



TRINITY HOUSE

INSIDE +

**FROM BUOYS
TO BEACONS**

Alex Hassan tells
us about his new
role as Electrical
Apprentice
P20

Flash

THE TRINITY HOUSE JOURNAL

ISSUE

43

AUTUMN 2025

A resounding success

The UK hosted this year's World Marine Aids to Navigation Day,
bringing together maritime expertise from around the world



Flash

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TRINITY HOUSE

Editor's note

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

In putting together this edition, I am grateful to our newest team member Sarah-Jane Lakshman for her tireless efforts to pull together stories and photos that really showcase Trinity House's strengths and shine a well-deserved light on our colleagues.

Her interview with Buoy Yard Team Member-turned-Electrical Apprentice Alex is a great read! She has also been out with our Field Operations team members to learn about surveying lighthouses with a drone—find out more about her time at Whitby Lighthouse in this journal.

Thanks of course go to everyone who contributed their time and expertise in putting forward an article, including one from talented photographic artist Jo de Banzie, whose article on the sad loss of the SS *Fircrest* in the First World War is illuminated with her extraordinary photos.

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 reflects on the progress made against our new strategy, a celebration of our people's successes and achievements and a highly impactful World Marine Aids to Navigation Day in London.

Since the launch of our new strategy in March 2025, I have observed with great satisfaction the organisation beginning to embrace the ambition that lies within it. *Lighting the Way to 2035* clearly sets out our priorities and goals for the next decade ahead, and the bold but inspiring vision that our waters will be the safest to navigate anywhere in the world.

The new 'Wave' values, too, are beginning to make a positive impact and I am now hearing them being discussed around the organisation in the midst of day-to-day business. Working together; Achieving excellence; Valuing each other; and Evolving with ambition.

Our people are the key to delivering our strategy, our mission and our values, and so every year we take a day to recognise all the various successes and achievements of the past year at our employee awards ceremony, held at Trinity House in London.

This year, we convened our people from across the organisation—the ships, the yards, the almshouses and the offices—in mid-July; as always, it was a great pleasure, and frankly humbling, to be able to put so many friendly and positive people in one place and let them chat with one another and catch up in

person. Handing them an award is really just icing on the cake.

As one final highlight, it was thrilling to be able to co-host World Marine Aids to Navigation Day (WatoN) 2025 at Trinity House in London. WatoN Day, IALA's birthday—1 July every year—promotes awareness of IALA by highlighting the importance of its technical work to improve and harmonise standards worldwide, to the benefit of enhanced safety and efficiency of navigation and protection of the environment. This year, the United Kingdom had the honour of hosting the official event, so Trinity House and the Northern Lighthouse Board hosted the three day event on behalf of the Department for Transport.

After a glorious evening on a Thames Clipper to break the ice as we welcomed our guests, the event proper began on Tuesday 1 July 2025 with two panels. The first explored the future seascape, the need for maritime resilience and how it can be achieved. The second panel considered future maritime digital services and the role physical aids to navigation will play within, and in support of, those services. Each panellist brought insight, charm and expertise to the session, and the audience brought their hottest questions, making for an engaging back and forth.

Special mention must go to Sturla Henriksen, Special Advisor, Ocean, to the United Nations Global Compact. Sturla was a panellist during the day and then our guest speaker for the evening's dinner event; to say he held the room's attention would be something of an understatement!

On the final day we hosted a technical visit to our east coast depot in Harwich, where we showcased the vital work being done by the three General Lighthouse Authorities and our central research and development team GRAD.

World Marine Aids to Navigation Day 2025 was a resounding success, and my utmost gratitude goes to our organisers, sponsors, hosts and guests, all of whom were key to such a positive event. It proved, without a shadow of a doubt in my view, that the UK retains a central position within the global maritime sector, and that the General Lighthouse Authorities are principal actors on that stage.



Rear Admiral Iain Lower CB
Deputy Master



Review of the last six months

Looking back at highlights from
Trinity House's calendar.



FEBRUARY

Coquet Lighthouse optic

Optic trials have been carried out on a heritage drum lens for possible reinstallation at Coquet Lighthouse (1841).

Prisms were constructed into a makeshift lens so that the Tri-GLA Research and Development team (GRAD) could measure the light emitted to ensure it met navigational standards.

This project, once complete, will meld modern technology with historical infrastructure.

FEBRUARY

IALA General Assembly

Following the successful change of status to that of inter-governmental organisation (IGO), IALA—the International Organization for Marine Aids to Navigation—held its first General Assembly as an IGO in Singapore. To support the Department for Transport (DfT) as the UK's representative, Trinity House and the Northern Lighthouse Board (NLB) sent representatives to Singapore with a view to securing the UK's seat on IALA's Council. With 35 votes, the UK was elected to the IALA Council. Various Tri-GLA figures were appointed to key positions within IALA committees, including **Deputy Master Rear Admiral Iain Lower**, GRAD Principal Development Engineer **Dr Alwyn Williams** and Head of Legal and Estates **Thomas Arculus**. Read more about it on page 30.

