Scotty's is remember things. We have a special candle holder from Scotty's with a poppy on it and I like when we burn a candle and think about Daddy. We also go on Scotty breaks and think about him. I like Scotty's because we do lots of fun things that help me remember all the people from the military who have passed away, like Daddy."

Elizabeth said: "Scotty's means a lot to me. It shows lots of kids that even though you've lost someone you can still think about them and still be happy."

New figures suggest that, every year, 2,100 children experience the death of a

parent who served in the British Armed Forces. That means thousands of bereaved military children are still not benefitting from the charity's services. By supporting Scotty's, you can help change that. Every child grieves differently and requires help in different areas. It's for this reason that having three separate Family Programmes – SMILES, SUPPORT, and STRIDES – is so effective.

- The **SMILES** Programme is about fun and engagement and includes activities, gifts, respite breaks and group events. The aim is for bereaved military children and young people to form friendships, benefit from peer support, heal with their family and feel part of a supportive community.
- The **SUPPORT** Programme looks after emotional health and wellbeing and includes 1:1 bereavement support.
- The **STRIDES** Programme focuses on education and development needs, removes barriers to learning and helps young people gain confidence that can be lost after a bereavement.

www.scottyslittlesoldiers.co.uk

The Not Forgotten

The Not Forgotten is a 104-year-old charity supporting over 10,000 sick and injured veterans and military personnel every year, across the Navy, Army, RAF and also the Merchant Navy.

Through social activities, respite breaks, active challenges, and peer support, The Not Forgotten charity provides a varied programme of events which improve physical and mental health, combat isolation and loneliness and promote a sense of community and camaraderie to those who miss that sense of 'belonging'. It restores confidence and self-belief and puts smiles back on the faces of veterans and their families.

Trinity House has been a loyal supporter of this work for many years and a vital partner in delivering the charity's year-round programme of events.

As one veteran put it: *"The Not Forgotten offered me hope. They didn't know who I was or what I'd been through, they just knew I was lost. I might not be here today if it wasn't for their support."*

The Not Forgotten has an interesting history - it was founded back in 1920 by an American-born opera singer living in London, Marta Cunningham CBE. She was shocked to discover hundreds of World War One veterans languishing forgotten in Britain's military hospitals: *"Could these wasted, listless men*

be the once adored youngsters, who, but a few years, nay months ago, went so dashing, with a swing and a song to the Nation's rescue? Alas and this was their reward: suffering, silence and loneliness!"

Marta made it her life's work to organise tea parties, outings and concerts to bring *"comfort, cheer and entertainment to the war wounded"*, enlisting her well-connected friends and even the Royal Family to help.

Over a century on, true to Marta Cunningham's vision, The Not Forgotten continues to bring comfort, cheer and entertainment to veterans up and down the country. They support veterans of all ages, ranks, backgrounds and experiences, including Merchant Seafarers. They are non-judgmental and fully inclusive, helping men and women with any physical or mental injury or illness whether acquired in service or developed later as a veteran, letting them know that there is a community out there who cares and who 'gets them' and values them — that they are not forgotten.

Throughout the year the charity organises afternoon teas, fun days, outdoor concerts, Christmas lunches, performances in care homes, outings to Twickenham, Wimbledon, Lords and Ascot, days out on a heritage steam railway, gives them the chance to try their hand at beekeeping or to be driven around Brands Hatch racetrack in top supercars! They take veterans

on life-changing challenge breaks to transform their confidence and self-worth, mastering fishing, skiing, sailing, cycling and kayaking – instilling a belief that injury or illness need never hold any veteran back.

As one participant on a ski trip explained: *"I started this trip nervous and anxious and unable to integrate or socialise. But the team encouraged me, and everyone was accepting, which made me feel comfortable enough to speak to others and not feel isolated. I have not only learnt to ski but learnt to talk about my feelings and experiences. I now feel recharged and ready to go back to my family, happier and less anxious, and in a better place."*

The Not Forgotten also runs week-long respite breaks to France, Majorca and Devon, transporting veterans from the challenges of their day-to-day life to a safe, non-judgmental space in the company of other like-minded veterans, in which they open up, talk and share their stories. These experiences can be powerful for the families of veterans as well as the veterans themselves: ***"The fact that you involve partners is really special - they can talk together and understand. We cannot thank you all enough for the friends we have made forever."***

With HRH Princess Anne as Patron, the charity is lucky enough to hold annual parties at St James's Palace and Buckingham Palace, providing truly once-in-a-lifetime experiences to those who have given so much to their country.

And as the world turns digital, The Not Forgotten also provides funding for TVs, laptops and tablets to veterans unable to leave home. They have a vibrant social media community and are about to launch an innovative new online platform to enable more of the country's most isolated people to connect with the world virtually. One parent said: *"Without The Not Forgotten I don't think my son would be here now. You have built him up ... you are angels, and we cannot thank you enough for saving our son."*

Another veteran said: *"The Not Forgotten has changed my life beyond recognition. You have given me back my confidence and turned my world upside down in the best possible way."*

If you are interested in the charity's work you can sign up for its monthly newsletter on the website (www.thenotforgotten.org) or follow them on Facebook, Instagram or LinkedIn.



Regional Grant Support

The Southampton Unit of the National Maritime Volunteer Service (MVS) has been offering Merchant Navy Cadets at Warsash Maritime College the opportunity to volunteer at weekends since August 2023. Thanks to a generous grant from the South East Regional Grants Committee, the Unit can offer cadets one year's membership of MVS at a nominal cost of £10. So far, 24 cadets have taken up the offer. The unit operates under the direction of the Southampton Harbour Master and the cadets get to see port operations in the UK's premier commercial port at close quarters and listen in on VTS comms before they step onto the deck of a container ship as Third Officer.

The Unit carries out harbour patrols under the direction of the Harbour Master on the River Itchen, Southampton Docks and as far as Eling and Redbridge. This area coincides with the Southampton Port six knot speed limit area and one of the cadet's jobs is to hold up speed limiting warning signs to speeding jet-skis and others!

David Hughes, MVS national chairman, comments that: *"The former MVS Chief Volunteer Officer Captain Nick Spencer and I both trained as seafarers at Warsash School of Navigation (as it was called then). We both experienced pre-sea training, which included an emphasis on small boat handling*

experience. We are delighted that Southampton MVS is able to provide this experience to a new generation of seafarers."

Cadets in Southampton get the chance to practice slow speed manoeuvring, coming alongside and leaving a berth, man overboard drills, and general seamanship skills in the Unit's Pan's Marine 4.3m open safety boat. They also have the opportunity to crew City of Portsmouth Unit's 11m motor launch 'Arkwright' and experience what it is like to helm a larger vessel, including the effects of momentum, pivot points, windage, prop walk and prop wash, and pivot points already listed.

A highlight in September last year was the visit of the MVS flagship and National Training Vessel 'East Sussex 1' (ES1) to the Southampton Unit's base at Shamrock Quay, on the River Itchen. ES1 is an 18m former Royal Naval port tender and has a genuine 'big ship' feeling. Cadets were able to go out on exercise on the Solent on her. Phase 1 cadets come to the Unit with a range of pre-existing experience and skills. Thanks to the funding from Trinity House, we have been able to offer nine cadets (so far) the opportunity to gain a RYA Power Boat Level 2 qualification courtesy of Marine Power Training Ltd at Warsash on the River Hamble. The cadets confirm that the experience with Southampton MVS has been useful for them.

"For me, volunteering with the MVS has really helped to improve my small boat handling skills and my confidence out on the water," said Alex Pocklington, Deck Cadet with MSC Cruises.



▲ Cadet on board MVS Itchen Volunteer on Southampton Water

"Volunteering with MVS has allowed me to improve my experience on the water with driving and manoeuvring small boats and gaining knowledge of the local environment," added Alexandra Barlow, Deck Cadet with Trinity House and HMS Worcester.

