



TRINITY HOUSE

INSIDE +

**ROYAL  
SOVEREIGN  
SUCCESS**  
The final hours  
**P15**

# Flash

THE TRINITY HOUSE JOURNAL

ISSUE

42

SPRING 2025

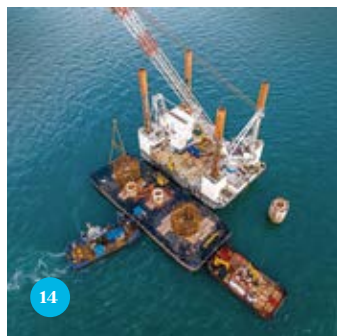
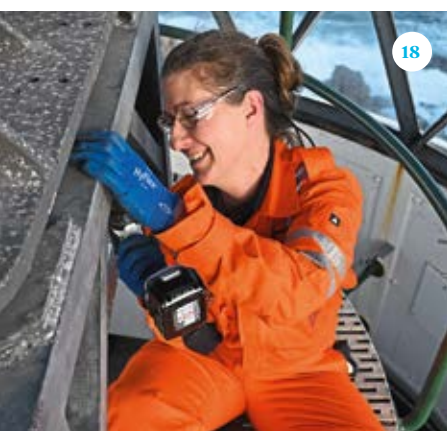
## Making waves in engineering

Kirsty Grant tells us about her recent project at Round Island Lighthouse and why engineering is in her blood.



# Flash

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TRINITY HOUSE

## Editor's note

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

In this edition, we have a great article by Younger Brother Iain Mackinnon about a petition for support by his ancestor Mrs Nelson to Trinity House in 1801, as well as a profile of Kirsty Grant, one of our similarly resourceful Project Engineers, written while she was offshore at Round Island Lighthouse.

We also report on lighthouse engineering project successes at Royal Sovereign Lighthouse and Coquet Lighthouse.

Readers receiving hard copies of *Flash* will also receive a copy of the new strategy we have produced in respect to our work as a General Lighthouse Authority, *Lighting The Way to 2035*. As stated by the Deputy Master, it is our proactive and action-orientated response to this fast-changing world, to ensure we continue to safely discharge our mission to deliver a reliable, efficient and cost-effective aids to navigation service for the benefit and safety of all mariners.

Please pass the journal on to friends, families and neighbours that 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** introduces the way forward for Trinity House as a GLA with the new strategy, *Lighting the Way to 2035*, and looks ahead to an exciting event in collaboration with the UK Government, the Northern Lighthouse Board and IALA.

**T**his edition of *Flash* marks a moment in the long history of Trinity House as a General Lighthouse Authority: the launch of our new strategy, *Lighting the Way to 2035*. First off, can I echo the words of our Chairman Lance Batchelor by thanking colleagues from Trinity House, the Northern Lighthouse Board, Irish Lights, the UK Government (particularly the Department for Transport), the International Organization for Marine Aids to Navigation (IALA), the Lights Advisory Committee and many other partner organisations across the maritime sector for their engagement, ideas and support as we compiled our new strategy.

As we say when asked what we do, *we support our nation's economy and security, we protect the environment, and we save lives – at all times and in all conditions*. We are trusted to deliver. We must though continue to adapt to the rapidly changing strategic context and I look to the future with confidence. The remarkable story of Trinity House is one of innovation and adaptation, over hundreds of years. Simply put, if our forebears had not innovated we would not have survived, and that spirit of innovation remains a strong part of our culture today.

Our people are the most important part of our organisation, and we will be an even stronger, fitter and

more impactful organisation as a result of this strategy. Our ambition reflects our considerable expertise in aids to navigation, from setting and reviewing the navigational requirement to delivering the service to mariners, to internationally renowned research and development.

We are all incredibly proud to be part of Trinity House, to have the very great honour to continue to serve the mariner and our island nation and I am excited by *Lighting the Way to 2035*, its vision and its ambition. This is our strategy, owned by all of us. It is our proactive and action-orientated response to this fast-changing world, to ensure we continue to safely discharge our mission: **to deliver a reliable, efficient and cost-effective aids to navigation service for the benefit and safety of all mariners.**

In another highlight of 2024, we were extremely proud late last year to host the Ministers of Defence from Germany and the UK as they signed the landmark Trinity House Agreement. The agreement—named after the building in which it was signed—commits both nations to improve and further enhance bilateral defence co-operation to better meet the common challenges of the 21st Century and to best secure the common interests of both countries in defence-related areas. We are

delighted that we could play so integral a part in this historic moment for both our nations and the wider western alliance. As our Secretary of State for Defence Rt Hon John Healey MP reflected, politicians will come and go but the Trinity House Agreement will last forever!

We also hosted the launch of Sturla Henriksen's new book *The Ocean*; it goes straight to the heart of many of the issues we face today, including the blue economy and climate change. I recommend it to you.

Looking forward to the summer, I am delighted to announce that, on behalf of the UK, the Northern Lighthouse Board and Trinity House will host World Marine Aids to Navigation Day here in London at Trinity House on 1 July. It will be the first major event since IALA successfully transitioned to an inter-governmental organisation, and so we are especially proud that we have been selected by the IALA Council to mark the beginning of a new era. Over two days we will bring specially invited sector experts together from across the international maritime community for discussion and networking all in the name of fostering ever-better collaboration.

Fair winds and following seas.



**Rear Admiral Iain Lower**  
Deputy Master





# Review of the last six months

Looking back at highlights from  
Trinity House's calendar.



AUGUST

## Trinity Homes Garden Party

The Corporate team was delighted to throw the annual garden party for the residents at the Trinity Homes almshouses in Walmer, Kent. The festive event took place at Trinity Homes, and was attended by **Deputy Master Rear Admiral Iain Lower** and representatives of the Fraternity.

AUGUST

## Trinity House bell rings out

You can imagine how proud (and pleasantly surprised) we were to learn that the bell that sounded whenever a British Paralympian athlete won a medal at the Paris 2024 Paralympic Games was one of our former buoy bells. What a huge honour for us!

The sign at ParalympicsGB House reads: *"Trinity House Bell. John Taylor & Company. Bell founders, such as Taylor's of Loughborough, started to cast bells for Trinity House, the official authority for lighthouses, in the late 19th century. The bells provided warnings for seafarers and mariners. In the 1890s Taylors made subtle changes to the shape of the bells. Adopting the use of vertical boring lathes they produced more finely tuned bells. These bells are referred to as true-harmonic bells. This historic bell now rings proudly for ParalympicsGB House, providing a safe haven for every occupant and an uplifting way to celebrate the spirit of competition and the enduring power of British tradition."*





SEPTEMBER

## World Maritime Day

To mark the International Maritime Organization's (IMO) World Maritime Day on 26 September, we uplit Trinity House in blue. The IMO's theme for World Maritime Day 2024 was 'Navigating the future: safety first!' Several initiatives were held to commemorate the day, including lighting up landmarks: IMO headquarters was bathed in blue light in the evening of the day to promote this year's theme. IMO invited Member States, intergovernmental organisations in cooperation with IMO, and non-governmental organisations in consultative status with IMO to light up landmarks.

SEPTEMBER

## Estonia ferry disaster remembered

On 28 September the world's maritime community marked the poignant 30th anniversary of the sinking of the ferry *Estonia* in the Baltic Sea on 28 September 1994. The tragedy resulted in the biggest loss of life on a European ship in peacetime since the *Titanic*,

but one that is not that often talked about despite it being the catalyst for many of the rules and regulations we have to abide by today. The photo shows the memorial service held on 28 September on Tower Hill, led by Younger Brother Captain Hashmi and joined by the Estonian Ambassador to the UK, H.E. Mr Viljar Lubi, as well as representatives of Trinity House, the Nautical Institute, Nautilus International and the Merchant Navy Association.



OCTOBER

## Community volunteering

**Jess Willan**, Head of Safety and Environment, **Abby McCarthy**, Health, Safety and Environment Trainee, **Lucy Mulford**, Health, Safety and Environment Advisor, **Christopher Pearson**, Project Engineer, and **Lauren Wright**, Business Admin Apprentice joined volunteers from Harwich Haven Authority, RWE, Hutchison Ports and Freeport East at Landguard Reserve, to clear overgrown brambles, collect litter and prepare the land for winter. Trinity House recognises that volunteering is one of the best ways to gain experience and develop skills while helping others in the community.



OCTOBER

## Annual National Service for Seafarers

Our Fraternity Co-ordinator **Michelle Tindall** worked closely with The Seafarers Charity to deliver an excellent Annual National Service for Seafarers (ANSS) at St Paul's Cathedral on 9 October. Around 1,600 people from the maritime community attended. The service was first held in October 1905 and has been held annually ever since. The purpose of the ANSS is to recognise, celebrate and express gratitude. The service is dedicated to seafarers from various maritime professions, including the Merchant and Royal Navies, fishing fleets, workboats, cruise liners, commercial shipping, yachts, ferries, and anyone who makes a living working at sea. The service also welcomes maritime welfare charities, nautical schools, maritime youth groups, veterans' associations, and people of all faiths and nationalities.

OCTOBER

## Trinity House Agreement signed

We were proud to host the UK's Ministry of Defence and the Ministry of Defence of the Federal Republic of Germany at Trinity House on 23 October, for the signing of the landmark 'Trinity House Agreement'.

The agreement is a commitment to improve and enhance bilateral defence co-operation between Germany and the UK. The signing event took place at Trinity House—hence the name of the new agreement—and welcomed



signatories John Healey, Secretary of State for Defence of the United Kingdom, and Boris Pistorius, Federal Minister of Defence of the Federal Republic of Germany.

OCTOBER

## Aurora at Round Island Lighthouse

On 7 October, Lighthouse Technician **Geoff Allbright** from our Field Operations South team, managed to capture a great shot of the Aurora Borealis over Round Island Lighthouse in the Isles of Scilly.

He said: *"It's rather unusual to see the aurora this far south so I was pleased to be here and get to photograph it. I could actually see the redness with the naked eye. We only had about 15 minutes of clear weather and were lucky."*





NOVEMBER

## Royal Sovereign Lighthouse project milestone

In the early hours of 6 November, in the low morning tide, the final sections of Royal Sovereign Lighthouse were loaded onto a flat-top barge, commencing the lighthouse's final journey back to the mainland for dismantling. This significant milestone marks the end of the structure's 53-year life offshore.



NOVEMBER

## High Sheriff of Cornwall visit

The High Sheriff of Cornwall, Sam Galsworthy, visited our Field Operations South teams on 14 November, to see what goes on during operational visits and to understand the workings of our lighthouses.

The High Sheriff visited St Just depot, and then we flew him to Bishop Rock Lighthouse for a visit; he then had a flight to Round Island Lighthouse, and watched some helicopter under-slinging work take place by our teams.

The High Sheriff was also kind enough to bring some pasties for lunch! Pictured here: **Scott Tacchi**, Lighthouse Technician; High Sheriff Sam Galsworthy; **Jamie Ash**, Lighthouse Technician; **Gabriel Harding**, Lighthouse Support Team Member; and **Ian Gorvin**, Technical Manager.





# Fraternity news

A review of appointments, honours and obituaries.