MARCH

Strategy: Lighting the Way to 2035

Trinity House released its long-anticipated *Strategy: Lighting the Way to 2035*. This key document lays bare Trinity House's purpose, mission and the four key values that underpin every task: Work Together, Achieve Excellence, Value Each Other, Evolve with Ambition. This is our proactive and action-orientated response to this fast-changing world, to ensure we continue to safely discharge our mission as a General Lighthouse Authority.





MARCH

THV *Patricia* in dry dock

THV *Patricia* was placed in dry dock for routine maintenance of the vessel's galley, propellers, bow, deck and engine. Once refloated, the ship's crew across both watches worked tirelessly to return the vessel to service. All the normal lines of departmental boundaries were cast aside as the deck crew, engineers, catering and bridge teams all worked together on the various projects and repair work with the yard. Our cook **Alice Prout** put down the sauté pan and picked up some paint brushes and repainted the ship's crest and lion rampant flagstaff heads, continuing the thread of Trinity House tradition alongside the bustle of a major refit.

MARCH

Armed Forces Covenant signing

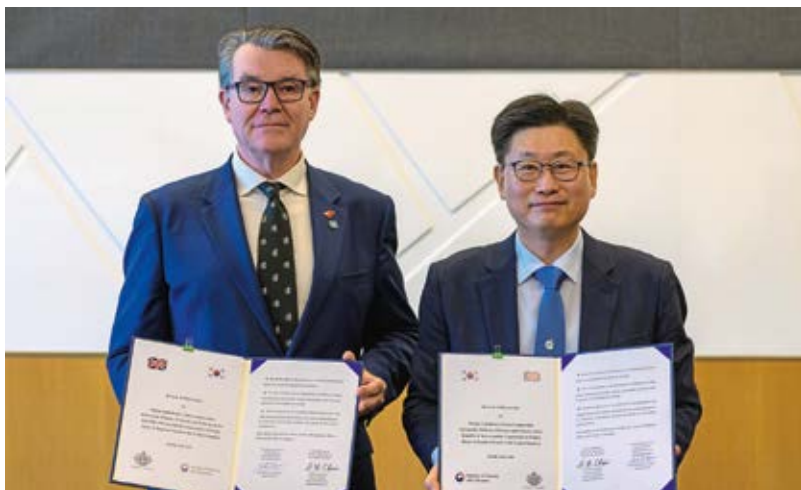
Trinity House proudly joined countless businesses, local authorities and Arm's Length Bodies around the UK in signing the Armed Forces Covenant – a promise to treat with the utmost respect those who serve, have served, and their families. More on page 38.



APRIL

RNLI Rescue at Skerries

Our Lighthouse Maintenance Engineer **Jack Lawson** was injured while working on the remote Skerries Lighthouse off the northern Welsh coast. Quick-thinking RNLI volunteers from Moelfre and Holyhead battled against waves for 18 nautical miles to reach Jack, tend to his injuries and bring him back to the mainland. Jack has thankfully recovered and he and his colleague, Senior Lighthouse Maintenance Engineer **Ian Arthur**, are now raising funds for his rescuers.



APRIL

Pendeen Lighthouse optic loan agreement

We welcomed visitors from the Republic of Korea's Ministry of Oceans and Fisheries to the Tower Hill office. A 10-year loan agreement was signed by their Director General of Maritime Affairs for the former Pendeen Lighthouse optic. This lens is destined for the Republic of Korea's National Lighthouse Museum where it will be installed as part of their exhibition. Our international visitors made their way to Pendeen Lighthouse as well as the Swansea Buoy Yard where work is currently under way on the optic.

APRIL

First female members of crew funded by Trinity House

Three Maritime Futures trainees earned their sea-going certification and joined the Hull-registered distant water trawler *Kirkella*. Aimed at providing young people with qualifications for careers in maritime, Trinity House is delighted to have assisted funding the Maritime Futures initiative over the past five years. What's more, **Hanna** and **Megan** are the first female members of crew to join the water trawler – an exciting moment for women in maritime!

APRIL

IALA 1.1 AtoN Manager Course

The 2024-25 programme for the IALA Level 1.1 Marine Aids to Navigation Manager Training Course concluded at the Trinity House Harwich office. Eighteen delegates from around the world successfully completed all three training modules, which included major planning exercises across various locations, to a high standard. During the final week, delegates visited THV *Alert*, our Harwich Buoy Yard, Planning Centre and Harwich Vessel Traffic Services, before receiving their certificates of completion.



APRIL

New MNSS partnership

Captain Nigel Hope and Head of Charitable Giving **Victoria Muir** visited Christ's Hospital School in Horsham to meet some of the students involved in the Royal Navy Combined Cadet Force. This meeting heralded the launch of a new partnership which will provide one place each year to a student on our Merchant Navy Scholarship Scheme.