They have also bought into the MVS core mission of serving your community with our people: *"Assisting with MVS has helped me to understand the importance of safety on the water and keeping the water clear of rubbish and hazards to navigation (logs) so that people can enjoy it,"* said Poppy Metherell, Deck Cadet with RFA.

Steve Collins, Head of Unit of MVS Southampton, commented: *"We have thoroughly enjoyed having the Warsash Cadets onboard with us. They have dramatically reduced the age profile of the Unit and proved to be energetic, enthusiastic and keen to learn. Our current cohort of cadets is now away at sea on the next phase of training, but will be returning in the New Year. The requirement to be a Coxswain on the Southampton patrol vessel Itchen Volunteer is: PB2, VHF Short Range Certificate, and a current First Aid accreditation, plus an internal assessment process. Our cadets are more than capable of meeting these requirements and now have extensive local knowledge, so I am looking forward to sending our first all-cadet crew (Cox plus two) out on harbour patrol under the direction of the Southampton Harbour Master in the New Year."*

www.mvs.org.uk/units/southampton/



◀ Cadets on board MVS Arkwright with the MVS Coxswain in Portsmouth Harbour

Trinity House marks 80th anniversary of D-Day

Trinity House joined the international commemoration events with its own story of tight planning and close collaboration in service of the historic Operation Overlord.

In the lead up to the 80th anniversary of the historic D-Day landings on 6 June, Trinity House was proud to join with governments, charities and other organisations from within the UK and across the globe to commemorate the monumental effort that laid the path to ultimate success. We are equally proud to mark our role in that pivotal moment in our island nation's story. Trinity House's people,

whether at sea or ashore, worked exhaustively through May, June and July 1944 to mark the Swept Channel routes for the invasion of Normandy, laying 73 lighted buoys and mooring two fully-crewed lightvessels to indicate a safe route to the landing beaches. In the month following D-Day nearly 5,000 ships were handled by 203 Trinity House river and sea pilots, working day and night without relief.





DAY
SWORD CLIFF



To learn more about our close involvement with the preparations and mobilisation of one of history's greatest sea-going operations, the story is recounted below. Marking the occasion 80 years later, Trinity House's Deputy Master Rear Admiral Iain Lower CB said: *"This is a fascinating and humbling story of meticulous preparation and seamless cooperation between the Merchant and Allied Navies to get the job done, by day, by night and under constant enemy fire. It is a story of resilience, of courage, of fortitude and of sacrifice. I am incredibly proud that Trinity House's work then, as today, was to mark a safe passage when needed most."*

In preparation for the 80th anniversary, with thanks to the Commonwealth War Graves Commission (CWGC), on 14 May we welcomed the D-Day Torch at Trinity House in London, on its journey of commemoration from the UK to Normandy. As part of the 'Lighting Their Legacy' programme of events the D-Day Torch was carried from Canada to the UK and then on to Normandy, via locations including Cardiff, Edinburgh, Portsmouth and London, as well as key Commonwealth War Graves sites. Events culminated in Normandy, with every CWGC grave being lit in silent tribute to the fallen.

On D-Day itself, 6 June, Trinity House lit a number of D-Day Beacons at our lighthouses around England and Wales: Cromer, Caldey, Lizard, Longstone, Lundy South, Peninnis, Start Point and Portland Bill.

Trinity House and D-Day

Soon after the declaration of war in September 1939 the Admiralty sought out the services of Trinity House, requiring the exhibition of navigational lights and the establishment of buoys to mark swept channels.

Trinity House's people, whether at sea or ashore, worked exhaustively through May, June and July 1944 to mark the Swept Channel routes for the invasion of Normandy, laying 73 lighted buoys and mooring two fully-crewed lightvessels to indicate a safe route to the landing beaches. Six Trinity House vessels and their crews were put to the task of deploying the buoys. Chief Superintendent Captain Guy Jarrett boarded each of the ships in turn to address their crews: *"I can promise you days of great boredom and days of great excitement; other than that, I can promise you nothing."*



Operation Overlord

In an account written by Trinity House's Chief Superintendent Captain A G Carrick in 1951, he summed up the detailed work undertaken by Trinity House during Operation Overlord: "Firstly, after the venue of the invasion had been chosen, the number of swept lanes required across the Channel and the number of buoys in each lane

This is a fascinating and humbling story of meticulous preparation and seamless cooperation between the Merchant and Allied Navies to get the job done, by day, by night and under constant enemy fire.

sufficient to meet ordinary conditions of visibility had to be decided upon. This would determine the number of buoys required, which would also give the depth of water of each buoyed position. With the foregoing information, the length of chain cable and the sinker necessary to hold these buoys in position could be determined.

"Secondly, the shape and colour of the superstructure that each buoy had to carry in order that these buoy positions could be identified

was considered. In order that this identification could be carried out in hours of darkness, different characters of flashing lights were allocated. These were chosen so as to avoid confusion between neighbouring buoys.

"The work of preparing these moorings into their various lengths, preparing the buoys according to their appropriate colours, charging them with gas cylinders and assembling the lamps with their pre-selected characteristics was taken in hand.

"On completion of the above, the task of transporting them to the port of assembly was next to be considered, when it was found that the fighting services were all requiring transport to this same port, and all naturally demanding a high degree of priority for their requirements. However, the Admiralty released several LCTs (Tank Landing Craft) which were, about this period, making a passage within a few days of each other from east coast ports to the southward, and which they detailed to call at Harwich for the purpose of loading these buoys and transporting them to Cowes in the Isle of Wight.

"The next point to be considered on the arrival of these buoys and moorings at the port of assembly was the question of their storage, as they had to be kept immediately available and

▲ Roland Langmaid's painting of the Juno Lightvessel





▲ Trinity House welcomes the D-Day torch from Commonwealth War Graves Commission on its journey from UK to Normandy

ready for service. With the heavy demand on every foot of quay space, deep water berths and shore lifting cranes, the answer to this problem was difficult, and as the LCTs had to be released as soon as possible for their other duties, it was decided that the Thames lighter (barge) should be used for this purpose of storage. Here again the question of priority was paramount, but 20 of these craft were allocated, together with three small tugs.

“These lighters were moored to buoys in the River Medina. The ocean buoys and moorings, according to their groups, were stored therein and then towed from there to the operating vessels as required.

“Six Trinity House Vessels—Patricia (Captain R Goodman), Warden (Captain J Le Good), Georges De Joly (Captain J R Meyrick), Alert (Captain T J White), Andre Blondel (Captain G Sherman) and Discovery II (Captain J J Woolnough)—were detailed to assemble in the

Solent three weeks prior to D-Day, in order to be stored, victualled and loaded with their first consignment of buoys in readiness to mark the lanes for the assault forces and the subsequent passage of innumerable craft of every possible description necessary for an operation of this magnitude.

“After dealing with their load of buoys, these vessels would immediately return to the port of assembly and reload in readiness to sail on their second assignments. This operation was repeated until all the necessary buoys had been laid.

“These channels having been established and marked, it can well be understood that with the amount of traffic plying continually between the two coasts, collisions with, and mishaps to these light buoys would occur. Few would appreciate that the number of casualties amounted to 350 within the period of some four months, and at one time reached the alarming figure of 7.5 per day.

This of course kept the Trinity House Vessels fully occupied in supplying and fitting spare parts or lamps, according to the nature of the casualty, and continually servicing the buoys in one way or another in order to maintain the lighted channels.

“The fact that the above laying and servicing was carried out without hindrance, and that later two fully-manned lightvessels were established off the coast of France, shows the complete mastery which our fighting services had obtained over the enemy, and more so when it is realised that swept channels were marked by light buoys close along the coasts of France, Belgium and Holland, up to the opening of the River Scheldt by the Allied Forces, and later along the coast and into the ports of Germany itself.”