## Obituaries

### Rear Admiral Sir Patrick Rowe KCVO CBE

On 26 January, aged 85.  
Former Deputy Master.

He was elected Deputy Master in 1996 in succession to Captain Sir Malcolm Edge and served in that position to 2002 when he retired from the post and was succeeded by Rear Admiral Sir Jeremy de Halpert.

After education at Wellington College he entered RNC Dartmouth in 1957.

From 1960 to 1965 he served with the Far East Fleet. As a navigation specialist he held various appointments in that discipline from 1966 to 1970.

His first command was HMS *Soberton* from 1970 to 1971 followed by one year at the Army Staff College, Camberley in 1972. In HMV *Britannia* he served as Navigation Officer from 1973-1975. Subsequent commands were of HMSs *Antelope* (1977-1979), *Keren* (1983) and *Liverpool* (1983-1985). Various naval staff appointments were

held from 1979 to 1982.

These appointments were followed by one with the Royal Navy Presentation Team over 1985 to 1986 and from 1986 to 1988 he was Commodore Clyde. A course at the Royal College of Defence Studies followed in 1989 then he served as Military Deputy, Defence Export Services, to 1992.

On retirement from the Royal Navy, in the City of London he was Clerk to the Worshipful Company of Leathersellers from 1993-1996 and was a Liveryman of the Company to 2014. At the Worshipful Company of Shipwrights he was a member of the livery from 1993 to 2008.

He had been admitted to the Fraternity in 1975 as a Younger Brother and was elected an Elder Brother in 1992.

Taking the helm at Trinity House in 1996, it was a significant hour, for in November 1998 we witnessed the automation of North Foreland to mark the completion of the lighthouse automation programme and the formal closure of the last manned Trinity House lighthouse, a ceremony conducted by the Immediate Past Master, HRH The Prince Philip (pictured).

Sir Patrick Rowe, throughout his tenure, provided magnificent stewardship of Trinity House in all its facets often in the face of harsh critics and difficult paymasters. He handed over the charities in





a very good financial position and at the same time the General Lighthouse Authority was embracing a huge amount of change and modernisation, which he had initiated.

He was appointed LVO in 1975, CBE in 1990 and KCVO in 2002.

**Michael Else Esq MRIN**  
**On 19 June, aged 86, Younger Brother No 130.**  
**He was admitted in 2000.**

Michael Else was the chairman of Michael Else & Company, marine insurance underwriters and agents, based in the City of London. He founded the company to set up and manage mutual marine insurance associations. The Company also owned Goodacre & Townsend, a specialist business travel agency. This company managed three

cargo and passenger vessels in their liner services to West Africa, the USA and South Africa. After completing his articles in 1959 and obtaining his Second Mate's certificate, Else joined Hector Whaling as third mate of tankers *Hector Hawk* and *Hector Heron* servicing an Anglo-Norwegian whaling expedition in the Antarctic.

In 1961 the company folded its whaling operations and he joined the Royal Fleet Auxiliary where he remained until 1965 when he obtained his Master's certificate. In all he served in *Brambleleaf*, *Bayleaf*, *Fort Constantine*, *Tidereach* and *Reliant*.

Most of his service with the RFA was spent with the Far East Fleet. As an RFA officer he completed the Lieutenants' Greenwich Course at the RNC

At one time the three insurance facilities produced a premium income of \$20 million and had an international presence in all marine markets.

insurance products: Dragon P&I providing fixed entry P&I cover; the Charterers' P&I Club, the only P&I Club dedicated to the chartering community; and Transmarine, for strikes and consequential loss cover. At one time the three insurance facilities produced a premium income of \$20 million and had an international presence in all marine markets.

Michael Else was born in Sheffield in 1938 and went to sea as an indentured apprentice with Elder Dempster Lines of Liverpool in March 1955. Elder Dempster operated a fleet of some 40 to 50 dry

in 1964. In 1966 he joined the firm of A Bilbrough, managers of the London Steamship Owners' P&I Club, to handle their tanker account. In 1969 he was appointed Legal and Insurance Manager of Atlantic Container Line where he remained until 1973 when he started Michael Else & Company (originally Else Allan Neil Ltd.).

He was a Member of the Institute of Chartered Shipbrokers, BIMCO, a Liveryman of the Worshipful Company of Shipwrights and a member of the Honourable Company of Master Mariners.

## New Younger Brethren

We extend a warm welcome to the following new Younger Brethren who have been admitted to the Fraternity since the autumn edition of *Flash*:

**Lieutenant Commander Richard Brooks LLM FICS FNI AFRIN VR**  
General Manager, Williams Shipping.

**Captain James Kenneth Charles**  
Marine Pilot, South Wales Ports.

**Lieutenant Commander Simon Edward Gaskin FRIN FNI RN**  
Royal Institute of Navigation's Marine Navigation Group.

**Dr Alan Grant**  
Head of GLA Research and Development (GRAD).

**Rear Admiral Timothy Henry OBE**  
Deputy Commander, NATO Joint Force Command Norfolk.

**General Sir Gwyn Jenkins KCB OBE ADC**  
Vice Chief of Defence, MOD.

**Commander Cedric Grenville Loughran Eur Ing RD MNM VR RNR**  
Maritime Consultant, Government of South Georgia and South Sandwich Islands.

**Captain Ross McCulloch Millar BEng AFNI**  
Master Mariner/  
Loss Prevention Associate.

**Denis Andreas Petropoulos Esq**  
Non-Exec Director,  
Tsakos Energy Navigation Plc.

**William Thomas Reeves Esq**  
CEO, Portland Harbour Authority.

**Nicholas John Ashley Shaw Esq**  
CEO, International Group of P&I Clubs.

**Mark Todd Esq AFNI**  
CEO and Chair, Ocean Youth Trust South and Association of Sail Training Organisations.

**Lieutenant Commander Stephen Harvey Window AFNI VR RN (Ret'd)**  
Head of The Nautical Institute Academy.



## Honours

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

### HM The King's New Year Honours List 2025

#### KCB

**Vice Admiral Martin Connell**,  
CBE, Second Sea Lord.  
Younger Brother No 233.

#### OBE

**Monica Kohli**, President WISTA  
UK. Younger Brother No 473.

#### MBE

**Ms Katy Ware**,  
Younger Brother No 365.

### The Merchant Navy Medal for Meritorious Service 2024

**Captain Louise Sara**,  
Younger Brother No 371, for  
services to welfare, safety,  
diversity and inclusion.

### Captain Alan Harry Osgood On 30 September, aged 93, Younger Brother No 31. He was admitted in 1984.

A former Trinity House Great Yarmouth Pilot, he came from a seafaring family. His father was a shipmaster with the Blue Star Line and both his grandfathers (one being lost at sea in 1911) and a brother were seafarers. Alan first went to sea at the age of 16 years, starting as a cadet with the Blue Star Line in 1947. That shipping

company, owned by the Vestey family, concentrated on the frozen meat trade from South America to Britain from 1911 to 1998. During this time trade was extended worldwide with acquisitions and mergers.

Having sailed with various shipping companies, including three years with the Union Steamship Company of New Zealand, he was to obtain his Master's Foreign Going Certificate in 1958.

In that year he joined the Orient Line and it was while serving as 2nd Officer in the passenger vessel *Oriana* (which was making her maiden voyage) that he met his future wife Judith, who was a passenger sailing to New Zealand.

In 1962 they married and a son, Matthew, was born in 1969.

In 1968 he had become Master of the *Sealord Challenger*, the first Ro-Ro vessel to trade from the port of Great Yarmouth. Unfortunately the company was to go bankrupt and for the following two years he found employment as a licensed North Sea Pilot.

The year 1971 saw him taking up a position as a Trinity House Pilot at Great Yarmouth and he was to serve at the port until 1991 when he took early retirement due to the effects of an accident which occurred when boarding a ship in inclement weather.

For 17 years he was a launching authority for the Gorleston RNLI lifeboat. He became a long-time member of the Gorleston Probus Club, becoming club President in 2015.

He was also a member of the Felixstowe Master Mariners' Club and became its Master in 2005.

For many years he was a volunteer attendant at



▲ Captain Richard Woodman LVO MNM FNI

Lowestoft Maritime Museum, an activity which he found most absorbing and satisfying.

### Captain Richard Woodman LVO MNM FNI On 2 October, aged 80, Elder Brother. He was elected in 2006.

Born in London in March 1944, in youth his great love was sea scouting and he recalled leaving his last GCE examination to take the Portsmouth train to join the yawl *Nordwind*, on passage to Oslo for the 1960 Sail Training Race. Returning home he attended an Outward Bound Course at Aberdovey, following which he was accepted as a midshipman in Alfred Holt of Liverpool's Glen and Blue Funnel Lines with fast cargo-liners trading to the Far East.

He obtained his Second Mate's Certificate in 1964 and remained with Holts for two years, during which time he obtained his First Mate's certificate. Attracted by the Trinity House vessels he approached the House only to be told there were no vacancies. He spent a winter on the North Atlantic in an Ocean Weather Ship. After big ships this was, in his words: "*a transformative experience*," with "*much left to the initiative and activity of the officer-of-the-watch*".

In 1967 Woodman joined THV *Alert*, based at Swansea. Two years later he passed for Master. In 1971 he was promoted and moved to Harwich from which port he was to spend the remainder of his career, first in THV *Ready* and, a year later, THV *Patricia*. Day-to-day duties ranged from the routine of buoyage maintenance, lighthouse supply and lightvessel towing, to carrying out inspections with the Elder Brethren, and occasionally

escorting the sovereign when embarked in HMY *Britannia*.

In 1973 Woodman was promoted First Officer, remaining in THV *Patricia*, thriving on the multiplicity of tasks engaging his ship. In his spare moments he had '*begun scribbling*' and in 1980, the same year that he was promoted Commander and took charge of THV *Winston Churchill*, the first of his Nathaniel Drinkwater historical novels was published.

During the summers of 1983/1984 he and several colleagues were seconded to command chartered deep-water trawlers acting as

guardships during the sub-sea operation linking the national grids of the UK and France in Operation Channel Cable. For much of this time Woodman was Guard Commodore of three ships whose presence in the busy international shipping channel was not only vital, but proved dangerously exciting. He subsequently commanded THVs *Stella* and a new *Patricia* (built 1982) before coming ashore in 1991 to join operational management at Harwich. His publisher, John Murray, commissioned him to write *Arctic Convoys, 1941 – 1945*, which was published to critical

acclaim in 1994. He followed this with *Malta Convoys* and *The Real Cruel Sea*, a prize-winning study of the Merchant Navy in the Battle of the Atlantic. Several of his books won prizes; others such as *Voyage East*, an account of a Blue Funnel liner's voyage to the Far East, became a classic of the genre. He produced a five-volume history of the Merchant Navy – "*this country's greatest squandered asset*", and a magisterial history of East India Company shipping. This last one, he published privately as he did not "*want any editor cutting it down*". He was the first staff member to be elected to the Board.

## Appointments

### Royal Institute of Navigation

It was announced at the RIN's AGM on 18 June that **HRH The Master** had accepted the Patronage of the RIN. She is the RIN's second patron and follows her father, the **Immediate Past Master HRH The Prince Philip**, who was the RIN's first patron serving from 1953 to 2021. The RIN was incorporated in 1947. Several members of the Fraternity are Fellows or Members.