MAY

Drone flying at Whitby Lighthouse

Lighthouse Maintenance Engineers **Andrew Evans** and **Andy Johnson**, Senior Building Surveyor **Matthew Cutting** and Digital Engagement Lead **Sarah-Jane Lakshman** honed their drone-flying skills at Whitby Lighthouse. These drones mark the evolution in mapping aids to navigation sites and monitoring coastal erosion, and will provide access to those hard-to-reach areas for lighthouse maintenance inspections. Read more about it on page 14.



JUNE

National Fish and Chip Day

We celebrated the 10th anniversary of National Fish and Chip Day for 2025. It was an honour to once again host this annual event with a fish and chip van outside the Tower Hill headquarters in London. It wasn't long before the queue of hungry passers-by was out of the gate and around the corner. Some of our staff were invited to get early access to the fish and chips on offer and accepted with gratitude!

VE Day 2025

Younger Brother James Charles reports on his attendance at the VE Day remembrance event in London:

"A truly special event! When asked to attend in the capacity of contingent Commander for the Maritime element of the uniformed civilian services, I was delighted to accept. The scale of the event was huge."

"On arrival, I met with fellow Merchant Seafarers and some familiar faces we had seen at the coronation of HM King Charles III. Training began immediately. Under the watchful eye of the Garrison Sergeant Major, Pirbright Army training camp came alive with the sound of the bands and marching of over a thousand personnel. The training provided the opportunity for all to fully understand the correct standards expected on the day."

"Throughout the weekend, Veterans were embedded amongst us to share their stories and engage. This was

by far the most poignant part of the whole event. Real life stories from those that were there!

"During the early morning hours of Saturday, a full dress rehearsal was conducted. This began at 00:30. Stepping off from Wellington Barracks at approximately 03:00 had an unusual sense of calm as the streets were silent albeit until the mass band began to play."

"The weekend also brought some down time. This was a great opportunity for those participating to socialise and take in some of the sights of London."

"Monday arrived. There was a huge sense of pride and professionalism amongst the wider procession. We had trained hard over the past few days and this was our time to do the veterans, our industry and ourselves proud. I feel that the aim was certainly achieved. The small contingent of Merchant Mariners on parade did the Red Ensign and those that made the ultimate sacrifice a great service on the day."

Memories that we will cherish for many years."

JUNE

Ceremony of the Keys

Trinity House staff were made privy to a unique and historic tradition at the Tower of London - the Ceremony of the Keys. Yeoman Warder Paul, guard and resident of the Tower, led us through the various passageways and gates, taking us back almost 1,000 years and spilling the secrets of the site. Said to be the oldest military ceremony still in practice, the Ceremony of the Keys has taken place almost every night for over 700 years.



JULY

World Marine AtoN Day 2025

It was an honour to host World Marine Aids to Navigation Day for 2025 alongside the Department for Transport the Northern Lighthouse Board, and IALA. The three-day celebrations included panel discussions, tours of Trinity House's Harwich depot and a jaunt along the River Thames. Read more about the international event on page 32.

JULY

Vessel procurement process commences

Trinity House's Futures Afloat team hit a key milestone in the project for two new service vessels. A Contract Notice has been published, marking the official start of the procurement process for the vessels which are due to take the place of THV *Patricia* and THV *Galatea*. This comes after months of hard work to secure approvals from across government.



Fraternity news

A review of appointments, honours and obituaries.

Obituaries

Captain Stephen Donkersley, RFA Retired
On 28 June 2025, aged 65.
Younger Brother No 374.
He was admitted in 2019.

Born in 1959. After Scarborough Technical College from 1975 to 1977 and time served as a Cadet with Turnbull and Scott Shipping and Hullgate Shipping from 1982 to 1986, he joined the RFA as a Third Officer in 1986.

He was promoted to Second Officer two years later and from 1986 to 1988 he was RFA Staff Officer, Navigation, and on the staff of the Flag Officer Sea Training.

During Operation Desert Storm over 1990-1991 he was appointed Navigator in RFA *Diligence*. He obtained his Master Mariner's qualification in 1992 and then served a number of appointments in Landing Ships, Logistic and Rover Class tankers.

Promotion to First Officer came in 1994 and in 1998 he was appointed to *Sir Tristram*. During his time in her the ship was involved in disaster relief operations in the wake of Hurricane Mitch which hit Central America, the ship having narrowly escaped the storm while evacuating military personnel from Belize.

In 2003 he underwent a course at the Cambridge Academy of Transport into the practical approach to chartering. The following year he studied Ship Safety Management with DNV. From March 2003 to late 2005 he served in Joint Operations, Defence and Transport Movement Agency, as SO1 Surface Operations.

In the rank of Captain he held various RFA sea commands from 2008 to 2013: *Argus*, *Bayleaf*, *Diligence*, then was appointed Deputy Assistant Chief of Staff to



▲ Commodore
Laurence
Edmunds Howell

Commodore RFA at Naval Command Headquarters.

He retired from the RFA in 2015. In retirement and on admission as a Younger Brother he gave his current position as Guest House Proprietor. One is reminded that from 1977 he held an HND in hotel, catering management and operations.