In the month following D-Day nearly 3,000 ships were handled by 88 River Pilots and nearly 2,000 by 115 Sea Pilots.

Day and night pilotage

During the three years prior to Overlord much shipping was diverted to the east coast ports; as the traffic to London was greatly reduced, over 50 London District Pilots undertook pilotage duties in the Clyde. Traffic in the Port of London increased again with preparations for the invasion and the responsibility fell on Trinity House for piloting all the commercial vessels and many of the service vessels engaged in those operations. All the Mulberry (portable temporary) Harbour Units which were constructed on the Thames were towed to their parking places under the supervision of Trinity House pilots.

In the month following D-Day nearly 3,000 ships were handled by 88 River Pilots and nearly 2,000 by 115 Sea Pilots. During that period many pilots worked day and night unceasingly without relief and pilots had to be recalled from the Clyde and the Royal Naval Reserve.

Juno and Kansas lightvessels

Juno (No. 72) Lightvessel was established on 18 June 1944 remaining on station until 27 January 1945 when she was towed to Le Havre for damage repairs following various collisions and heavy seas. One month later she was relaid in a new position at a station named Seine. On

3 March 1946 she was replaced by a French lightvessel named Le Havre and towed to Harwich. No. 68 marked the Kansas station and was laid on 16 July 1944 remaining until 11 November the same year when she was towed to Ryde then to Cowes.

High praise

On 3 September 1944 Admiral Sir Bertram Ramsay, Allied Naval Commander-in-Chief, sent the following message to Trinity House: *“I wish to place on record my high appreciation of the invaluable work performed by the vessels of Trinity House and their crews, as well as by those who have been responsible for the organisation and preparations ashore, during recent operations involving the landing on the Continent of Europe of the greatest seaborne expedition in history. The great success achieved was due in no small part to the contribution of Trinity House.*

“The smooth way in which the buoy-laying has progressed has been in particular due to the work and splendid co-operation of your Superintendent at Cowes, Captain Barber. Without his willing help and advice at all times both before and during the operations the many problems which arose could not have been so easily overcome.

“Success is seldom achieved without loss, and it was with great regret that I learned of the loss of THV Alert on 16 June. She had done fine work close off the enemy coast and it was most gratifying to know that none of her crew was lost.

“I shall be grateful if you will convey my appreciation to all of Trinity House.”

▼ D-Day Berthing Plan, 1944. Sourced from the UK Hydrographic Office





Futures Afloat

Director of Major Projects **Damien Oliver** introduces Futures Afloat, an ambitious new project to deliver replacement ships to carry out Trinity House's essential work at sea.



Photo taken by Captain Paul Vallely

The General Lighthouse Authorities of the UK and Ireland have a requirement to operate, between them, seven ships. These ships' tasks range from buoy handling to wreck marking and emergency response. The requirement for seven ships was reinforced by Government in 2015. This recommendation has served as the basis for the work to replace the Trinity House ship THV *Patricia*, built in 1982. THV *Patricia* is complemented by THV *Galatea*, which entered into service in 2006 replacing THV *Mermaid*.

Both THV *Patricia* and THV *Galatea*'s primary role is buoy handling. Both ships are capable of lifting and maintaining any of Trinity House's 450 navigational buoys and do so routinely. Both ships further play a role in supporting the annual inspection of over 11,000 local aids to navigation operated by harbour authorities, oil and gas and utility companies.

Both THV *Patricia* and THV *Galatea* fulfil a further critical role: they respond to wreck hazards and other emergency hazards in extreme conditions all throughout the year.

Trinity House's ships are a first step for Merchant Navy cadets currently training for a career at sea that Trinity House supports every year through its charity. They also enable Trinity House to support engineer apprenticeships, all of which provide vital contributions to the UK's maritime economy and security.

As an island nation—so reliant on trade efficiently and reliably entering and leaving

UK shipping ports—the UK is highly dependent on a safe and sustainable shipping sector. Trinity House enables shipping to operate in and out of the UK's major ports and beyond, mitigating the disruption that might arise from poorly-marked shipping channels, navigational hazards and our ever-changing climate.

Trinity House's role—and that of our ships—is to protect shipping and, critically, the safety of the mariner by providing an aids to navigation service. Without its ships, Trinity House could not maintain the infrastructure needed by shipping to operate safely and could not protect shipping and the mariner from the navigational hazards they would otherwise face.

At over 40 years of age, THV *Patricia* is operating well beyond its expected economic life; THV *Galatea* is rapidly approaching the end of its economic life. Given these ships' critical role, urgent work is needed to replace both ships in a way that protects Trinity House's duty to protect the mariner, respects the proud history of both ships and delivers on wider commitments to reduce the country's carbon footprint.

Introducing Futures Afloat

Futures Afloat brings together the need to replace both THV *Patricia* and THV *Galatea* with the most modern technologically-enabled ships. These ships will reduce Trinity House's carbon footprint from the moment they are delivered. They will lead the way in this class of ship for the sector in decarbonisation.



Trinity House launched the Futures Afloat project to build upon its sea-going capabilities and leverage what that means for the maritime community and our island nation. As one of the world's most trusted maritime organisations, Trinity House understands the importance of the sea to our island nation, the need for all those at sea to transit safely and our responsibility to mariners.

Futures Afloat will build upon that reputation for excellence and invest in the ways Trinity House can continue to safeguard shipping and seafarers and provide education and support to the seafaring community.

The vision

Futures Afloat is an entirely new programme that looks beyond the critical need to replace Trinity House's ships. It also drives wider benefits through the recruitment of high-skilled cadetships and engineer apprenticeships that can work on these most modern ships that are future proofed in all respects. That includes meeting carbon reduction targets.

It will be looking to utilise the services of small and medium-sized enterprises in the UK that will support the ongoing operation of these ships.

The mission

Futures Afloat will put in place arrangements that will replace THV *Patricia* and THV *Galatea*.

It will drive a strong competition through a pipeline of ship-building activity that will also refer to other ship replacement activity happening in the wider General Lighthouse Authority community. As the urgency



Photo taken by Deck Cadet Nathanael Warwick



Photo taken by Captain Adam Keen

to replace THV *Patricia* and THV *Galatea* increases, so too does the intensity Trinity House is applying to the job of replacing both ships under the Futures Afloat Programme.

We have recruited a dedicated team to take forward the Futures Afloat Programme. The new team has been working closely with

the Trinity House Operations Director and his team to review the requirement for two new ships. That review crucially includes input from Trinity House's ships' companies. Their safety and comfort onboard these new ships are as much a priority as their ability to operate these ships safely and reliably.

A document called a Request for Information has been issued to the market; Trinity House has received dozens of high-quality responses all of which will help the organisation refine its proposition to the market to replace its two ships. A further series of market engagement events to be conducted both in person and virtually are being scheduled.

While it is not possible as yet to be clear about the precise timelines for the tender exercise that will lead to the procurement of two new ships, Trinity House's ambition on the Futures Afloat Programme is for THV *Patricia* and THV *Galatea* to be replaced in late 2028 and late 2030 respectively.



How to order

Your order can be placed online, please visit our shop at www.trinityhouse.co.uk



Trinity House Calendar 2025

This year's calendar once again showcases the best of Trinity House with a variety of stunning images captured by you and submitted to our annual Photography Competition. These photographs highlight our beautiful lighthouses in their unique settings, as well as our hard-working ships and buoys.

Among the featured images, you will see Beachy Head Lighthouse, initially painted plain white when built in 1902 but which later received its iconic

red and white stripes for better visibility. Also included is our tender THV *Galatea* passing gracefully under Tower Bridge en route to HMS *Belfast*, along with many other breath-taking images.

Printed in full colour on white silk paper, sized 300 x 300 mm, opening to 600 x 600 mm, with a gloss-laminated front cover. In our commitment to reducing avoidable plastic waste, the calendar will be packaged in a boarded mailing envelope.