At the AGM **Captain James Taylor**, OBE FRIN, Younger Brother No 63, was elected Chair of the Membership and Fellowship Committee.

**Dr Alan Grant**, CEng FRIN, Head of GLA Research and Development, was re-elected a Member of the RIN Council.

### House of Commons

On 23 July **Nusrat Ghani**, MA MP,

Younger Brother No 437, Member of Parliament for Sussex Weald, was elected Deputy Speaker. Three Deputy Speakers are elected by the House of Commons. The principal Deputy Speaker, Ms Ghani, is the Chairman of Ways and Means.

### IALA

**Captain Sir Ian McNaught** KCVO, MNM, FNI, Immediate Past Deputy Master, granted Honorary Membership of IALA.

**Paul Ridgway**, FRGS FRIN, Younger Brother No 385, granted Honorary Membership.

### IMO

**Ms Kathy Ware**, Younger Brother No 365, granted Letter of Commendation by the IMO Council to highlight her dedication to women's empowerment through best practices.

### Trades Union Congress

**Mark Dickinson**, Younger Brother No 431, General Secretary of Nautilus International, elected President of the TUC.

### Port of London Authority

**Admiral Sir Philip Jones** GCB DL Younger Brother No 202 appointed Non-Executive Board Member, with effect from 4 April.

### Royal British Legion

**Vice Admiral Paul Bennett** CB OBE, Younger Brother No 226, appointed National President of the Royal British Legion.

### St Olave's Church, Hart Street

**The Revd Canon Arani Sen**, Rector of St Olave's, Hart Street, and Honorary Chaplain to the Corporation of Trinity House, appointed Senior Chaplain and Chancellor of the Pro-Cathedral of Holy Trinity, Brussels.



# New life for an old optic



**Paul Briggs** discusses the modernisation of the electrical and electronic systems on the lighthouse at Coquet.

**C**oquet is an island that lies just one mile off the Northumberland coast and a short boat ride away from the fishing port of Amble. The current lighthouse, built by Trinity House in 1841, consists of a sandstone tower with castellations around the upper gallery and additional accommodation sections. As part of the usual Engineering and Operations annual review of stations, a project was identified to undertake modernisation of the electrical and electronic systems on the lighthouse at Coquet and a project was

initiated in 2022. The aim of the project is to address the increasing risks posed by obsolescence in much of the existing electronic equipment.

Lamps used in the navigation light, the fog signal, visibility sensor and the ageing Programmable Logic Control (PLC) equipment, used throughout the control system, are all obsolete. Other benefits brought by the project will include more solar power for the Aids to Navigation (AtoN) and domestic supplies, new batteries and an improved heating system.

Early in the project, the team identified that the navigation light is comprised of several red and white sectors that would be relatively complex to replicate using the current standard equipment, so an investigation was undertaken to determine the best way to overcome this issue.

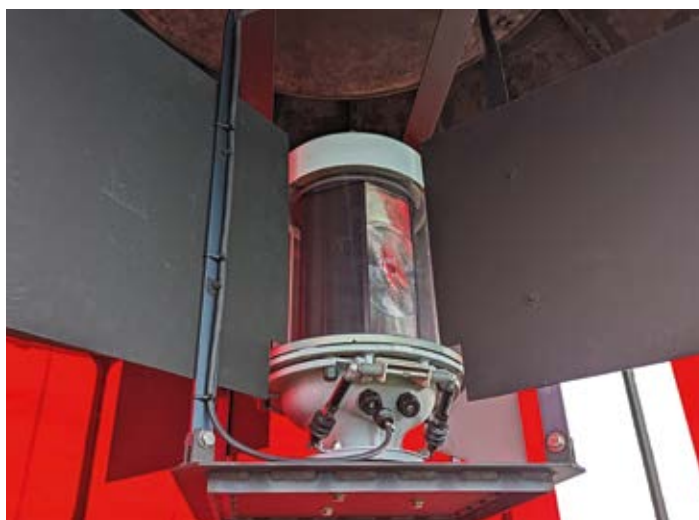
Several options were considered including synchronising multiple light sources and re-using the existing rotating optic with a new light source installed. However, each one of these options was discounted due to complexity or ongoing maintainability. It was felt by the team that the best solution would be an old drum lens with red filter material to create the sectors as can be seen in many stations around the UK.

It was noted that a drum lens had originally been installed at Coquet but this had been removed during a previous modernisation project and in recent years had been on display at Souter Lighthouse. An enquiry found that this optic was now located at Swansea Stores and was disassembled and packed in several wooden storage crates.



The first task was to ask the GLA Research and Development (GRAD) team at Harwich whether this optic would be able to attain the required navigational requirements. Fortunately, calculations gave confidence that the optic would be capable of achieving this requirement however, to make certain, a trial would be required.

The optic trial is planned to take place at Swansea depot in February 2025. At the time of writing, permissions are being sought from the Port Authority to allow this testing to proceed



▲ The existing rotating optic

It was felt by the team that the best solution would be an old drum lens with red filter material to create the sectors as can be seen in many stations around the UK.

The second task was to build the optic in the depot to ensure all the parts were available and

potentially contain asbestos; the other concern was the putty drying out such that these prisms were no longer held tightly in place. Further testing revealed no asbestos in the putty enabling further work that will see the optic fully refurbished before installation.

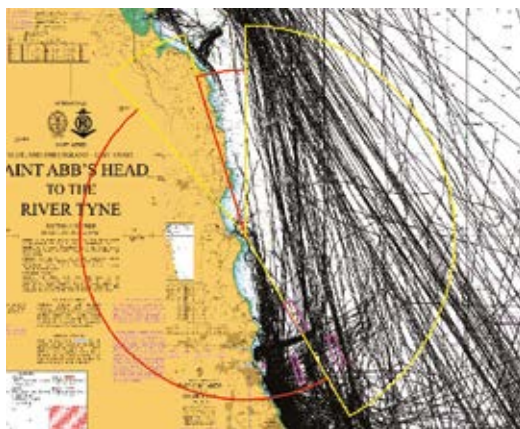
to confirm the calculations previously completed. The test site was not easy to locate, as a minimum distance of 900m line of sight was required, but by placing the optic in the Swansea Buoy Yard car park and placing the light measurement equipment across the dock, a test site with 1300m was found that would be sufficient.

check there was no damage that would stop the optic from being reassembled. This work was completed early in the summer of 2024 with all optic parts located, identified and assembled. There were two main areas of concern: there was a chance that the putty holding the glass prisms in place could

Assuming all testing goes well, the mounting arrangements will need to be manufactured, and all equipment will be transported to site via an underslung helicopter load. The heavy optic sections, weighing up to 85kg will need to be carefully moved into position in the lantern room and fully installed. The optic will need to be given a further test by GRAD to ensure that it is level, and glazing losses do not significantly degrade the light, finally a viewing trial utilising a Trinity House vessel will give confidence in the light and ensure that all the sectors are at the correct bearing.

All going well, there should be a further article in *Flash* to let you know how we get on.

▼ Coquet navigation requirement



▲ Coquet replacement optic







# Royal Sovereign success

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Senior Project Engineer **Rob Race** describes the final hours of the offshore works to take down Royal Sovereign Lighthouse.


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**I**n the early hours of Wednesday 6 November 2024, the final section of the central pillar of Royal Sovereign Lighthouse was successfully removed. The final offshore lift had been scheduled to coincide with calm seas. In fact, the seas that night were so calm that a casual observer on the *JB119* jack-up barge might have been forgiven for not properly appreciating the host of challenges that the delivery team had faced in the execution of this final phase.

A closer look, however, would begin to reveal the complexity of the operation. The swift currents, highlighted by the speed at which the resting seagulls floated past the jack-up, posed significant challenges for the diving team. Their tasks included core drilling holes for the

lifting trunnions on each of the nine cut sections and positioning cutting wires, all within an hour's workable conditions on either side of slack tide. That is, if the sea-state allowed them to...

As expected, it was the sea state that ultimately dictated the pace of progress. Whether it was diving, cutting, lifting operations or even routine tasks like team members gaining access to the jack-up, progress was completely at the mercy of the sea-state and wind conditions.

Engineering solutions—like the substantial and bespoke cutting frame that was lifted and fixed around the pillar—would help maximise the working windows above water but ultimately there were certain conditions where downing tools was the only safe thing to do. 



During the offshore elements of Phase 2, *JB119* stoically remained at the location through several storms. One storm in particular—the ferocity of the winds and the sea state it generated—was much greater than anything that had been forecast. It was fascinating to listen to the bargemaster, the person responsible for the jack-up, talk about the thrill it gave him as the barge was rocked by wave after wave. The faces of his colleagues during his telling of that tale showed they did not share it.

The pillar's robustness presented a constant challenge to the diamond-encrusted wire that was employed to cut through the various sections of pillar. The wire would generally make good progress, despite the very high-strength concrete, but would often become frustrated when the wire became snagged and, occasionally, broken by a small number of loose tendons as they rattled around inside their ungrouted sheaths.

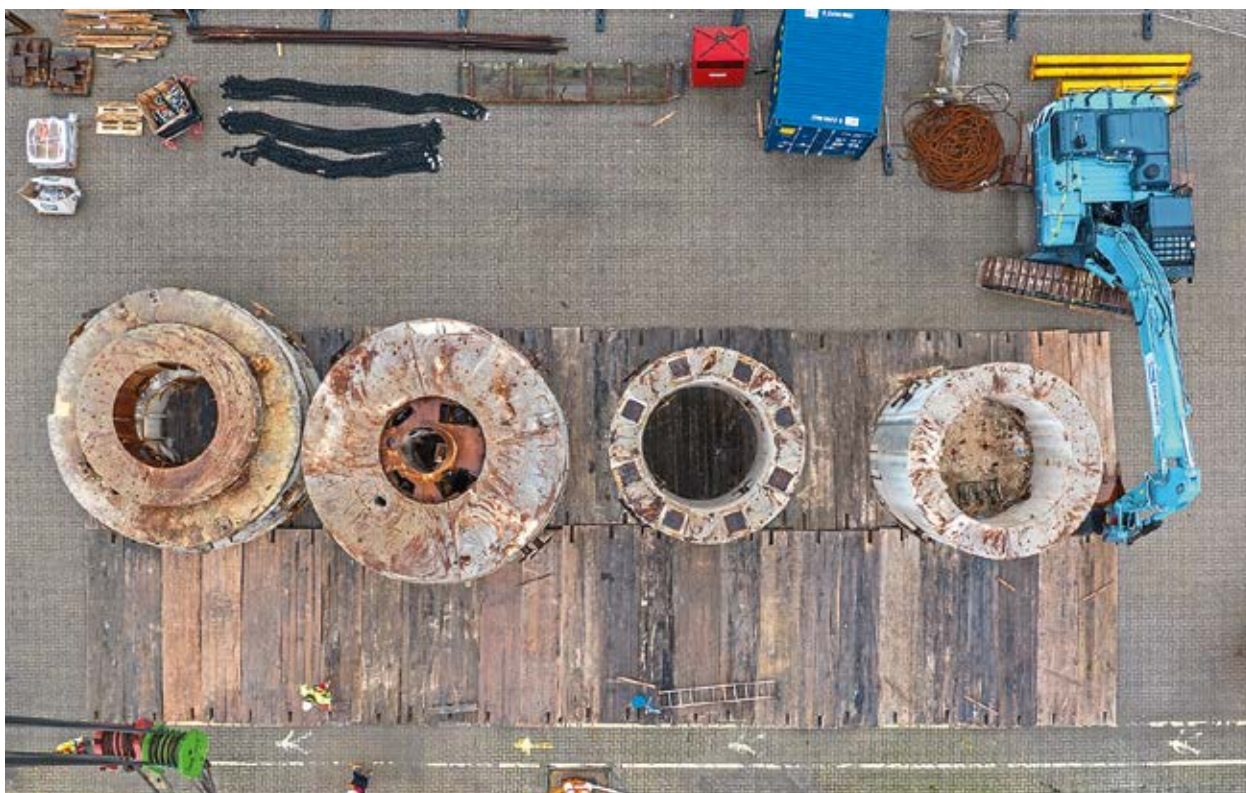
One storm in particular—the ferocity of the winds and the sea state it generated—was much greater than anything that had been forecast.