Commodore Laurence Edmunds Howell
On 18 March 2025, aged 91.
Younger Brother No. 16.
He was admitted in 1978.

He first went to sea at age 17 in 1950, for Hogarth and Sons of Glasgow, as an apprentice on the cargo ships *Baron Elphinstone* and *Baron Echo*. After gaining his Second Mate's certificate, he joined the New Zealand Shipping Company (NZSC) and for 14 years he was the Chief Officer for their cadet training vessels *Rakaia* and *Otaio*.

The NZSC ran passenger and cargo services between Great Britain and New Zealand from 1873 - 1973.

In the First World War, the company lost nine ships from a fleet of 32 and in the Second World War it lost 19 ships from a fleet of 36. With the Federal Steam Navigation Company, NZSC was absorbed into P&O in 1973 after 100 years of service. In 1969, Howell joined Overseas Containers Ltd, becoming the newly established container



▲ RFA *Argus*,
Portsmouth
© Ambrose
Greenway



Mairangi Bay passing Resolution Bay, Gravesend
© Ambrose Greenway

company's first seagoing officer. In 1972 he gained his Master's certificate and took command of the container ship *Discovery Bay*. He was master of a further 11 vessels during his career as P&O took over ownership of the company: *Moreton Bay*, *Jervis Bay*, *Encounter Bay*, *Remuera Bay*, *Aotea*, *Mairangi Bay*, *Botany Bay*, *Resolution Bay*, *Strathconan* and *Kowloon Bay*, and his last command was *Oriental Bay* before his retirement in 1993.

Overseas Containers Limited (OCL) was formed by a consortium of British shipping companies in 1965. It was taken over by P&O the following year. Ten years later it became P&O Nedlloyd and finally Maersk Line in 2006.

Howell was elected a member of The Honourable Company of Master Mariners in 1975, served its Court from 1979 to 1983, was elected Fellow of the Nautical Institute in 1989 and appointed Commodore of P&O Container Fleets in 1990.

Captain Richard Arthur (Dick) Smith FRIN FNIFIMgt FRCPE RN On 29 April 2025, aged 85. Younger Brother No 37.

He was admitted in 1987.

After a distinguished career in the Royal Navy during which he rose from Ordinary Seaman to command by way of Upper Yardman entry to Britannia RNC he became a navigation specialist and went on to be President of the International Association of Institutes of Navigation (IAIN) and later to chair the European Group of Institutes of Navigation (EUGIN) from 2002-2005.

Commissioned in 1962 he served in a range of warships, from minesweepers to carriers, mainly in navigational and operational appointments.

After qualifying on the Advanced Navigation Course in 1973 he took up a three-year exchange posting at the US Naval Academy where he became the only foreign officer to head a department. 



HMS *Invincible* at speed
© Ambrose Greenway

New Younger Brethren

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

Ms Maryanne Adams MBA

Deputy Commissioner of Maritime Affairs, International Registries UK Ltd.

Commodore Ben Aldous RN

United Kingdom Maritime Component Commander (UKMCC).

Captain Henry Bryan Anthony Richard Andrews
Associate Steamship Mutual.

Captain Hugh Walter Scott Botterill MBE RN
Captain, Carriers and Destroyers.

Mrs Karon Dalton-Fyfe MA CMgr FCMi AFNI
City and Maritime Innovation Strategy Lead, MOD.

Richard Andrew Falk Esq

Director of Training and Qualifications, the Royal Yachting Association.

Captain Julian 'Jools' Howe BA (Hons) RN

Deputy Commander (Military) for Operation Lazurite Joint Agency Task Force, MOD.

Captain Gurpreet Singh Singota
International Maritime Expert.

Commander James Alan Stride RN

Chief Harbour Master, Port of London Authority.

Mrs Susan Carol Terpilowski OBE FCILT

Founder and Managing Director, Image Line Communications.

Captain Jonathan Roland James 'Jon' Kidd

Cowes Harbour Commission, Harbour Master and Marine Pilot.



▲ Captain Jon Kidd, left, with Jennie Smith, Deputy HM Cowes and Captain Nigel Hope, Elder Brother

He commanded the minelayer *Abdiel* in 1977-78, the frigate *Achilles* in 1981-82 and was Second-in-Command of *Invincible* in 1982-83 after which appointment he was promoted to Captain then attended the NATO Defense College in Rome. This was followed by appointment as Queen's Harbour Master, Portsmouth, and finally he served on the staff of the Flag Officer Scotland. In the field of navigation he was a fellow of the Royal Institute of Navigation and was elected as the institute's President from 1999 - 2002 which was a time of remarkable and extreme change not only for the learned society but for its various users of systems engaged in positioning, navigation and timing, a broad church. In the words of Captain James Taylor, Younger Brother: *"His imprint on the world of navigation, not just maritime navigation, remains profound."* On retirement from the Royal Navy a further career followed as CEO of the Royal College of Physicians, Edinburgh, where he was granted Honorary Fellowship.