Prices start from £11.50 excluding postage.



Home waters

THV *Alert's* Commander **Tristan Burgess** describes towing a lightvessel from Harwich to his home town of Falmouth in June.





As always these evolutions start with the continuous optimism of Senior Planner Dave Hayes blocking a week of all three ships' plans to attempt to make best endeavours for us to get No. 19 Lightvessel on station. Despite his optimism, the weather gods decided this was not to be. Even as we settle in the British summer time and close on our summer solstice, the winds and swells quickly change, blowing away any notice of a simple tow all the way round to Land's End.

followed after a few moments' contemplations by "Sounds good, get it done," from Ross. After a few follow-up questions regarding the logistics (like "Would we have enough fuel to get there?"), the plan grew its legs and allowed me to move swiftly on to the Planning team. Senior Planner Dave Hayes and I sat down to work out the broad strokes, namely planning where the ships should be and what was required of them. THV *Galatea* was planned to cover THV *Alert's* 'area' and THV *Patricia* planned to meet

The first problem was passage planning, the vessel didn't carry the charts as she had never been that far west, in fear of sea monsters.

While problem solving the repeated issues of weather windows coming and going at short notice—due to the frequent weather systems appearing out of nowhere—I devised my plan of 'Forward Deploying' the lightvessel to Falmouth. This meant that it would only be a stone's throw away from station.

On presenting my proposal to Gavin Johnson, Technical Superintendent, and Ross Chadwick, Senior Marine Superintendent, I was met with a quizzical look that could only mean "Are you sure?" shortly

us in Falmouth to help support us as required. This was also if the weather allowed for us to tow straight to station for the exchange with LV22 which has done her time on station and was due some R&R.

The finer details of the plan were left to me; I gathered all my information and local knowledge as a local to Falmouth and Carrick Roads. I came with numerous plans and business cases for each option. The first problem was passage planning, the vessel didn't carry the charts as she had never been that far west, in fear of sea monsters. 🌊

Once we finally received them and the 340 miles we needed to cover, I could see the crew's eyes widen as they envisioned horrific scenes from *The Perfect Storm*; THV *Alert* is well known for being the fastest of the three vessels but not the comfiest.

Behind the scenes involves the practicalities of paperwork. This operation required a vast amount of planning and paperwork with various stakeholders. We needed clearance from Harwich

Harbour to leave with the lightvessel in tow, clearance for the tow into Falmouth, berths for the vessel, risk assessments for every stage of the towing operation. The five days before departure was spent organising and satisfying everyone involved that this could be done safely and efficiently. As the days got closer, the crew were on LV19 regularly doing the final checks and preparations.

A few days before with the assistance of THV *Patricia's*

The weather was fair at the start of the voyage; the first sunset started to fall as we continued to steam round just past the White Cliffs of Dover.



workboat and THV *Alert*, we moved the lightvessel from its resting place on Stream Mooring No.3. This lightvessel has been part of the scenery for a little while now and had some separation anxiety from the buoy. After a little coaxing we managed to move it to Stream Mooring No.2, ready to start the tow in two days. THV *Patricia* had to depart two days ahead of us; they say it was for operational reasons, but I know it is because THV *Alert* is much faster, even while towing!

On Monday, the weather was lovely. We connected up alongside and towed LV19 side by side out of the harbour without fuss. Soon we were out the harbour and able to reconfigure the tow astern. The crew had all been briefed, so they swiftly and efficiently got everything rigged. The remark was 'uneventful'; as a Commander this is music to my

◀ THV *Alert* moored alongside in Harwich



ears, as long as that is the end of the sentence.

The weather was fair at the start of the voyage; the first sunset started to fall as we continued to steam round just past the White Cliffs of Dover. In the morning, we were greeted with calm winds and a glassy sea. We had in fact been going quicker than anticipated so even slowed down for a few hours to ensure we arrived at the planned time. By the next sunset we were well into Devon, the sea was a brilliant blue and the sunset a dark orange loom. We were greeted with a number of common dolphins playing



around the bow wave and tow. Even after the sunset we could see the dolphins playing around the vessel. Just as the sunset came, the winds picked up greater than forecast, with a swell on the beam. THV *Alert* rolled into the night. As morning came, we approached Falmouth Bay, with THV *Patricia* awaiting her pilot into Falmouth. She had planned to go alongside in Falmouth before us but kindly lent us two seafarers to assist our operations.

The tow was shortened up as we approached the pilotage area. Just over a mile off the tow was reconfigured back alongside; again, there was some hesitation from the lightvessel, not sure if she wanted to be let go from the astern tow. Soon after some gentle persuasion we were to enter side by side, as we slowly made our way in past St Anthony Lighthouse. This is my home waters of Carrick Roads, and my first time bringing a vessel into my home waters in my four years as Commander. It was nice to pass the reassuring areas of my past; the waters where I learnt to sail dinghies, where I used to teach sailing from, even passing the important landmarks of where I used to walk the dog after school.

After making my way up the channel past the buoys—that I frequently used as race marks in my younger days—we approached the Crossroads buoy. Falmouth Harbour Pilot Vessel *Arrow* assisted us with the smooth connection onto the buoy. With LV19 safely arrived in Falmouth, it just remained to wait for a break in the weather so that the vessel could change out LV22, which had been patiently waiting to be relieved on station.

Trinity House celebrates 300th anniversary of Casquets Lighthouse

Casquets Lighthouse was built in 1724 upon the dangerous 'Rocks called the Casketts' off Alderney, after shipowners petitioned the proprietor of the rocks.

Trinity House granted Thomas Le Cocq—the proprietor of the dangerous 'Rocks called the Casketts'—a lease to build a lighthouse on 3 June 1723, with the requirement that a light of particular character was needed to distinguish it from those on the opposite shores of England and France.

Three separate lights in the form of a horizontal triangle were proposed, and three towers containing closed fires (coal fires burning in glazed lanterns) were erected.

These three lights—called St Peter, St Thomas and Dungeon—were first exhibited on 30 October 1724. The three original towers at the Casquets





are still in use, although only the north west tower still exhibits a navigational light.

The changing times

Over the course of three centuries, Trinity House has made sweeping changes to the technologies and working practices at Casquets Lighthouse, making the

station a strong example of the balance between heritage and modernity that is key to managing a lighthouse estate across England, Wales, the Channel Islands and Gibraltar. From the original coal fire lights, Trinity House introduced metal reflectors and Argand lamps in 1790 after assuming operation of the lighthouse in 1785; in 1818,

▲ Casquets Lighthouse, painted by David Smith, 1983

Trinity House fitted revolving apparatus to each tower. The three towers were raised by 30ft in 1854.

Today, the station is run solely from renewable energy, provided by the solar system, a wind turbine and a solar thermal heating system.

Both the main and standby navigation lights are now LED; ©



the main light still uses the historical revolving optic. The emergency lantern is a self-contained flashing unit mounted on the roof providing an 18 nautical mile range.

A rainwater catchment and treatment system processes and produces drinking water, removing the requirement to fly it to site by helicopter.

Since converting the lighthouse to automatic operation in November 1990, Trinity House monitors and controls the station around the clock from the Planning Centre in Harwich, Essex.

The anniversary

To mark the impressive tercentenary of service to mariners, Trinity House's annual Visiting Committee team unveiled a plaque at the lighthouse on 13 July 2024, with special guest Lieutenant General Richard Cripwell CB CBE, the Lieutenant Governor of Guernsey.

Remarking on the occasion, Trinity House's Deputy Master Rear Admiral Iain Lower CB said:



"It was a great pleasure to be able to unveil the plaque at Casquets Lighthouse along with the Lieutenant Governor. A tercentenary is a fantastic milestone and it tells quite a story about the timeless utility of lighthouses; 300 years of evolution and day-and-night service to mariners, made possible by lighthouse keepers, technicians, boat handlers, helicopter pilots and everyone at Trinity House, past and present. I extend my gratitude to all of them, and look forward to many more years of Casquets Lighthouse providing a crucial safety service."