As the cutting contractor made their progress down the pillar, each new section cut told a different story. The top cut section bore the scars from separation from the topsides during Phase One. Sections two and three contained the access stairs up which a previous generation of lighthouse keepers would ascend and descend during their reliefs from station.

Sections four, five and six proved particularly troublesome as these were double-thickness (and therefore double the mass). They contained the lower part of the upper section as well as the upper part of the lower section. The material used to create the collared joint between the two contained a particularly high flint content. Another headache for Robore, our particularly determined cutting sub-contractor.

Section seven—which contained the recently purged and cleansed fuel tanks—would be the first predominantly submerged section to be cut and lifted. This brought with it a new set of challenges as these activities would become especially reliant on not just calm conditions but sustained calm





conditions; a tall ask for October. The contractor's lifting calculations were carefully scrutinised throughout to ensure the sections being lifted were within capability of jackup's crane.

Sections eight and nine were lifted onto the jack-up barge together, allowing their separation to be performed from a protected position on board. It was these sections, along with the bespoke cutting frame that would form the final lifts from *JB119* onto the waiting *NP626* flat-top barge for transit back to the Port of Shoreham.

Once ashore, demolition of the previous sections was already under way and, as of 27 November, the entire demolition of the pillar sections had been completed.

A very high proportion of materials produced during the demolition of both pillar and topsides will be used, with a whole project recycling rate of 99.05% with Phase Two in particular recycling 99.96% of its materials. The lantern tower was also transferred to Bexhill Maritime so that it could be incorporated into a seafront visitor centre for the area.



# So you want to be an engineer?

I'm greeted at the door by Trinity House Mechanical Support Engineer **Kirsty Grant**, who ushers me out of the cold, and into her warm hotel room. Returning to her nailcare routine, she sits herself down on her queen bed, a luxury after a week in a bunk.

**K**irsty has just returned from installation works at Round Island Lighthouse. With her beaming smile, you wouldn't know she's been working in a lantern room for six days straight on a small, uninhabited island. Trinity House's **Sarah-Jane Lakshman** finds out more.

## Q Tell me a bit about your team.

**A** I'm part of the Engineering Support team. We sit alongside the Projects and the Engineering Project Delivery teams and do some of the smaller projects when needed.

We work directly with the Technical team and provide them with designs. We look after the communications system between our buoys and all offshore stations, making sure that all the alerts coming in are correct and tell us what they need to tell us.

So we kind of get involved with everything. We have various people in the team who are multiskilled, so we are able to understand and support any of the engineering functions.

## Q A very multidisciplinary team then. Tell me about your role. What does a typical day look like for you?

**A** I look after the mechanical needs of the buoys out at sea, making sure they are doing what they're supposed to. I'm involved in a new buoy design project, looking at how it works at sea, motion analysis, how it rides the waves or sits in the water and all that kind of stuff.

I also get involved in rollouts of new kit at lighthouses. I've just come back from Round Island and that was installing a new lantern in the optic. I get involved where we have to mount equipment. We make sure it fits right and works properly and is exactly where it needs to be. It can be a bit challenging when you're looking at old buildings because you never really know what you're going to find when you get there.

## Q And they're uniquely shaped buildings as well?

**A** Completely! And some of them we don't have modern drawings for, especially for the





actual physical building itself. It can be quite challenging. We like to do surveys and get out there and have a look, which helps because you can actually see what you're letting yourself in for.

**Q What first drew you to the field of engineering?**

**A** I spoke to a careers advisor at school when I was in my final year. I didn't really know what I wanted to do. I enjoyed woodwork, metal work, drawing, physics, maths, that kind of thing, and she said "Oh, it sounds like you want to be an engineer!" I applied for some engineering apprenticeships.

I was the only girl and so everyone was under the impression that I was the token female to fulfil the quota.

It is my field. It is what I love doing and I always come back to it. We had some really big engineering companies in the area, all of which had some really good apprenticeship schemes. I got in on one of those. It was tough. I was the only girl and so everyone was under the impression that I was the token female to fulfil the quota. It's hard going into that environment because you're constantly battling and having to prove yourself. The fact that I came out of it with higher qualifications than all the other guys kind of just makes me smile because I've proved myself.







**Q Tell me a bit about your career path leading up to joining Trinity House.**

**A** I did the four-year apprenticeship scheme doing everything from very basic engineering all the way through to design and development. I stuck around an extra two years after that in their area handling equipment division. But the manager I had at that point didn't believe in females in engineering. He used me as his personal secretary, which I didn't really like. I moved to an insurance firm in London and went into their IT support team. I came back to Colchester and worked for a law firm. I hadn't really seen much of the world, so I went to Africa for 10 weeks. Then I got home and fell into an admin role at an engineering company in Colchester.

Alan, my husband, had worked at Trinity House for all his career. He had always said it was a good place to work. They had a position open for six-month maternity cover in the Procurement Team. I got the job and absolutely loved it. The Procurement Team is made up of the most amazing set of people. They work their butts off for us and I don't think many people realise how hard that job is. It was a quick way to learn

how Trinity House does what it does, what it buys, how it's used.

And then this part-time engineering role came up, which doesn't happen. You don't get part-time engineering roles because of the type of work it is. I just thought I'd be stupid not to try. So I applied, and I just thought, be yourself. Be honest. You haven't done engineering for an awfully long time, but you're passionate about it. And they chose me which was amazing.

**Q You've enjoyed returning to engineering?**

**A** It's in my blood. And I think when you find the right role, it doesn't feel like work, it feels like fun.

**Q I saw that on Round Island! You were just having so much fun.**

**A** I was! It just works in my mind. I can't explain it, it just clicks. And I get to go on helicopters and boats and stuff like that.

**Q What's most rewarding for you in this role?**

**A** You know what, it's working with the team I work with. Just being part of that group and being me, not holding back

and feeling comfortable to be able to sit in a meeting and go: "Guys, I don't understand what you're talking about." And they stop and say: "Let me explain it to you." It's amazing. It's lovely to be with a group of people who don't judge you. And over and above everything else, knowing I'm part of that team, makes anything possible.

**Q What would you say to people, especially young women, who might be interested in a career in engineering?**

**A** Just go for it. There will be times when you come across somebody who doesn't think you should be there, who doesn't believe that you're good enough. You have to have faith in yourself, and believe the people who tell you are good enough because there are people out there that do that. I'm lucky enough that my manager makes me feel that I can do what I do and do it well. So have faith in yourself and just go for it and enjoy it.

I've worked for a number of different companies, and I have to say Trinity House is one of the best. The people make it.

**Thank you, Kirsty, it's been a joy!**





# 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

### Stella Maris: Supporting seafarers, fishers and their families since 1920

**“S**tella Maris rescued me. I wanted to jump overboard, and I think about it.

*I am alive now because of Stella Maris.”* This is a statement from a fisher helped by Stella Maris.


Founded in Glasgow over a hundred years ago, originally as the ‘Apostleship of the Sea’ (AoS), Stella Maris, as it is now known, is a Catholic charity providing practical, pastoral and spiritual support to seafarers,

fishers and their families, regardless of their nationality, belief or race. Central to our goal is to work in partnership with other charities supporting seafarers and fishers; after all, charities work better when they work together.

In its early years, AoS ran large seafarers’ hostels in all the major port towns where seafarers could stay while their ships were alongside in port. By the end of World War II,

our work had expanded across the world. Today’s seafarer is no longer in port for a few nights, but often only for a few hours. In these changed circumstances, Stella Maris has adapted to provide pro-active outreach by way of ship visiting to assess practical needs of seafarers and fishers.

Stella Maris now operates via its network of port chaplains and volunteer ship visitors in nearly 100 ports across the UK. In 2023, the UK teams visited 5,758 ships, assisting an estimated 126,676 seafarers and fishers. Worldwide, Stella Maris has teams based in 57 countries operating in more than 350 ports. Its 1,000 chaplains and volunteers across the globe can visit up to 70,000 ships in a year, so if you stretch your imagination and assume that each ship has 24 crew, then multiplied together, that’s 1.68 million seafarers, which is not far shy of the 1.9 million seafarers on the planet. However, as with all stats, do take those figures with a pinch of salt (because some of these will be repeat visits to the same crew), but you catch our drift - it’s a big number we’re reaching out to support!

To meet the myriad of spiritual, physical, and psychological needs of fishers and seafarers, Stella Maris: 



- offers information, practical support, and a listening ear
- provides Wi-Fi connections and mobile phone SIM cards to assist seafarers to telephone or email loved ones at home, whom they often will not have contacted for months
- looks after seafarers or fishers who are sick or injured through accidents on board and those who are distressed and far from home
- in some locations, provides seafarers' centres: an onshore space where seafarers can relax, make a drink and a snack, watch television, and use free internet to contact family back home
- stands alongside seafarers when their rights are breached and campaigns for their rights to be internationally recognised and upheld, especially when they are abandoned by ship owners.

Stella Maris is very grateful to the Trinity House Maritime Charity for its grant funding over a number of years. Grants have supported Stella Maris' teams on the Humber, in northeast Scotland, and in Bristol. In 2024, Trinity House helped Stella Maris to establish a new chaplain in Liverpool and the North West of England. More locally to London, Stella Maris is also thankful for recently being able to hold its annual Day of the Seafarer event for its supporters at Trinity House in Tower Hill. Looking at records of ship visiting on the Humber, in northeast Scotland, and Bristol, Stella Maris estimates that its teams have visited 1,893 ships in those ports during the period of grant support from Trinity House. This has assisted an estimated 41,646 seafarers and fishers.

## Stella Maris' new chaplain in Liverpool and the North West of England

The Liverpool-based post, funded by Trinity House, completes national coverage for Stella Maris of all the main ports in the UK. The post-holder, Chaplain Chris Reynolds, was himself born and bred in Merseyside. Through this role, he is covering Liverpool and other local ports such as Fleetwood, Maryport, Whitehaven and Barrow. He plans in future to expand the charity's work to Holyhead, and potentially to the Isle of Man.