Lieutenant Commander Stephen Harvey Window VR RN On 7 April 2025, aged 61, Younger Brother No 482. He was admitted in 2024.

Widely known as 'Steamy' he joined BRNC Dartmouth in September 1982.

After leaving Dartmouth two years later he went on to serve in HMSs *Soberton*, *Swift*, *Danae*, *Blackwater*, *Ariadne* and *Shetland* before qualifying as a Mine Counter Measures Diving Officer in February 1991. He also served in HMSs *Inverness* and *Cardiff* as well as taking up appointments with the Flag Officer Sea Training and at the Defence Diving School. He was also the Commander of Portland Port as the Queen's Harbour Master.

In 2013, Steamy gained an MSc in Leadership and Management, with a Distinction, from the University of Portsmouth. He had already acquired a Cert Ed from Portsmouth University and a BA in Leadership and Management from the Open University among several other academic qualifications.

Immediately after leaving the Royal Navy in January 2003, he

joined the Royal Naval Reserve in which he continued to serve, while attached to HMS *King Alfred* until October of 2023.

In civilian life Steamy developed a passion for teaching and sharing the considerable knowledge he had gained throughout his naval career. He held posts in several maritime companies and organisations, including Warsash Maritime Academy where he was Head of Simulation. In the City of London he was installed as a Liveryman of the Honourable Company of Master Mariners in 2018.

Furthermore, he served on the board of the Confidential Hazardous Incident Reporting Programme (CHIRP) see here: <https://chirp.co.uk/maritime/>. This organisation with its Maritime Programme provides an independent, confidential incident and near-miss reporting system for seafarers to share their safety concerns. The Corporation of Trinity House is a sponsor of the CHIRP Charitable Trust.

Steamy's last job was as Head of the Nautical Institute's Academy until illness forced his retirement in January this year (2025).

In Memoriam

**Giles Vernon Hart
1949-2005**

With the recent commemoration of the London bombings I felt it important for us to remember Giles Hart killed in Tavistock Square in the London bombings of 7 July 2005. He left Trinity House in 1988 as an Executive Officer to work for BT. Giles will be remembered for his time at Trinity House on Tower Hill as a representative of the CPSU where he championed the causes of his members and was one of the architects with Geoff Winterburn of the flexi-time scheme and its implementation.

From the 1980s he took an interest in Polish affairs, particularly the activities of the Solidarnosc movement in Poland and in Britain. At his funeral HE the Polish Ambassador presented his widow with the insignia of a Knight of the Order of Merit awarded posthumously to Giles in respect of his activities for the movement during the Communist regime. There is a memorial stone commemorating Giles and his work in Ravenscourt Park, London W6, not far from the Polish Cultural Centre (POSK). Wording on the monument indicates his campaigning for freedom and human rights and as a supporter of Solidarnosc in Poland in her hour of need. Text by PWR.

Honours

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

HM The King's Birthday Honours List issued 14 June 2025

CVO

Commander Anne Gillian

Sullivan, LVO, RN, Deputy Private Secretary to HRH The Master, Younger Brother No 424.

KBE

Vice Admiral Jeremy Kyd, CBE, HM Lieutenant-Governor, Bailiwick of Jersey, Younger Brother No 253.

MBE

Mark Todd, AFNI, CEO Ocean Youth Trust, Chair Association of Sail Training Organisations, Younger Brother No 482.

Appointments

HRH The Master, appointed Patron of the Merchant Navy Welfare Board. Reported in March 2025 this is understood to be the first time in the Board's 77-year history that it has received royal patronage.

First Sea Lord

On 15 May 2025 the Ministry of Defence reported that General Sir **Gwyn Jenkins** KCB OBE RM (Younger Brother No 481) had been appointed First Sea Lord



▲ Top: General Sir Gwyn Jenkins KCB OBE RM (on left)

Above: Vice Admiral Jeremy Kyd CBE HM® Reproduced by kind permission of the Office of the Lieutenant-Governor, Jersey

and Chief of the Naval Staff, and Aide-de-Camp to His Majesty.

A formal supersession took place on 27 May in the historic setting of HMS *Victory*'s Great Cabin, in Portsmouth.

Sir Gwyn was joined by Acting Chief of Naval Staff, **Second Sea Lord Vice Admiral Sir Martin Connell** KCB CBE, (Younger Brother No 231) for the official handover. (See illustration above. Photo: MoD Crown Copyright 2025®)

Australian National Maritime Museum

Dr Kevin Fewster CBE AM FRSA, Younger Brother No 329, has been appointed by the Australian Government to the Council of the Australian National Maritime Museum. The Council is the Museum's governance board. Dr Fewster has, as he put it: *"...thus come full circle with ANMM as I was the museum's inaugural Director, 1989 – 2000."*

Order of the Bath

On 16 May 2025, a service was held at Westminster Abbey to celebrate the 300th anniversary of the foundation of The Most Honourable Order of The Bath, which was founded by King George I on 18 May 1725. **His Majesty The King**, Elder Brother, presided as Sovereign of the Order.