Photo taken by Captain Paul Vallely



Book reviews

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



The Rescue Ships and the Convoys: Saving lives during the Second World War

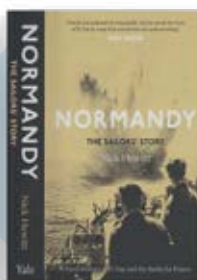
By **Vice Admiral B B Schofield**
Published by Pen & Sword Maritime.
224 pages.
ISBN: 978 1 03610 266 1

First published in 1968, this 2024 edition is edited and expanded by Victoria Schofield, the author's daughter, herself an accomplished author.

Here is the history of one of the least-known aspects of the Second World War Merchant Navy. Despite the threat of heavy losses of ships and lives, no hospital ships, which had to be lit, could accompany convoys as they would betray their position. The solution was to create a fleet of 30 small civilian vessels each of about 1,500 gt mostly from coastal trade.

These MN-manned vessels carried medical teams and life-saving equipment, including operating theatres, hospital beds, Carley floats, booms, nets and means of hoisting waterlogged and tired men inboard. A valuable MN historical record is provided.

Undeterred either by enemy action or atrocious weather, these vessels accompanied close to 800 convoys and saved 4,194 lives from ships sunk in the North Atlantic and with the Arctic convoys. During their service, seven rescue ships were lost.



Normandy: The Sailors' Story: A Naval History of D-Day and the Battle for France

By **Nick Hewitt**
Published by Yale University press.
464 pages.
ISBN 978 0 300 25673 4

A valuable record of the Royal Navy's vital contribution to Allied success in liberation of Nazi-occupied Europe, a widely recognised chapter of modern history.

The assault phase, Operation Neptune, began with the D-Day landings in Normandy—one of the most complex amphibious operations ever undertaken involving 7,000 ships and nearly 200,000 men. Interest has been rekindled with this year's 80th anniversary.

Trinity House is mentioned with six THVs deployed buoy laying (*Alert* was mined and lost, fortunately all hands were saved), two lightvessels were established and our pilots conducted invasion tonnage. Richard Woodman's *Keepers of the Sea: The Story of the Trinity House Yachts and Tenders* is quoted as a reference source.

Neptune began on 25 May 1944 as sealed orders were opened. By 12 September, the German naval base at Le Havre had fallen and Seine Bay was largely secure.



Liberty over London Bridge: A History of the People of Southwark

By **Margaret Willes**
Published by Yale University Press.
217 pages.
ISBN 978 0 300 27220 8

Here is the history of the borough, or collection of boroughs, from the Romans to the present. From 1899 Southwark included the Borough, Bankside, the Elephant and Castle, Walworth and Newington. The 1965 amalgamation brought in Camberwell and Bermondsey. Within the borough our Corporation owns Trinity Village within which is Trinity Church Square and Christopher Merrick's benefaction dating from 1660. Notwithstanding closeness to the City of London it was a place of licence with its stews (cf the Bishop of Winchester's Geese). Southwark was also the centre of the tanning industry and of the hop trade. Wharves upstream of Tower Bridge were the Nation's Breakfast Table on account of the produce handled.

Writing as one who once rattled a tin for KGFS on London Bridge in the 1970s I can testify to the huge tide of humanity that crossed from their rail terminus to the City seeking a living and securing the economy.

In this fine history of London south of the City, Margaret Willes narrates by way of Chaucer, to Shakespeare, and on to Dickens, to Borough Market. Within living memory cab drivers would not enter the boroughs south of the River after dark with a: 'Nah, mate!'

Margaret Willes has written on Pepys and Evelyn and is a Liveryman of the Worshipful Company of Stationers.

The first six months

Deputy Master **Rear Admiral Iain Lower** gives our readers an account of his first six months in office after taking up the position in February.

It gives me great pleasure to update you on my first six months since I was sworn in as Deputy Master on 13 February. My predecessor was very generous with his time throughout my handover; we together visited our depots in Harwich, Swansea and our forward operating base at St Just. Visits to the lighthouses and estate at Nash Point, Trevoze Head and Lizard—and the engineering works in progress at Pendeen Lighthouse—gave me a sense of the breadth of the Field Operations team's challenge; I also spent time at sea in THV *Alert* and THV *Galatea*.

Well set for the challenge ahead, I embarked in THV *Patricia* in May on my first Visting Committee inspecting our aids to navigation from the Thames Estuary to Portland Bill and pretty much everything in between. As I said to the staff in Harwich recently, thank you for making me feel part of the Trinity House family; but it wasn't until I landed on Les Hanois Lighthouse by helicopter that I felt part of the team, a rite of passage for any new Deputy Master. Between you and I, I thoroughly enjoyed the experience as I am sure the Field Operations team will testify! Our amazing heritage and history is never far from my mind, and on Casquets Lighthouse, it was an absolute honour to unveil a plaque marking the 300th anniversary with the Lieutenant Governor of Guernsey. In my view, the Visting Committee continues to be an essential part of our business, an extremely valuable vehicle both to inspect our operational estate and to meet our people. I am grateful to those who make it happen and I look forward to visiting the stations on the east coast in the early autumn.

A priority for the General Lighthouse Authority (GLA) is vessel replacement; I have been impressed by the speed at which the new Futures Afloat team has established itself as we work to re-set the programme and proactively engage with the market. There is a lot of work to do but the early signs are promising.

I have also had the great pleasure of getting to know more about our charities, visiting our superbly run almshouses in Walmer, and even spending a (very windy) day at sea with the Ocean Youth Trust—one of our benefactors—





2



3



4



5



6

1. The DM at a Wetwheels Foundation 'Finishing the Dream' event, where Younger Brother Geoffrey Holt embarked on a journey skippering around the UK coastline to raise money for the foundation
2. With members of the Japan Coast Guard at Trinity House
3. Trinity House welcomes the D-Day torch from Commonwealth War Graves Commission
4. With Younger Brother Geoffrey Holt
5. 300th anniversary at Casquets Lighthouse
6. At sea with the Ocean Youth Trust

to understand more about the work of the sail training organisations. The House itself is busy and continues to be well used for receptions, dinners, AGMs, meetings and the like. We have a reputation for a warm welcome, wonderful surroundings and delicious food!

It is also worth saying that I never fail to be inspired by a conversation with our Trinity House cadets – such an impressive group of young men and women just starting out on their seagoing career through our Merchant Navy Scholarship Scheme.

Working in partnership is a genuine strength of Trinity House and I place great importance on our relationships with the UK Government—particularly the Department for Transport—and maritime agencies across the UK, as well as the shipping industry and—of course—our closest partners in Scotland and Ireland. I have become what feels like a regular visitor to Edinburgh to visit the Northern Lighthouse Board and to Dun Laoghaire to visit Irish Lights for Joint Strategic Boards and wide conversations.

These visits are always highly informative and well hosted, and I already feel very much part of the GLA Chief Executive team.

In St-Germain-en-Laye I visited IALA and agreed to stand for election as Chair of the Finance and Audit Committee and remain on the Council. I was unanimously voted in on 15 March. Having received the required 30 ratifications (Egypt being the 30th nation) IALA's change of status from a Non-Governmental to an Inter-Governmental Organisation (IGO) took place on 22 August. The first General Assembly as an IGO will be hosted by Singapore in February 2025. It is a fascinating time at IALA and I very much look forward to Trinity House continuing its leading role through IALA's committees, the Council and General Assembly.