Since his appointment, Chris has been hard at work, building up Stella Maris' presence and activities in Liverpool and the region. He has been making connections with the various port authorities, the North West Port Welfare Committee, and the local ITF representative. He has also been working to recruit a team of volunteer ship visitors from local churches to help with the ship visiting in all these ports. Chris says: "I am excited to be working in Liverpool, with its long seafaring history and ever-expanding horizons in hosting cargo vessels and passenger ships alike. I am also keen to ensure that other local ports are given support too..

*"I lived in Ramsey, in the Isle of Man for a couple of years, so it would be good to provide as much support as I can to the ferry company workers and the fishing communities there. There are also two vessels I knew from my time living there that carry freight from Ramsey to England and Belfast, and I have visited these vessels before."* he adds.

Earlier in his career, Chris attended Fleetwood Nautical Campus for three years and he explains that he loved every second of it. He also visited Maryport each year for Remembrance Sunday with the Liverpool University Royal Naval Unit. Chris summarises his aspirations in the role as follows: *"I am deeply passionate about helping seafarers and fishers, whose hard work and sacrifice often go unnoticed in society. I am very keen to work alongside organisations in Liverpool and the wider North West that are already working to secure the wellbeing of seafarers and fishers. Ultimately, I hope to be a source of peace and support for seafarers and fishers in the region."* [www.stellamaris.org.uk](http://www.stellamaris.org.uk)



▲ Chris Reynolds on board a ship providing warm clothing and snacks to seafarers.



## The Cirdan Sailing Trust: Four decades of changing lives at sea

The Cirdan Sailing Trust is entering its 42nd year of enriching the lives of disadvantaged young people. Launched in 1983, The Cirdan Sailing Trust's aim is to provide disadvantaged young people aged 11-25 years old with the opportunity for self-development from the experience of living and working on large sailing boats. Most participants that take part in a voyage are socially, physically and/or mentally disadvantaged. These include specialist education groups, young people in care, young carers, refugee and asylum seekers, homeless and people in sheltered accommodation, Early Intervention in Psychosis service users, high schools and others needing some guidance in life. Many of the young people are from low-income households and deprived areas of the UK.

### Life onboard

Everyone takes an active role in life on board, getting involved with all tasks including helming, hoisting sails, navigation, engine checks and domestic duties including prepping and cooking meals. At least one meal a day is spent sitting around the saloon table together discussing the day and listening to everyone's highlights. This was very important to our charity's founder Bill Broad and is still an integral part of all our voyages today.

One of the key strengths of a voyage is the young people that come on board develop resilience. During a week-long voyage there will be times that can feel tough. It could be the weather demonstrating its full force, the dreaded sea sickness or having to develop a routine that they just aren't used to. Our crew excel at guiding people through these moments and as the week progresses a realisation grows that no matter what life throws at

them there are solutions and ways to overcome all. From this, greater bonds are formed and strength (both mental and physical) are improved.

### Youth View

In 2024 the Cirdan Youth View was launched, formed of young people aged 16-25 who have previously sailed with us and are keen to volunteer and help spread the word about the benefits a voyage can bring to other people like themselves. The Youth View has been meeting regularly since its inception and has already provided us with several ideas and suggestions that have been implemented or will be soon.

### New apprenticeship scheme

Crew recruitment across the maritime industry remains problematic particularly in sail training. We have found through our own experience of recruiting staff that there is a significant skills shortage at the Mate level in the industry and it has been very difficult to recruit the right calibre of staff.

To help address a shortage of crew, we have started a new apprenticeship scheme and employed two Apprentice Bosuns in 2024, with the aim they will become Mates and Skippers in the future. We were only able to start this scheme with the help of Trinity House, without whose funding this would not have been possible. Although in its early days, the scheme is already proving successful, and we would like to expand it in the future to include three apprentices rather than the current two. We believe providing another opportunity for an apprentice crew member benefits not only our organisation, but also helps meet the need within the industry for suitably qualified crew.

▲ Matt onboard with some of the young people

The apprenticeship will provide participants with the knowledge and skills to gain a recognised Skipper's certificate for commercial vessels, up to 24m in length, ultimately leading to a career pathway to higher level certification.

Our first Apprentice Bosun Matt joined the scheme in March 2024 after volunteering with various sail training organisations whilst working part time. As part of the scheme Matt attends two-week blocks at an external training provider in Plymouth, and the rest of his time is spent gaining experience across our fleet. The external training blocks are a mixture of theoretical and practical sessions focused on gaining relevant qualifications, which they can take with them as their career progresses, and they approach other employers in the future. *"The apprenticeship is a great first step into sail training. It gives you the miles, experience, training and qualifications you need in a structured and planned way,"* says Matt.

*"It has been incredibly rewarding. While it can be hard work and long hours, I have seen firsthand the positive change, in groups, made from the start to the end of a voyage. This and the feedback from the group leaders makes it well worth it,"* continues Matt. *"I've had lots of great experiences, from anchoring in some beautiful spots, watching sunrises, sunsets and the stars. However, my best experience was on a tough voyage with long passages, leaving and arriving in the middle of the night and plenty of rain. The trainees and leaders were fantastic. They really pulled together, pushed through the tough parts and made the best of the voyage."*  
[www.cirdantrust.org](http://www.cirdantrust.org)



## A new Launch Tractor for SARA

In 2023 and 2024 the South West Regional Committee awarded a grant towards the funding of a new launch tractor for the Beachley Lifeboat station of the Severn Area Rescue Association.

Although relatively unknown outside the catchment areas of the Severn, Wye and Usk rivers, the Severn Area Rescue Association (SARA) has been providing a search and rescue service for over 50 years. Since its inception in 1973, it has developed into the largest multi-disciplinary search and rescue organisation in the country. Comprising four sections—land, rope, swift water rescue and inshore lifeboats—SARA attends over 100 call outs every year. Its lifeboat section is now the UK's largest independent lifeboat organisation. Typical incidents are vessels going aground or losing power, vessels adrift or damaged, people stuck on the mud and cut off by the tide and searches for missing persons. SARA is entirely voluntary and wholly funded by charitable donations.

Maintaining the level of service that SARA provides on a daily basis

involves a considerable effort across the organisation. Crew need to be recruited and trained and their skills continually developed and the boats and vehicles need to be maintained to a high standard to ensure reliability and constant, 365-days-a-year, round-the-clock preparedness. A communications team needs to be available at all times and crew need to be provided with good, reliable PPE and equipment. All this comes at some considerable cost.

SARA's Headquarters is based at Beachley, under the Severn Bridge, where the largest of its lifeboat stations is also housed. There are two lifeboats at the Beachley station: SARA 1 the 'Jim Hewitt', is the 'flagship' vessel being an 8m Delta B class RIB; and SARA 3 'Swift and Bold' is a 4.5m D class RIB. With 2 150hp engines, SARA 1 is ideal for getting to situations very quickly, and is equipped with up-to-date equipment to help locate casualties. SARA 3 is also pretty quick but is ideally suited to working in shallower water, invaluable when conducting searches. The lifeboat section is a declared facility for HM Coastguard with exclusive coverage of the Severn Estuary

from Gloucester to a line between Newport and Clevedon. The Severn Estuary is a very challenging stretch of water with the second largest tidal range in the world, fast currents and mud flats; many have been caught out by its benign appearance on a sunny day.

The lifeboats at Beachley are currently launched down the public slipway, which used to be the embarkation point for the Aust ferry in the days before the Severn Bridge was constructed. Many local people can still remember queueing for hours to cross the river on the small car ferry that negotiated swirling waters of the estuary.

The lifeboats are launched using a dumper truck re-engineered by a SARA team over 20 years ago. It was designed to replace the use of a Landrover as the team tired of continually fixing brakes and wheels systems that found the conditions of the Severn too much (yes, even for a Landrover). It is a much-loved machine and has served SARA very well, but is now needing ever more repair and maintenance and will compromise the ability to be at a constant state of preparedness.

SARA is extremely well supported within all the communities it serves. Fundraising activities are held throughout the year to generate the funds needed to keep the organisation operational and all at SARA are always humbled by the generosity and genuine affection with which local people view the organisation.

A fundraising campaign was launched in December 2023. By the autumn of 2024 the target of £30,000 had been reached. Thanks in no small part to the support of Trinity House and the personal efforts of Captain Andrew Ward. An order has been placed and delivery of a second-hand tractor—refurbished to SARA specifications—is expected to be received during the spring of 2025. This should help secure the future of the lifeboat service at Beachley for the next quarter of a century.

[www.sara-rescue.org.uk](http://www.sara-rescue.org.uk)

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# Sailors' Children's Society: Transforming Lives for Over Two Centuries

Established in 1821, Sailors' Children's Society has supported over 48,000 disadvantaged children of seafarers across the UK. With a royal patron since 1868, HRH The Princess Royal became the Patron in 2003. The charity's mission remains firmly rooted in helping families connected to the sea. Today, it provides holistic care through financial grants, family support, and essential resources for seafaring families facing hardship through no fault of their own.

Recent months have seen the Society undergo a transformative period, embracing a modern brand and expanding its reach. Under the leadership of CEO Natasha Barley, who joined in 2023, the charity is forging new business partnerships and enhancing its support network with funders like Trinity House.

Natasha Barley reflects on the journey: *"This charity has an extraordinary legacy of resilience and compassion, and it's a privilege to see first-hand the impact we have on families in crisis. Whether it's a food voucher to ease Christmas worries or long-term support that rebuilds lives, our work continues to change futures."*

## Holistic support for families in need

Sailors' Children's Society provides welfare grants, clothing allowances including a winter clothing and school uniforms, special grants for educational trips, and respite breaks. Each family receives tailored assistance, including laptops for children without one and dedicated family support officers who work closely to address their unique challenges. The Society's approach ensures sustained care, staying with families until they no longer need help.

One poignant example of their work is the story of Jodie and her three boys. Following the tragic death of her husband, a fisherman, Jodie found herself in financial and emotional turmoil. The Society provided essential financial aid, school



uniforms, and even a respite break to help the family recover from their trauma. Jodie shared, *"Having support from Sailors' Children's Society was a big help at a devastating time when it was difficult to get through each day. The stability they've given my children is priceless."*

## Expanding outreach and strengthening partnerships

The charity is launching new fundraising events in London, Liverpool, Scotland, and Newcastle to support more families nationwide. By strengthening ties with ports, shipping, and seafaring industries, the Society is broadening its reach to assist more families.

What sets Sailors' Children's Society apart is its unwavering commitment to families until they no longer need help. Witnessing a family transition from crisis to stability is the ultimate reward for everyone involved. For those looking to make a difference, Sailors' Children's Society offers unique partnership opportunities. Businesses and individuals can see first-hand how their support transforms the lives of children and families in need. <https://sailorschildren.org.uk/>

## REGIONAL GRANT SUPPORT

### Lincoln and District Sailing Association (LDSA)

The LDSA is an affiliation of local schools and other groups whose aim is to enable any young person, both disabled and able-bodied, to sail in a safe and enjoyable way. We are a recognised RYA Training and Sailability Centre and, in addition to affiliates' sailing, we run evening and holiday courses open to anyone. All our instructors and helpers are volunteers.