Admiral Sir Philip Jones, GCB ADC, Younger Brother No 200, was installed as Knight Grand Cross of the Order.

Ceremonial

States of Jersey Liberation 80 commemoration

Captain Brian Nibbs RD*, Younger Brother No 124. reports that he hoisted the Union flag on the balcony of the Pomme D'Or Hotel, St Helier, Jersey, as part of the Liberation commemoration on 9 May 2025.

On a number of occasions he has played a part since Re- Enactment was introduced on the 55th Anniversary of the Liberation of Jersey in 2000, during his term as Harbour Master of Jersey. The Harbour Master at the time of the Liberation, Captain Harry Richmond, carried out the impromptu act immediately following the landing of Force 135, who liberated the Island.

▼ Below left: Captain Brian Nibbs, centre in uniform cap

▼ Below right: HM The King takes the salute at a V-E Day parade, London, 5 May 2025



Flying forward

Our Senior Building Surveyor **Matt Cutting** on how drone technology is enhancing Trinity House's building inspections and coastal erosion monitoring.

In recent years, drone technology has revolutionised the way professionals approach building inspections and environmental modelling. With the integration of high-resolution cameras, thermal imaging sensors and 3D modeling capabilities, drones are now indispensable tools for asset management

Trinity House has recently invested in drone technology and several of you will have seen some of the Building Services team proudly showing these off in Harwich during World Marine Aids to Navigation Day, where we had some interesting discussions with colleagues from around the world on how we can now realise the following benefits.

Speed, cost and safety

One of the most compelling advantages of drone technology is the reduction in operational costs and safety risks. Traditional inspection methods often require multiple personnel,

heavy equipment, and extended site access. Drones, by contrast, can be deployed rapidly with minimal disruption and, for our sites that are typically remote and hazardous, they can provide a safe means of gathering critical data without putting personnel at risk.

Building inspection and maintenance

Equipped with high-resolution cameras, our drones can capture detailed imagery and video footage, to help identify defects such as cracks, corrosion, damage, and water ingress points in hard-to-reach locations that would otherwise not be regularly inspected. This improvement in inspection capability enables us to proactively address maintenance issues before they escalate into costly repairs.

Thermal imaging adds another layer of diagnostic capability. Infrared sensors detect temperature variations across building surfaces, which is an especially important capability for historical structures like our lighthouses and cottages, where thermal inefficiencies can go unnoticed until condensation, black mould and visible damage has occurred. By identifying these vulnerable locations, we can develop tactics that are specific to each building to improve internal building conditioning.

An equally important benefit of thermal imaging is the ability to see high levels of moisture

▲ 'Rocket Man' looking down at the topography in the location of a drainage outfall



▲ 3D model of Whitby Lighthouse that can be manipulated to show any areas of interest for planning improvements and historic building recording

in walls to help identify areas where damp and salt penetration could cause render delamination and compromise the structural integrity of the building. These insights will enable us to carry out targeted maintenance and extend the lifespan of our historical assets.

Historical building recording, planning and collaboration

Drone technology now gives us the ability to generate accurate 3D models of our buildings and landscapes through photogrammetry. These models can be used to keep an accurate three-dimensional record of our assets for future historical research, analysis, planning and Building Information Modelling (BIM) to enhance collaboration between stakeholders.

▼ 3D model of Whitby Lighthouse highlighting areas of most recent coastal erosion



Coastal erosion

Coastal erosion poses a significant threat to our aids to navigation. Three-dimensional modelling will allow us to monitor changes in cliff lines and topography over time. Traditional monitoring methods such as manual surveys and fixed-point photography are often limited in scope and frequency. Drones, however, can cover large areas quickly and with high precision. By comparing models captured at regular intervals, we can now see the big picture, quantify erosion rates and identify vulnerable areas to inform our decision making on how best to mitigate erosion risk.

The integration of drones into building inspection and coastal monitoring represents a significant leap forward in efficiency, accuracy, and safety. By combining visual inspection, thermal imaging and 3D modelling, drones provide a comprehensive toolkit for understanding and managing the challenges posed by our coastal environments. While drone technology won't replace every traditional inspection method, it will become a core part of our toolkit. Whether we're inspecting lantern roofs, identifying thermal inefficiencies or watching the shoreline shift metre by metre, our tiny dancers in the sky will help us maintain our historical aids to navigation with new precision and insight for the benefit and safety of all mariners now and into the future.



▲ Things are looking up! Andy Johnson inspecting the top of Whitby Lighthouse with his feet firmly on the ground

Keeping watch at Whitby Lighthouse

Continuing her series of Trinity House Tales, Digital Engagement Lead **Sarah-Jane Lakshman** joins our Field Operations team to explore how estate surveying is evolving and takes a moment to walk the station with its long-serving attendant.

We arrive at Whitby Lighthouse on a clear spring day, only slightly late for our drone flying training. Lighthouse Maintenance Engineers **Andrew Evans** and **Andy Johnson** are already there—they had the privilege of staying at the lighthouse cottages overnight—and so Senior Building Surveyor **Matthew Cutting** and I are relegated to the bottom of the class.