In wider external engagement, such an important part of the job, I represented Trinity House at the RNLI's Thanksgiving service at Westminster Abbey, the London Nautical School's Prize Giving and The White Ensign Association's D-Day dinner in HMS *Belfast*. I attended events held by The Baltic Exchange, Royal Museums Greenwich at No 11 Downing Street, the Chamber of Shipping at Westminster, the annual Port of London Authority reception on the river and a meeting of the All Party Parliamentary Maritime and Ports Group. I also co-hosted a well-attended International Women in Maritime event at Trinity House. Inviting my old colleagues at the Commonwealth War

7. Deputy Master presents a certificate to Lewis Pullen at St Just

8. Marking the opening of the new Trinity School in Colchester



Graves Commission to Trinity House to receive the D-Day 80 commemorative torch was also a personal highlight. The sacrifice on that day of days—and through the Normandy campaign—will never be forgotten, and it was important to recognise Trinity House's role in enabling the invasion. It was an honour to hand over the torch—the baton of commemoration—to the next generation represented on the day by our Trinity House Merchant Navy Cadets.

I have been made universally welcome. I find a culture of commitment and loyalty to Trinity House, the GLA and its mission; our people care passionately about what they do. I am delighted to be part of the team.



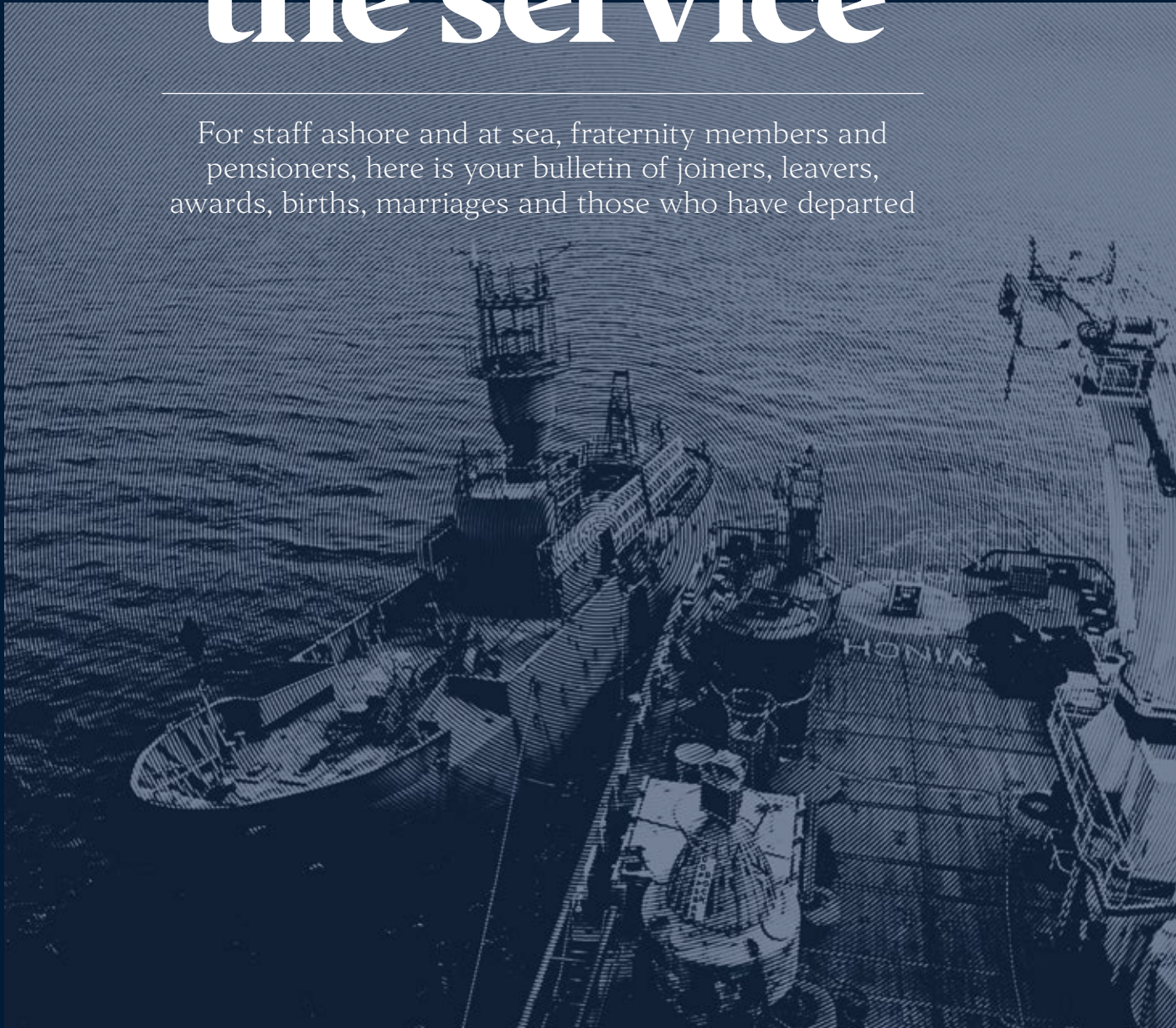


TRINITY HOUSE

AUTUMN 2024 | ISSUE 41

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

Gavin Johnson retires

Gavin joined Trinity House on 6 February 1989 and has finally decided it is time to clear his desk! He was treated by the Marine team to three full courses ending in his favourite Eton Mess, ensuring he left on a full stomach! The Marine team bought the reconditioned Admiralty Chart No.1610, which displays his favourite lightvessel station, and THV *Alert*'s 'Banksy' **Vince Lord** made up a leaving card displaying LV24.

We all wish you a long and happy retirement.



Diane Ayton retires

Diane Ayton retired on 7 June 2024 after an amazing 42 years supporting Trinity House within the pay and pensions team, most recently managing the pay, pensions and expenses team. Di decided that the time is right for her to spend more time with her family and her many activities, which include Girl Guides and her local church. Jenny Smith, Head of People Services, offered a farewell message: "Di joined Trinity House in October 1981. I'm not sure if she realised what she was letting herself in for, but we have all benefitted

from her accuracy, attention to detail and her tenacity in resolving pay and pension issues. This impressive feat of endurance was recognised last month with an invitation for Di and her husband Andy to attend a Buckingham Palace garden party, and although there was a fair bit of rain, this thankfully did not stop their enjoyment on the day. Di has visited many of our lighthouses and has even abseiled down one as part of the TH 500 celebrations, and that detailed knowledge of sites, people and work enabled her to add value not just in her payroll work but in the wider scope of People Services. Trinity House will miss her greatly as she is a very caring individual who takes every step to look out for, and help, her colleagues and the wider organisation."



STARTERS PERMANENT

William Dunning
Environmental and Sustainability Lead
4 March 2024

John Sylvester
Engineering Superintendent
18 March 2024

Harshada Shinkar
Assistant to Head of Engineering and Operations
13 May 2024

Tiree Withers
Third Engineer Officer
15 May 2024

Julian Hart
Third Officer
15 May 2024

David Moule
Second Engineer (Aux)
5 June 2024

Andrew Preston
Second Officer
26 June 2024

Cameron Morgan-Watkins
Senior Lighthouse Maintenance Engineer (Civil) Swansea
8 July 2024

Gabriel Harding
Lighthouse Support

Team Member (St Just)
15 July 2024

Alexander Koehler-Sidki
Principal Radionavigation Engineer
22 July 2024

Zach Kioussis
Engineering and Operations Design Apprentice
2 September 2024

FIXED TERM

Dionne Smith
People Systems Manager
29 April 2024 - 28 October 2025

Elizabeth Wilkinson
Procurement and Contract Manager (VRP)
29 May 2024 - 28 May 2027

Hamish Carruthers
Trainee Deck Rating
5 June 2024 - 4 June 2026

Trystan Arnold
Trainee Deck Rating
5 June 2024 - 4 June 2026

SECONDMENT

Paul Bailey
Building Services Technician
22 April 2024 - 21 October 2024



PROMOTIONS

Gareth Scrine
Health and Safety Lead
19 February 2024

Neil Jones
Buoy Yard Team Leader
25 March 2024

Nick Letch
Support Engineer
6 May 2024

Storm Smith-Suckoo
First Officer
15 May 2024

Jan Winter
Second Officer
15 May 2024

Alice Kent
First Officer
15 May 2024

Tara Magill
First Officer
5 June 2024

Alexander Scholes
Second Officer (Aux)
5 June 2024

Toby Mansell
Second Officer
5 June 2024

Nikolaos Vastardis
Principal Digital Services Engineer
1 July 2024

Elwood Marshall
Buoy Yard Support Technician (Harwich)
1 July 2024



OBITUARIES

It is with great sadness we report the death of:

Liz Wilkinson, Procurement and Contract Manager, on 19 July.