This year we received a grant from the East Region Committee, which has enabled us to finish replacing old buoyancy aids, to increase our stock of wet suits, to repair one of our safety boats whose engine suddenly 'died' on us, and to increase our training programmes. This last is really exciting for us and giving us the chance to build up our team of Assistant and Dinghy and Powerboat Instructors, which is a necessity if we are to be able to continue to run all the sessions we would like to. Part of the grant was to help one of our young Dinghy Instructors, Callum, to gain higher qualifications. Since receiving the grant, he has already gained the Powerboat Instructor and Senior Dinghy Instructor qualifications. We are so grateful to Trinity House—without that generous grant, none of this would have been possible this season.

[www.lidsa.org.uk](http://www.lidsa.org.uk)



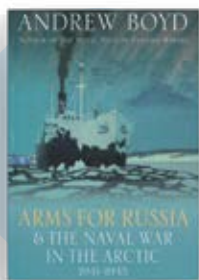
▲ Callum receiving an award from the LDSA's Principal to recognise all the help he has given this year.





# Book reviews

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



## Arms for Russia & the Naval War in the Arctic 1941-1945

By **Andrew Boyd**

Published by Seaforth, an imprint of Pen & Sword Books.

584 pages.

ISBN 978 1 3990 3886 7

This major new work fundamentally reassesses the operations by the Allies to deliver war supplies to Russia via the Arctic sea route between 1941 and 1945. It explores the motives underpinning such aid, its real impact on the Soviet war effort, and its influence on wider Allied and German strategy as the war developed. It brings to life key participants, political and military, describes the interaction of intelligence with high policy and tactics, and brings a fresh perspective to key events, including the notorious convoy PQ 17.

As a theatre these waters absorbed perhaps 20% of Royal Navy resources after 1941 and a significant share of Allied merchant shipping badly needed in other theatres.

It is good to see Richard Woodman's *Arctic Convoys 1941-1945*, published by John Murray in 1994, as a source in the bibliography. This was regarded as the overview of its day 30 years ago.



## The Girl Prince: Virginia Woolf, Race and the Dreadnought Hoax

By **Danell Jones**

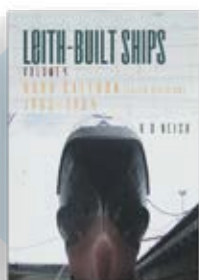
Published by Hurst & Company, London. 334 pages.  
ISBN 978 1 80526 006 6

There was a time in recent memory when 'Bunga! Bunga!' was the cry of an Italian prime minister who was renowned for partying. If you were brought up by parents who recalled the Edwardian era, the cry had been heard before, in 1910, from the lips of some intellectuals, the Bloomsbury Group, who sprung an elaborate hoax on the Admiralty.

Can you imagine today sending a telegram to C-in-C Fleet advising of the imminent arrival of an Ethiopian prince and entourage with the request for facilities to inspect HMS *Queen Elizabeth* and this being swallowed and acted upon? Today there are no telegrams so an e-mail would have to suffice, if only you knew the address.

Here is played out the hoax on C-in-C Home Fleet, Portland, and HMS *Dreadnought*. Well illustrated, with useful chapter notes (50 pages), bibliography (20) and an index.

A splendid early 20th century literary, naval, social and colonial history.



## Leith-built Ships Volume 4 Robb Caledon 1965-1984

By **R O Neish**

Published by Whittles Publishing.  
161 pages.

ISBN 978 1 84995 578 2

Volume 4 of Whittles' Leith-built ships series follows the fates of Ship

Nos. 495 to 535 built from 1965 until the eventual closure of the shipyard in 1984, through times that saw the destruction of a key British industry. Sadly, the book chronicles the decline of the last shipbuilder at Leith and was witness to industrial unrest and strife.

As is evident from the published list Robb-built ships were often unique in design and the trades they served. They could be specialised vessels that were complex to build, requiring much skill which the Leith shipbuilders had in abundance.

Robb Caledon built the ice-strengthened *Bransfield* for the Natural Environmental Research Council with which organisation she was the main supply vessel of the British Antarctic Survey. Her construction was overseen by Captain Tom Woodfield, Elder Brother, who also stood by construction at Robbs of THV *Patricia* built as No. 530 and commissioned in 1982.

# Lighthouse Visitor Centre Seminar

Commercial Team Admin **Lizzie Hopgood** writes about the event that brought together lighthouse tourism operators from across the UK and Ireland.

**T**he annual Visitor Centre Seminar held in January in London was a resounding success, bringing together key stakeholders from the various Visitor Centre operators, Northern Lighthouse Board, Irish Lights, and the ALK (Association of Lighthouse Keepers). The event was a remarkable occasion, offering an inspiring platform for collaboration and discussion around the future of lighthouse heritage and visitor engagement.

The seminar provided an opportunity for **Deputy Master Iain Lower** to meet with the operators and tour guides and share the future strategy through to 2035. **Andy Holt**, Director of Operations, along with Iain Lower, formed a panel to answer questions that attendees had. Throughout the day, insights were shared, best practices learnt, and innovative ideas aimed at enhancing the visitor experience at lighthouses across the UK and Ireland were exchanged. Attendees were treated to a series of informative presentations, and interactive discussions including ex lighthouse keeper (and ALK member) Neil Hargreaves'

memoirs as a lighthouse keeper. One of the key highlights of the seminar was the shared commitment to preserving and promoting the rich history of lighthouses while ensuring they remain accessible and engaging for modern audiences. The exchange of ideas between the ALK, Northern Lighthouse Board and Irish Lights allowed for a deeper understanding of the opportunities facing the sector, particularly as it looks to create more immersive and educational experiences for visitors.

As the seminar came to a close, there was a sense of excitement about the upcoming 2025 visitor centre season. The discussions held at the event are set to play a significant role in shaping the direction of lighthouse tourism and ensuring that these iconic structures continue to captivate and inspire future generations. The event served as a reminder of the importance of collaboration and innovation in safeguarding the legacy of these maritime landmarks for years to come.

The next Lighthouse Visitor Centre Seminar is planned to be held in January 2026.





# A voyage of firsts



Trinity House Cadet **Henry O'Keefe** reports back on a three-month voyage with Royal Navy vessel HMS *Tamar* on the other side of the world.

**I**n Fiji, on 12 August, I embarked on HMS *Tamar* for a three-month voyage full of firsts. Setting sail for New Zealand, I quickly learned the ropes of bridge watchkeeping. Four officers, including myself, were offered to join two tugs for a berthing operation when we arrived in Wellington. We coordinated with a Ro-Ro ship and witnessed the intricate process of berthing. Afterward, the helmsmen performed skilful manoeuvres, even allowing us to steer the tug. We then prepared the ship's flight deck for a cocktail party with important officials. After three weeks in Auckland for maintenance, we onboarded a Kiwi boarding team to help Fiji combat illegal fishing. Following a brief stop in Suva, we prepared for an intensive week of boarding exercises.

However, plans changed when HMS *Tamar* made a sudden course alteration, disconnecting our communications.

After hours of speculation, the captain announced that HMNZS *Manawanui* had grounded and caught fire off the coast of Samoa. The crew had abandoned ship, and we were tasked with assisting at the wreck site despite challenging weather conditions. Reassured that the crew was safe, we were the first to arrive at the wreck site and detected an EPIRB signal. With the ship's company on lookout, I helped coordinate the search from the flying bridge. We spotted a black bag floating five nautical miles away from the wreck site. Upon retrieval, we discovered it contained the grounded ship's navigational record book.

After two weeks of patrolling the wreck site for leaks or wreckage, we were joined by HMAS *Choules* and HMNZS *Canterbury*. Together, we conducted security operations for the Commonwealth Heads of Governments around Samoa. Despite the extended mission, we had a virtual meeting with the prime minister, who thanked us for our efforts.

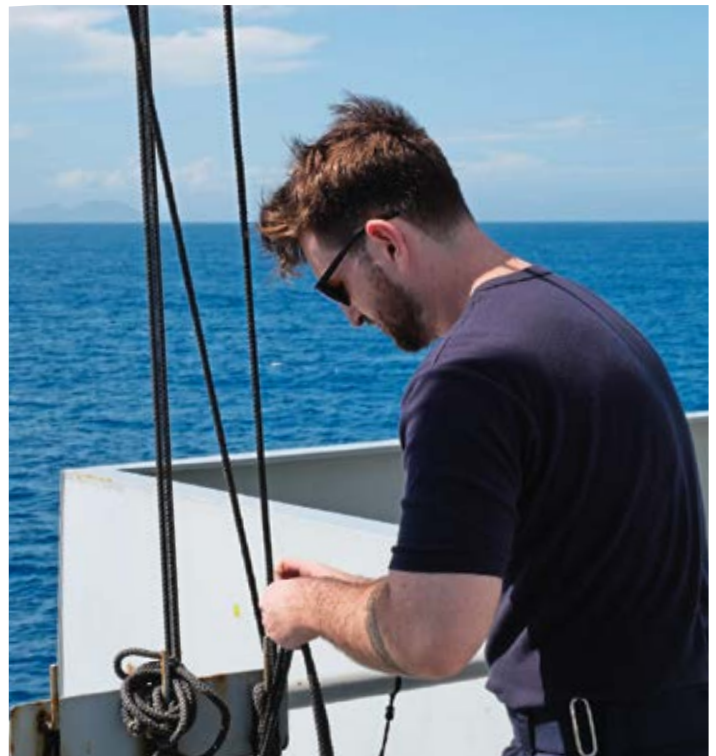
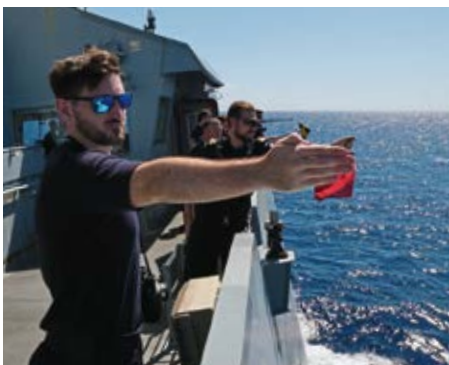


▲ Henry in Wellington, New Zealand

Following a fulfilling month, we returned to Suva for the crew handover and set up for a Battle of Trafalgar Mess Dinner to celebrate Lord Admiral Nelson's innovative thinking at the famous battle. Reflecting on my time aboard, I deeply appreciate the dedication of our armed forces and look forward to future interactions from the bridge of a merchant vessel. A big thank you to Trinity House for this opportunity, and I look forward to the next three phases of my course.

▼ Working on the HMS *Tamar*

The crew had abandoned ship, and we were tasked with assisting at the wreck site despite challenging weather conditions. Reassured that the crew was safe, we were the first to arrive at the wreck site and detected an EPIRB signal.









# South Goodwin Disaster

It's late November 2024 and Storm Bert is tearing its way across Wales and England. With high winds and widespread flooding, it isn't long before the alarm sounds at Trinity House: Lightvessel No. 2 has broken from its mooring at Foxtrot 3 and is floating freely in the English Channel. As the ship drifts there is at least one small comfort – that no one is on board the lightvessel.

**U**nfortunately, the same could not be said for a similar incident 70 years prior. The South Goodwin Lightvessel disaster of 1954 resulted in catastrophic loss of life. On the 70th anniversary, Digital Engagement Lead **Sarah-Jane Lakshman**, looks back at the tragic incident and remembers the lives lost.