We take our drones to the skies, and it's not long before we are cutting through the air with figures of eight and emergency manoeuvres, all against a backdrop of cliffs, sheep and a mid-19th century lighthouse.

It's twins!

When Trinity House laid the foundation in the spring of 1857, Whitby Lighthouse was once one half of a pair of leading lights. Whitby North and Whitby South—two octagonal brick towers crowned with 1st Order optics from the esteemed Chance Brothers company—stood high over the coastline together for three decades. Their fixed lights when lined up would help mariners mark Whitby Rock, an unseen threat in dark waters.





The year 1890 saw Trinity House fit the Whitby South tower with a more efficient light –a decision which was the death knell for Whitby North. With a red sector now shining out over Whitby Rock from the South tower, its twin was demolished and its optic re-used elsewhere.

In its place, Trinity House erected a fog signal in 1903 to warn mariners of the jagged coastline. Operated by compressed air from 25-horsepower oil engines, trumpets 20 feet in length blasted out to sea four times every 90 seconds. Known colloquially as ‘Hawsker



There was someone on watch 24 hours a day, keeping the light on in the nighttime, then putting the fog signal on during the day.

▲ Desmond Sythes' Painting
Desmond Sythes

Bull’, the fog signal ceased operation in 1987 and has sat silent ever since.

Fast forward 167 years and the remaining Whitby Lighthouse tower stands guard, leading mariners to and from Whitby Harbour. Lighthouse keepers presided over the light until Trinity House automated the station in 1992. A way of life now lost to the annals of time.

Or so you might think!

To the lighthouse born

Mark Sythes has been attendant of Whitby Lighthouse since 1995. But Mark isn’t any regular member of the public thrown into the world of lighthouse keeping by happenstance. No—Mark has lighthouse keeping in his veins.

As the son of a Trinity House Principal Keeper (known as a PK), Mark’s stint at Whitby began long before he was

made attendant. I was lucky enough to speak to Mark while I was on station.

In 1972, PK Desmond Sythes arrived at Whitby Lighthouse with his young family in tow.

Mark: “There were three keepers living on site, and there was what they called a local keeper. The keepers that were stationed here, they all had families, mostly. Our cottage, and the one next door, and then down at the fog signal.

“It was a bit harder for them down there [at the fog signal]. I always remember one keeper coming to live there with his family, and he was a joiner. So, he built shelving all around the kitchen, and his wife put plates all around the walls on these shelves.

“But as soon as the fog signal started, every plate just fell off the wall.”

Born at St Bees Lighthouse, Mark spent his childhood running around stations along the coast. At Whitby, he attended school in town alongside the other lighthouse children, and he would come home to a lively station.

Mark: “There was someone on watch 24 hours a day, keeping the light on in the nighttime, then putting the fog signal on during the day.

“And that was the old routines as well, with paraffin and that. They used to have to unload the wagons and pump them out of the barrels and put them into the tanks as well.

Everyone got on here mostly. You had the odd quibbles because there used to be a shopping taxi on a Friday. That was the main shopping taxi for the wives, and they used to go down at 10 o’clock, but that would sometimes cause arguments. But it was



◀ Desmond Sythes' painting

very rare, normally everyone got on alright. And Christmases and that stuff, we used to come into people's houses and have drinks and all that."

Hail or shine, the light needed to be tended.

Mark: "We would get bad winters, you used to get cut off as well, because the hill, that you've just come down

not after some lighthouse adventures of his own! As a Supernumerary Assistant Keeper (SAK), Mark would be called up to provide relief for keepers across the country.

Mark: "I did about 19 stations all together, travelling around. And I was lucky to get out to Gibraltar for three months as well, so that was a highlight for me.

One time we got snowed in; it took about three days to get out with the help of a tractor to clear it all.

near the fog signal, I've known it level with snow. You had to try and dig it out. One time we got snowed in; it took about three days to get out with the help of a tractor to clear it all.

"A lot of the older keepers knew how to stockpile stuff in case anything like that happened. They kept backups if you were lucky enough to have freezers, and hopefully you wouldn't get a power cut.

"I've also known it here for about a month and a half with fog just stuck to this coastline. You'd go past the fog signal and there'd be brilliant sunshine. But the fog would stay on the coast just here."

Although PK Desmond and his family left the lighthouse in 1989, Mark's path brought him back to Whitby, but

There were so many keepers that did this work alongside me. There was always someone on holiday or off sick so we would have to travel around. The longest I was away for was three months. Then you get about a week or two weeks home, and then I was away again. But that didn't bother me because I enjoyed the job that much."

▼ Photographs at Whitby Lighthouse



When they started shutting the lighthouses down, we did a month on and month off. I was stationed at Trevoise Head Lighthouse, I did that for about two years. The opportunity to be attendant for Whitby Lighthouse came along in 1995. Mark took up the work, and in 2009, Flamborough Head Lighthouse also came under his responsibility.