Deputy Master Rear Admiral Iain Lower remarked on the sad passing of Liz: *“Liz joined us at Trinity House in May this year in the Procurement team, with a particular focus on Futures Afloat. Even in the short time she has been part of our team she made such a positive impression. Following a successful career in the maritime sector, predominantly with the MCA, Liz was excited about working for Trinity House. She shared our passion and our purpose. Those of us that had the very great fortune to know her were equally excited about what Liz was going to do and*

help us achieve. We join with many colleagues across the wider maritime sector who today are mourning her sad loss.”

John Mainwaring, former Buoy Yard Team Member at Swansea, passed away on 29 June, aged 60 years.

Philip Norman Hyde, former Principal Engineering Manager, on 28 June 2024, aged 73 years.

Philip joined Trinity House in 1974 at Tower Hill, having trained as a Civil Engineer at King's College London. He joined as Professional and Technology Officer (PTO II) in the Planning Section and moved to the Civil Section in 1978. In 1986-87, he was involved with the relocation to East Cowes for the Directorate



of Engineering. Philip was involved with many projects – South Bishop, Nab Tower and Hartland Point automations, and the helicopter bulk refuelling facilities to name a few. His bookshelves show his huge interest with lighthouses and their preservation.

He enjoyed golf, electronics, DIY, gardening and ice cream! All who travelled with Philip knew he had to have a dessert, including ice cream, as part of his evening meal! Philip was with Trinity House for over 30 years, retiring in 2005. He became a volunteer with the Association of Lighthouse Keepers at Hurst Castle. His garage is testament to all the DIY he did! He met Helen in 1974, they married in 1976 and had two children and now a granddaughter.

His advice and quiet humour will be sorely missed by his family and friends.

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 their 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**



LEAVERS

Mark Gray
Chief Engineer
(THV Alert)
28 February 2024

Charlie Sear
Trainee Deck Rating
13 March 2024

Anna Woodward
Health and Safety
Advisor
17 March 2024

Alan Irwin
Able Seafarer/
Mechanic
2 April 2024

Paul Stuart
Seafarer
3 April 2024

Robert Kearney
Lighthouse Support
Team Member
7 April 2024

Steve Jacobs
Support Engineer
14 April 2024

Jason McNeill
Leading Seafarer
24 April 2024

Tom Booth,
First Officer
15 May 2024

Stacey Marsh
Buoy Yard Team
Member (Swansea)
26 May 2024

Craig Jones
Seafarer
29 May 2024

Andrew Robson
Second Engineer
5 June 2024

Livs Skrundenieks,
Second Officer
20 June 2024

Diane Ayton
Payroll and Pensions
Manager
30 June 2024

Jamie Hammond
Senior Project
Engineer
7 July 2024

Paul Claydon
Health and Safety
Manager
14 July 2024

Katrina Clover
Light Dues
Administrator
19 July 2024

Mark Hanson
Lighthouse
Technician (St Just)
28 July 2024

Gavin Johnson
Technical
Superintendent
4 August 2024

George Dobson
Second Engineer
24 August 2024

Ross Chadwick
Senior Marine
Superintendent
1 September 2024

Marion Bell
Personal Assistant
1 September 2024

Terry Graves
Buoy Yard Supervisor
(Harwich)
23 October 2024

TRANSFERS

Ian Garner
AB Mechanic
1 May 2024

Joshua Parkin
AB Mechanic
22 May 2024

Owen Power
Second Officer
(THV Alert)
9 June 2024

James Watson
Second Officer
(THV Alert)
30 June 2024

Geoff Allbright
Lighthouse
Maintenance
Engineer (St Just)
7 August 2024

ROLE CHANGE

Abby McCarthy
Health, Safety and
Environment Trainee
1 June 2024



Elwood Marshall
Buoy Yard Support
Technician (Harwich)
and his partner Beth
welcomed their son,
Hector Marshall, on
12 February 2024
weighing 7lbs 4oz.



Rob Dale
Technical Services
Manager welcomed
his first grandson,
Mats William Dale,
born on 9 May,
weighing 9lbs 13oz.



Employee Awards 2024

We held our annual award ceremony on 3 July at Trinity House in London, hosted by Deputy Master Rear Admiral Iain Lower. This year, we introduced a new nominations and review system; the awards are now based on nominations by colleagues (rather than senior managers) and reviewed

by a panel of peers, ensuring a more collaborative and engaging approach. The annual ceremony is a great time for employees from across St Just, Swansea, Harwich, London Walmer Homes, THV *Galatea*, THV *Patricia* and THV *Alert* to come together informally with a guest.

LONG SERVICE:

20 YEARS



▲ Terry Graves

Paul Dunning



▲ Alan Grant

Philip Thompson



▲ Nichole Kelly

Susan Coleman

30 YEARS

OUTSTANDING INDIVIDUAL ACHIEVEMENTS

WELL-BEING

Dan Maskell and Charlie Kenealy
(award deferred from 2023)

When a contract engineer sustained a chemical burn to her eye in the Swansea Buoy Yard, Dan and Charles acted rapidly, administering first aid and driving her to a local hospital. Their swift action undoubtedly reduced the severity of the burns.

MENTAL HEALTH FIRST AIDERS

The following staff trained to become Mental Health First Aiders, providing support when needed to their colleagues.



▲ David Bate

Jamie Ash



▲ George Cooper



▲ Jon Cuthbert

Sarah Belsey

Dan Maskell



▲ Rachel Davies



▲ Laura Sinclair

Ryan Poulton

Rose Wilson



▲ Richard Tilley



▲ Robin Why

Simon Vanderplank

COLLABORATION



Sophie Platten

Sophie was solely in charge of organising Trinity House's attendance at London International Shipping Week (LISW), organising

all vessel events and interfaces associated with vessel activities. She managed multiple stakeholders, internal and external, in order to deliver LISW successfully for Trinity House.



Nick Letch

Nick attended an apprentice careers fair at Colchester Institute showcasing the best of Trinity House within the STEM field. As a direct

result of Nick's input we have received a number of CVs for an advertised position within the team.

QUALITY

Tom Davies

Tom has been the Standard Bearer for Trinity House for over 30 years, and although he will be 82 next birthday, he never lets the Royal British Legion or Merchant Navy Association down, representing Trinity House at events including Remembrance Sunday every year.



Chris Hicks

Chris has brought much-needed discipline and rigour to the day-to-day financial processes of the Corporate

Department. After some necessary initial staff changes, under his firm and knowledgeable guidance, the finance function has improved immeasurably. For those members of staff now in post, he has also always sought to train and mentor them. This is an excellent trait and a real tribute to him.



James Hilton

Between January and March, James completed commissioning on Needles, Trevoise Head and Pendeen

lighthouses. He spent prolonged periods away from home including two weeks living and working on Needles Lighthouse and then almost immediately moving to Trevoise Head and Pendeen lighthouses and remaining on these until commissioning had been completed.