## **Built to protect**

Lightvessels were the innovation of 18th century navigation; a ship fixed to the seafloor and fitted with a light. Their ability to move from one hazard to another made the vessels favourable for managing the ever-changing seabed.

In 1937, Lightvessel 90 was commissioned to mark Goodwin Sands, a prominent sandbank approximately six miles off the Kentish coast and hauntingly regarded as the 'notorious

graveyard of ships'. Around 118ft in length, Lightvessel 90 was constructed of iron and steel and sat affixed to its station with four mushroom anchors. Completely unpowered and pulled to and from its station by Trinity House vessels, she was moored in close vicinity to her sistership tethered at East Goodwin. Both vessels helped protect mariners from running aground on the bank for many years, until one fateful night.

## **Trouble on the horizon**

A storm had settled in on England's east coast, and the night of 26 November 1954 saw monstrous waves and winds beat down on both lightvessels. Around midnight, Lightvessel 90's Master, Horace Skipp, mustered his crew in the galley. Crammed into the small space were the seven seafarers and one unlucky guest, Mr Ronald Murton from the Ministry of

Agriculture. At only 22 years of age, Murton had joined the vessel a month prior to study migratory bird activity.

Within minutes of mustering, Lightvessel 90 broke from its mooring at South Goodwin. In the chaos of the waves and wind, no one on board could have possibly known what was unfolding beneath them. Those at East Goodwin watched in horror as their sistership began to drift away from its station, and desperate calls were made to the mainland.

Back on Lightvessel 90, Master Skipp had just turned on his heel to make way to the ships' radio communication. Before he could confirm whether they were drifting, the vessel pitched violently and fell hard on its starboard side. Upon impact, the crew were thrown and, in the darkness, icy water surged into the galley which began to fill alarmingly fast.





## Rescue

When the distress calls came through, rescue teams readied themselves, but the bad weather hampered any immediate action. It was 0200 hours when the Ramsgate Coastguard urgently messaged the 66th Air Sea Rescue Squadron of the US Air Force. Major Paul Park, Captain Curtis Parkins and Airman Elmer Vollman were ready to board their Sikorsky Chickasaw helicopter, but high winds meant they were unable to leave the airfield until 0700 hours.

When rescuers did sight Lightvessel 90, they found a most distressing scene. The vessel lay beached on its starboard side, pinned against Goodwin Sands by relentless waves. The Royal National Lifeboat Institution had battled the swell for hours to reach the lightvessel, yet could not get within 700 yards without jeopardising the safety of the rescuers. By this point, Lightvessel 90 had been in its stricken state for eight hours and there was little hope for those that had been aboard.

The shock came when the Squadron rounded on the



Major Paul Park receiving an award for his part in the rescue operation



Major Paul Park, Captain Curtis Parkins and Airman Elmer Vollman

beached vessel – someone was clinging to the deck scaffolding! The airmen plunged the helicopter to a mere 30 feet above the ship and it was at this altitude they threw down a lifeline to the exhausted, pyjama-clad man. After nine hours of hanging on for dear life, young Ronald Murton was saved.

## Lone survivor

From his hospital bed, Murton recounted his ordeal in great detail. As water had surged into the galley, Murton had squeezed through a hatch above the ship's



Selection of photos from the Park family archives



oven. Out on the deck, he had clutched at the hull with all his strength.

He said: *"For eight hours I clung to a rail, waves smashing over me. Then in half light and mist the helicopter settled down over the ship. I grabbed a noose of rope which was dangled down and was hauled up into the machine."*

Murton detailed the seven men still trapped below, having spoken with crewman Tom Porter through a porthole who had relayed that he, Master Skipp and Fog Signal Driver Viney were all trapped together. This was promising news, and hope flickered for the rescue teams and families of the trapped men. Despite the armada of ships that raced to the site of the disaster, no one was able to board Lightvessel 90 safely until 28 November. The Lightvessel was searched and the surrounding waters surveyed.

But alas, Master Skipp and his crew were never found.

### **Bravery and honour**

The disaster hit national headlines, and commemorations for the

fallen seamen poured forth. The storm was heralded as the worst in 30 years and attention was turned to the brave men and women who had leapt to assist at a moment's notice.

Major Park, Captain Parkins and Airman Vollman were honoured for their bravery

*"My father, Major Paul Park, was the commanding officer aboard the rescue helicopter that night. I want to express my family's appreciation to Trinity House for keeping the memories alive of the men who perished that night, the one man who was rescued, Ronald Murton,*

The storm was heralded as the worst in 30 years and attention was turned to the brave men and women who had leapt to assist at a moment's notice.

in hauling Murton from the wallowing vessel. Their rescue was regarded by all as a 'daredevil act', one which saw the squadron put aside concern for their own safety to save the young man from death.

On 8 March 1955, Major Park was awarded one of the highest levels of recognition by the Royal National Lifeboat Institution. He was presented the award by HRH Katherine, Duchess of Kent, in a grand ceremony in London.

Remembering his father's brave efforts, Jim Park writes:

*and the heroism of those men who made the rescue. In 2014, my wife and I were fortunate enough to travel to London and donate several artifacts to Trinity House, including letters, photos, and a painting from that horrible night."*

### **We remember**

- Horace Thomas Skipp, Master
- George Henry Charles Cox
- Kenneth George Lanham
- Sidney George James Philpott
- Walter Alfred Viney
- Henry Lynn
- Tom Benjamin Bridges Porter





# The Resourceful Mrs Nelson

---

Younger Brother **Iain Mackinnon** tells the story of a family member who petitioned Trinity House for a pension in 1801.



Katharine's entry is this:

**NELSON Katharine, widow of William, of Dunbar, 1801**

Well worth a trip to have a look, I thought. And there it was, a copy of Katharine Nelson's petition, with the heart of her story and details of her circumstances.

There was clearly a well-established routine back then, and Trinity House had made printed forms available, which Katharine was able to use even in Dunbar on Scotland's south-east coast, a long way from Tower Hill.

The printed form was headed: "*The Honorable the Master, Wardens and Assistants of the CORPORATION of TRINITY HOUSE of Deptford-Strond.*" And went on: "*The Humble Petition of ...*".

Katharine wrote in:

*... Katharine Nelson, aged 33 years, Widow of Captain William Nelson of Dunbar, North Britain.*

'North Britain' was, for a while, post-Union, a fashionable

way to describe Scotland.

Perhaps Katharine thought that the Elder Brothers in London might look more favourably on a petition from a Scot if it was couched in terms of Great Britain. And Nelson! What a stroke of luck to share a name with the country's great naval hero. Except that her husband was, in fact, called Nielson, not Nelson. That's how his name appears in the register when they married, and on the birth of all of their children.

Spelling was more fluid back then – she used Katharine/Katherine/Catharine at different times and Jordan/Jardine/Jourdine for her maiden name, and several grandchildren later had Nelson as a middle name.

But all the evidence I have suggests that Katharine was a canny woman and she may just have thought that dropping that inconvenient letter 'i' from her husband's surname might advance her case. What was her case? The printed form provided a structure and said: "**Sheweth,**"



**I**n years gone by Trinity House not only ran its almshouses but also offered pensions to deserving seamen and their widows and orphans. One of those who petitioned Trinity House for help in 1801 was a 33-year old widow, Katharine Nelson, and I know a good deal about how her story turned out because she appears in my family tree. It's quite a story.

Despite the bomb damage of 1940, many of the petitions made to Trinity House survive, housed in the London Archives, available to all on microfilm – and indexed on the *Find My Past* family tree website.





**that your petitioner** (here Katharine inserted: “**s husband**”) **was bred to the Sea.**” ‘Was bred to the Sea’ shows that Trinity House, too, knew when to be canny; no grant was going to go to those whose connection to the sea was purely casual.

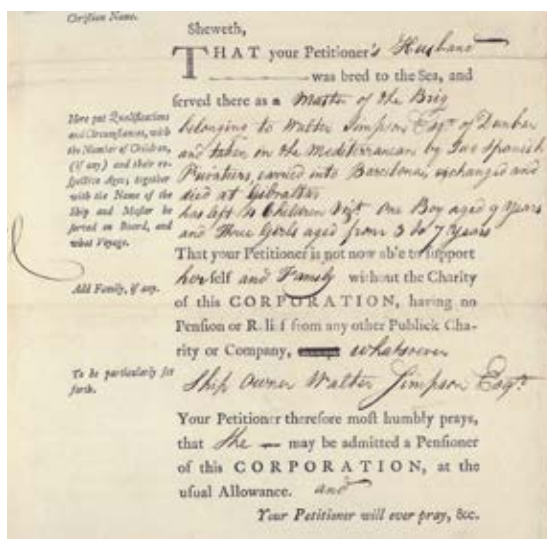
It goes on: “[your petitioner] served there as”. Here, Katharine inserted: “a Master of the Brig belonging to Walter Simpson Esq. of Dunbar, and taken in the Mediterranean by two Spanish Privateers, carried into Barcelona, exchanged and died at Gibraltar. Has left 4 Children, viz one Boy aged 9 years and Three Girls aged from 3 to 7 years.”

That’s quite a story packed into just 47 words. My connection with her is that my great-great-grandmother’s brother, Edward Cockfield, married the eldest of those three girls.

I presume that “exchanged” means a prisoner swap: Britain was at war. Maybe William Nelson was hurt when the privateers attacked his ship, or maybe he fell ill while imprisoned in Barcelona. These were rough times.

The form continues: “That your Petitioner is not now able to support herself and family without the charity of this CORPORATION, having no Pension or Relief from any Publick Charity or Company whatsoever.

“Your Petitioner most humbly prays that she may be



▲ Mrs Nelson's petition

admitted a Pensioner of this CORPORATION, at the usual allowance.”

The petition was dated “the 19th day of January 1801”. Trinity House required it to be signed by “Younger Brethren or others well known to the Corporation”, and Katharine provided no fewer than four signatures (though there is nothing beyond their name to say who they were).

Did she get the money? I wish I knew. There’s no note on the petition itself, and no second document indicating either way. I’m pretty sure that the file with the relevant papers is one that was destroyed when Trinity House was bombed in 1940.

What I do know for sure though is that Katharine prospered. An 1822 street directory shows her as a Grocer on the High Street in Dunbar and the detailed 1830 street plan of the town which has names by the houses of all the

better folk in town includes hers—‘Mrs Neilson’—a house with a fine view over the Forth.

Most telling of all, her will shows that when she died in 1835 Katharine’s estate was worth £2,544.10. Comparing the value of money over time is fraught with difficulties but, to put it in lighthouse terms, 1835 was the year that Trinity House first lit St Anthony Head Lighthouse near Falmouth, which had cost £2,895 to build. Katharine’s wealth could have paid five-sixths of that cost.

Katharine left everything to be divided equally between her three daughters (I don’t know if her son was dead by then, or independently successful; he’s not mentioned). And, intriguingly, she makes it very clear that her money is to go to her daughters, not to their husbands; even if the daughters die first, the husbands only get an annual income from her bequest, not the capital.

Two of her sons-in-law owed her substantial sums, and the third drank his inheritance when he got the chance. It looks like she knew exactly what she was doing.

It’s more than plausible that Katharine Nelson did get the pension she sought in 1801, and that Trinity House’s support not only helped her to set herself up as a grocer, but to become one of Dunbar’s most prosperous citizens. I wish I could prove it.

[www.findmypast.co.uk](http://www.findmypast.co.uk)  
[www.thelondonarchives.org](http://www.thelondonarchives.org)

William Nelson’s ship was the *Nancy* – one of no fewer than 45 ships of that name recorded by Lloyds List in 1799 – a 110-ton brig built in Scotland in 1792. Lloyds List records the *Nancy* arriving in Messina, Sicily, on 28 May 1799, then beaching near Estepoon in Spain (modern Estepona), 30 miles north of Gibraltar, on 24 September. The ship was obviously refloated as Lloyds Register records it again in 1801, back in Scotland – with a different Master.



TRINITY HOUSE

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# 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

## MBE for former Trinity House employee

Gary Horne has been awarded an MBE for Services to Education in the King's New Years Honours list 2025.

Gary started his career in the Trinity House Finance department in 1991 and he was very grateful to receive advice and encouragement from his mentors Keith Clark and Gerry Callen. Having benefitted from a number of promotions, he gained part-qualified ACCA status and left his role as Light Dues Supervisor in 2001 to seek commercial experience. This eventually led on to a senior role at Colchester Institute and since 2011 he has steered the College through some challenging times.

Congratulations Gary!

[www.gazette-news.co.uk/news/24824219.colchester-institute-exec-awarded-mbe-education-services/](http://www.gazette-news.co.uk/news/24824219.colchester-institute-exec-awarded-mbe-education-services/)



### MARRIAGES

After five years together, Captain Paul Vallely and Fiona Vallely, Senior Procurement Specialist, got married on 7 September.



### STARTERS

#### PERMANENT

##### Mal Raghavan

People Services Advisor,  
1 July 2024

##### Paul Garner

Second Engineer  
(THV Patricia),  
7 August 2024

##### Gareth Capper

Buoy Yard Team  
Member (Swansea),  
12 August 2024

##### Callum Jones

Buoy Yard Team  
Member (Swansea),  
12 August 2024

##### Paul Gibson

Chief Engineer  
(THV Alert),  
14 August 2024

##### Thomas Biggs

Electro Technical Officer  
(THV Patricia Aux),  
28 August 2024

##### Thomas Sanders

Second Officer  
(THV Patricia),  
28 August 2024

##### Bryan Sanderson

Second Engineer  
(THV Galatea Aux),  
18 September 2024

##### William McMorran

Seafarer (THV Patricia),  
18 September 2024

##### Clare Wiseman

Night Attendant  
(Trinity Homes),  
3 October 2024

##### Arya Madhu

Research and Innovation  
Engineer (Sustainability),  
8 October 2024

##### James McCrae

Third Officer  
(THV Patricia),  
9 October 2024

##### James Heffer

Third Officer  
(THV Patricia),  
9 October 2024

##### Lacey Griffin

Marine Superintendent,  
14 October 2024

##### Matthew Cutting

Senior Building Surveyor,  
5 November 2024

##### David Cole

Health, Safety and  
Environment  
Advisor (part time),  
6 November 2024

##### Sarah-Jane Lakshman

Digital Engagement  
Lead, 18 November 2024

##### Rachel Dingley

Seafarer (THV Galatea),  
20 November 2024

##### Steve Cocks

Health and Safety  
Manager,  
2 December 2024

##### Andrew Vest

Seafarer (THV Patricia),  
11 December 2024

##### Jacquie Bennett

People Business Partner,  
16 December 2024

##### Sam Farnham

Project Management  
Office Lead,  
2 January 2025

##### Philip Booth

Engine Room Assistant  
(THV Galatea),  
2 January 2025

##### Rachel Coles

People and Culture  
Apprentice,  
6 January 2025

##### Sonja Lewis

Senior Events  
Manager (Corporate),  
6 January 2025

##### David King

Property Disposal  
Executive (Corporate),  
6 January 2025

##### Patrycja Wojtyczka

Finance Assistant  
(Corporate),  
7 January 2025

##### Jodie Taylor

Assistant Procurement  
Specialist (part time),  
7 January 2025

##### Jenna Page

Purchasing Officer  
(part time),  
8 January 2025

##### Sarah Llewellyn

Learning and Talent  
Development Manager,  
13 January 2025

##### Christian Wadley

Engine Room Assistant  
(THV Galatea),  
22 January 2025

##### Graeme Proctor

Inspector of Seamarks,  
27 January 2025

#### FIXED TERM

##### Kian Coffey

Engineering  
Apprentice (Swansea),  
9 September 2024 –  
8 September 2026

##### Lauren Wright

Business Admin  
Apprentice  
(Management Systems),  
9 September 2024 –  
8 March 2026

##### Elliott Halls

Business Admin  
Apprentice (Light Dues),  
30 September 2024 –  
29 March 2026

##### Evan Cleaver

Business Admin  
Apprentice  
(Procurement),  
1 October 2024 –  
31 March 2026

##### Laura Davey

Commercial  
Finance Manager,  
7 October 2024 –  
6 October 2027

##### Alana Williams

Stakeholder and  
Engagement  
Manager (part time),  
5 November 2024 –  
4 November 2027



## OBITUARIES

**It is with great sadness we report the death of:**

**David Arthur Stapleton Vennings**, Director of Engineering, who died on 3 September, 2024 aged 81 years. Length of service: 20 years.

**Andrew Christopher, a beloved friend**, husband, and dedicated public servant, who passed away peacefully on 27 September after a courageous battle with cancer. Andrew's life was marked by a deep commitment to service. He began his career in the Merchant Navy, navigating the vast oceans and experiencing the thrill of adventure. Later, he served as a member of the local coast guard, safeguarding lives and property along the coastline. After a distinguished career in maritime service, Andrew joined Trinity House, where he continued to contribute to the safety and wellbeing of seafarers. His dedication to his work and his unwavering commitment to excellence were admired by all who knew him. Andrew was a loving and kind-hearted man who touched the lives of many. He will be deeply

missed by his devoted wife, Linda, as well as his extended family and friends. A memorial service was held on 25 October at Swansea Crematorium. As the sun dips below the horizon, we bid farewell to our dear friend, Andrew. Stand down, Andy. We have the watch. May calm seas and kind winds carry you to a peaceful eternity. And as the sun sets over the yardarm, we will raise a tot in your honour, a final salute to a life well-lived.

**Words written by Swansea's Buoy Yard Supervisor Brian Maskell**

### 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

**Jeremy Gilmour**  
Inspector of Seamarks,  
21 July 2024

**Daniel Marshall**  
Engine Room Assistant  
(THV Galatea),  
28 August 2024

**Lloyd Sutton**  
Catering Manager  
(THV Galatea),  
28 August 2024

**Trystan Arnold**  
Trainee Deck Rating  
(THV Patricia),  
28 August 2024

**Ian Swan**  
Senior Technician  
(St Just),  
1 September 2024

**Mark Winter**  
Leading Seafarer  
(THV Galatea),  
7 September 2024

**Sophie Platten**  
Marine Superintendent,  
29 September 2024

**Mark Hennan**  
Engine Room Assistant  
(THV Galatea),  
9 October 2024

**Lydia Hyde**  
Principal Systems Engineer,  
20 October 2024

**Zoe Callinan**  
Legal Executive,  
27 October 2024

**Lucas Moll**  
Buoy Yard Team Member,  
27 October 2024

**Philip Robbins**  
Trainee Deck Rating  
(THV Galatea),  
30 October 2024

**Cathy Paxton**  
People Business Partner,  
3 November 2024

**Jennifer Mahon -**  
Electro Technical Officer  
(THV Patricia Aux),  
20 November 2024

**Francois Faro**  
Lighthouse Maintenance Engineer (Swansea),  
1 December 2024

**Paul Gibson**  
Chief Engineer  
(THV Alert),  
11 December 2024

**Rosie Offord**  
Project Support Officer,  
29 December 2024

**Rob Torrington-Black**  
Bosun  
(THV Patricia),  
2 January 2025

**Karina Deba**  
Learning and Development Coordinator,  
5 January 2025

**Ian Garner**  
Mechanic AB  
(THV Alert),  
8 January 2025

**Rob Dale**  
Technical Services Manager,  
26 January 2025

**Holly Emberson**  
Finance Assistant,  
28 January 2025

**Zoë Turner**  
Head of Events  
(Corporate),  
31 January 2025

**Thomas Biggs**  
Electro Technical Officer  
(THV Patricia Aux),  
12 February 2025

**Freddie Sterritt**  
Corporate Administrator,  
28 March 2025

**Paul McGlynn**  
Electro Technical Officer  
(THV Patricia),  
26 April 2025



## PROMOTIONS

**James Hilton**  
Senior Project Engineer,  
12 August 2024

**Daniel Volkaerts**  
Petty Officer Deck  
(THV Galatea),  
28 August 2024

**Sophie Harvey**  
Personal Assistant (London),  
2 September 2024

**Craig Neil**  
Buoy Yard Supervisor (Harwich),  
2 September 2024

**Luke Chapman**  
Technical Superintendent,  
7 September 2024

**Lucy Mulford**  
Health, Safety and Environment Advisor (part time),  
7 October 2024

**George Cooper**  
Senior Lighthouse Maintenance Engineer (St Just),  
7 October 2024

**Lawrence Hughes**  
Research and Innovation Engineer (Software Development),  
21 October 2024

**Jason Hollands**  
Project Engineer (Electrical),  
28 October 2024

**Aaron Thurlow**  
Senior Lighthouse Maintenance Engineer (Harwich),  
4 November 2024

**Antony Smith**  
IT Infrastructure and Support Engineer,  
1 December 2024

**Regan Constable**  
Buoy Yard Team Member (Harwich),  
2 December 2024

**Gabriel Harding**  
Lighthouse Maintenance Engineer (St Just),  
16 December 2024

**Antonella Santos**  
Head of Events  
(Corporate),  
3 February 2025

### FIXED TERM

**Dionne Smith**  
Head of People Services  
1 December 2024 –  
31 May 2025

### TRANSFERS

**Tristan Hill**  
Health and Safety SVS Seconded  
6 November 2024 –  
5 November 2025



# For the benefit and safety of all mariners

## The Corporation of Trinity House

### Master

Her Royal Highness The Princess Royal KG KT GCVO

### Lighthouse Board as at 31 March 2025

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 31 March 2025

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  
Commander Nigel Hare RN  
Rear Admiral Ian Moncrieff CBE DL  
Captain Andy Holt  
Ms Sarah Kenny OBE  
Mr Jeremy Bennett  
Commodore Robert Dorey RFA (Emeritus)  
Commodore Martin Atherton OBE RN (Secretary)



TRINITY HOUSE

### Trinity House

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Tel: 0207 481 6900

### Editor

 [neil.jones@trinityhouse.co.uk](mailto:neil.jones@trinityhouse.co.uk)

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Printed on carbon balanced paper.

Produced by Headlines  
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Cover image  
Mechanical Support Engineer Kirsty Grant prepares for installation works at Round Island Lighthouse