Jeff Bloffwitch

Between January and March, Jeff completed commissioning activities on Trevoise Head and

Pendeen lighthouses, spending prolonged periods away from home and remaining on site to diligently complete commissioning work ensuring the aids to navigation on all of these stations went live by the end of March 2024.



Jon Cuthbert

Jon stepped into the role of Installation Supervisor at very short notice and provided excellent

support to the Site Supervisors of Needles, Trevoise Head and Pendeen stations, aiding the completion of these important aids to navigation in time for commissioning to be completed at the end of the installation phases.



Cathy Paxon

Cathy provided excellent support to a manager when dealing with two staff members on long-term sick. She

provided excellent help and advice throughout the process, keeping the

staff members informed, and making the process easier for the manager who had to deal with the somewhat personal issues that this created within the small team.

WAYS OF WORKING



Richard Sedgwick

Richard joined the organisation in 2023 and has worked tirelessly on resolving all outstanding issues

arising from the CMCS GIAA audit. He has demonstrated his skills in Power-Bi, improved the interface of CMCS and trained Operations Officers. He is now working on updating the CMCS strategy, in addition to work supporting colleagues in Marine, Field Operations and Buoy Yard.

Rose Wilson

Rose has provided incredible support to the new Inspector of Seamarks in her primary office role but has also gone outside normal duties accompanying him on inspections, using her experience to provide training.

INNOVATION



Adam Keen

Adam pioneered a fuel-saving initiative on THV Alert, which led to wider focus on economical

steaming within the fleet, improving both our financial and environmental performance.



Elwood Marshall

Elwood created and tested a small solar-powered system that was donated to an Essex school in order to

assist pupils with various science and technology projects.

DISPLAYING TRINITY HOUSE VALUES OUTSIDE OF THE WORKPLACE

Neil R Jones

Neil stopped a car thief who was being chased by local police in Harwich. Neil was attending Harwich buoy yard for training in August 2023 and while he was out walking along Dovercourt sea front one evening he came to aid of the local police force.

OUTSTANDING TEAM ACHIEVEMENTS

Link Powell

Trevor Robinson

A backlog of measurements started mid-2023 when a software issue was found by the GRAD research and development team in certain lanterns. The issue needed to be resolved before measurements could be carried out because it affected the results. Trevor and Link worked hard on reducing the backlog to a manageable level, and produced quality test reports efficiently and timely, recognising their importance to the planned work of the General Lighthouse Authorities (GLAs).

Gareth Wimpenny

Dr Jan Safar

Dr Nikolaos Vastardis

For progressing future maritime digital services and recognising the impact of their engagement with national and international stakeholders, which has advanced technical understanding and raised the profile of GRAD and the GLAs.



George Cooper

Scott Tacchi

George and Scott supported Pendeen Lighthouse modernisation during a difficult project installation period. They both took responsibility for the install and assisted at other sites while ensuring Pendeen was delivered on time and without any issues. Their selfless efforts ensured the business was able to overcome a difficult phase within Engineering and Operations.



THV GALATEA PORT CREW



▲ Ian Archer



▲ Jamie Campbell



▲ Joseph Sutherland



▲ Alice Prout

Mark Hamilton
John Turrell
Storm Smith-Suckoo
Alistair Bardon
Robert Fenwick
George Dobson
Glenn Lobb
Ryan Poulton
Ben Edwards
Nathan Durrans

Colin Williams
Josh Parkin
Scott Boulter
Mark Winter
Kieren Brown
John Lansdown
Ben Lankester

For exemplary professionalism and teamwork during London International Shipping Week.

HEALTH, SAFETY AND ENVIRONMENT AWARD

Dan Maskell

Dan's incident reporting is amazing, in particular his proactive approach to contractor management which has led to a review of how contractors are managed and signed in on the Swansea site.



Jon Cuthbert

Jon stood in at short notice as the Principal Designer/ Installation Manager for the

Needles and Pendeen projects. Under CDM regulation this is an important health and safety role, so without his efforts and quick learning the projects wouldn't have been able to progress the way they did.



Terry Graves

Terry supported the lifting gear inspection work and is leading the department's

efforts in re-instating third party inspections to ensure adherence to the current Approved Code of Practice and guidance from the HSE.

ACHIEVEMENT OF PROFESSIONAL QUALIFICATION

IALA CERTIFICATES

IALA Level 1 Aids to Navigation Manager Training Programme



▲ Adam Keen



▲ Joe Anderson



▲ Tracy Dale

Darren Day
Luke Brand
Nicky Boak
Wayne Beckham
Chris Williams

IALA Technician Level 2



▲ Matthew Lifford



▲ **Chris Beer**
 IOSCM Level 3 Diploma in Warehousing Operations



▲ Cameron Davey

Cameron Davey (carried forward from 2023)
 Level 4 NVQ Extended Diplomas in Engineering Manufacture

Jack Lawson (deferred from 2020)

Jamie Ash
Lewis Pullen



▲ **Craig Neil**
 Level 3 Foundation Diploma in Engineering



▲ **Dave Bate**
 CMI Level 3 Certificate in Principles of Management and Leadership



▲ **Lawrence Hughes**
 CCNP: Collaboration and Cisco Certified DevNet Specialist Qualifications



▲ **Martin Price**
 IOSCM Level 3 Diploma in Warehousing Operations



▲ **Lee James**
NEBOSH, General certificate in occupational health and safety



▲ **Paul Bailey**
NEBOSH, General certificate in occupational health and safety



▲ **Paul Briggs**
Post Graduate Certificate in Engineering Management

Paul Briggs
CMI Level 7 Certificate in Strategic Management and Leadership Practice



▲ **Paul Tindall**
Level 3 Domestic Electrical Installer



▲ **Pauline McCarthy**
CMI Level 3 Diploma in Principle of Management and Leadership



▲ **Robert Mitchell**
IOSCM Level 3 Diploma in Warehousing Operations

Goran Lovric
Second Engineers Certificate of Competency



▲ **Robin Why**
Masters Certificate of Competency



▲ **Sally Stacey**
CIPS Level 5 Advanced Diploma in Procurement and Supply



▲ **Sophie Harvey**
ITIL Specialist: Create, Deliver and Support ITIL Specialist Drive Stakeholder Value ITIL Foundation

Sophie Harvey
(carried forward from 2023)
ITILv4 Foundation qualification.



▲ **Tara Magill**
Chief Mates Certificate of Competency

Tara Magill
Bachelor of Science in Sustainable Maritime Operations

Paul Vallely
Masters Certificate of Competency

Alice Pembroke
CIPD Level 3 Certificate in People Practice

Ben Lankester
CMI Level 7 Diplomas in Strategic Management and Leadership

James Turner
IOSCM Level 3 Diploma in Warehousing Operations

Andrew Evans
Institute of Supply Chain Management Level 3

Dominic Chodzynski
Chief Mate Certificate of Competency

OVERALL WINNER

For their exemplary professionalism and teamwork during London International Shipping Week: **THV Galatea Port Crew**



▲ **Ian Archer**



▲ **Joseph Sutherland**



▲ **Jamie Campbell**



▲ **Alice Prout**

Mark Hamilton

John Turrell

Storm Smith-Suckoo

Alistair Bardon

Robert Fenwick

George Dobson

Glenn Lobb

Ryan Poulton

Ben Edwards

Nathan Durrans

Colin Williams

Josh Parkin

Scott Boulter

Mark Winter

Kieren Brown

John Lansdown

Ben Lankester

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 1 September 2024

Rear Admiral Iain Lower CB (Chief Executive)
Captain Andy Holt
Commander Nigel Hare RN
Ton Damen
Natalie Gull (Non-voting)
Damien Oliver (Non-voting)
Hon Captain Lance Batchelor RNR (Non-Executive Chair)
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 1 September 2024

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



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Cover image
Photographer Sienna Anderson captures the Aurora Borealis over Needles Lighthouse