Mark: "I don't do as many duties as [the keepers] used to. It's just the general maintenance, testing the lights, call outs for alarms. Technology has got better now, so it is very rare to get call outs. I turn up about every three months and do bits and pieces. Since the LED bulbs were put in, you just test the lamps now. Before you had to run engines and test all the batteries."

Mark takes me around the lighthouse, pointing out his bedroom window in the cottages attached to the tower. He pulls out the logbook for maintenance activities at the lighthouse – a register he continues to update to this day.

Down in the base of the tower, Mark shows me where, between keeping watch, his father would paint stunning pieces of maritime life.

Popular culture may glorify lighthouse keepers living in isolated stations—and for many this was certainly the case! However, Mark's memories pay homage to the fact, for some keepers, lighthouses were family homes.

As I say farewell to Mark and Whitby, I ponder on how these lighthouses have stood, not just as guides for mariners, but as silent witnesses to the lives and families that have grown around them.

I also plot how I can steal aboard THV *Patricia* to see some of PK Desmond's paintings we have hanging on the walls.

Maritime Leaders Forum

Elder Brother **Bill Walworth** updates our readers on the ongoing success of the MLF, as it continues to convene maritime leaders to discuss topical matters.

The Maritime Leaders Forum (MLF) is a prestigious and informative gathering of maritime leaders to debate maritime industry matters, held at Trinity House. The inaugural session was in November 2022 and we are planning the tenth of the series in November 2025. The events are growing in support, all of them have drawn 90 or more people; the last two have booked out Trinity House. Above all, they are interesting, informative and enjoyable. The MLF is a collaboration of Trinity House, Maritime UK, Maritime London and the Department for Transport, with substantial help from the Chamber of Shipping and the wider industry. The objective is to consider industry cross-cutting issues that do not fall easily into industry trade groupings. The issues under discussion have tended to reflect progress against the objectives in Maritime 2050, but have not hesitated to address arising

issues affecting the industry. The Forum has considered security in international shipping, Clean Maritime, cyber security, future skills, climate change and the Poseidon Principles, Artificial Intelligence applications, and the national policy on Position Navigation and Timing, and the industrial collaboration required to attract funding for research and innovation. In November we will be looking at changes to world trade from recent political decisions and the impact on the global maritime industry. In March 2026 we are looking at an issue slightly closer to home, the future of seamarks in a world of autonomy, satellites and digitalisation.

Sarah Kenny, CEO of BMT Ltd—a former Chair of Maritime UK, and an Elder Brother of Trinity House—is in the chair for the events. We have great reach in the collaboration and have attracted some outstanding and authoritative speakers. The events open with a keynote address by a single speaker, or panel members, followed by an open session. The delegates share their personal or corporate thoughts, and the panel are as likely to be asked to comment on a proposition, as answer a question. These are always lively sessions. The delegates are generally as experienced and senior as the panel and they have proven key to the overall success of the events.

Sarah Kenny rounds the formal session with a consistently outstanding summary of the discussion, before the evening ends with a networking reception. This has proved a good format, and the networking session has proved an energetic opportunity to continue the debate in an informal setting. When the event ends at 21:00 it is not unknown for the conversation to move to congenial locations close to Trinity House.

We send the notice first to Trinity House for members and employees, Maritime UK, Maritime London and the Chamber of Shipping, then a week or so later, other maritime organisations like the Nautical Institute, IMAREst, the Master Mariners, Fuellers and Watermen and Lightermen and, for instance, the National Shipbuilding Office. This list encompasses much of the industry and we tailor the invitations to the event topic. We are also keen to hear from up-and-coming members of the industry, and encourage delegates to bring future leaders.

We are grateful for the support of Trinity House, the professionalism of the staff and caterers, and the opportunity to use the wonderful location to showcase the events.

Elder Brother Bill Walworth chairs the steering group. He is always looking for ideas for future events which meet the cross-cutting and topical criteria. If you have thoughts on these please share them with Bill at **william.walworth@trinityhouse.co.uk**

▼ Rear Admiral Iain Lower at the MLF





Forging a career: from buoys to beacons

Continuing our look at various roles around Trinity House, **Alex Hassan** tells our readers about his new role as an Electrical Apprentice.

Sitting back in his chair, fresh from the Harwich Buoy Yard, Electrical Apprentice

Alex is wearing his high-visibility gear and bucket hat. Digital Engagement Lead **Sarah-Jane Lakshman** finds out more about the Buoy Yard Apprentice bound for the Field Operations team.

Q Alex, you're one of our apprentices. Tell me about your role at Trinity House!

A Well, I'm the Electrical Apprentice and I work on the solar units in the buoy yard workshop—that's my primary job. I've been doing this for two years and then in the next few weeks, I'll be moving into the Field Operations team.

Q That's quite exciting! What were you doing before you joined Trinity House?

A I went to college full-time; I did mechanical engineering and manufacturing, and I spent a little bit of time working for a manufacturing company. I saw the advert for the apprentice role on LinkedIn, and I thought, "I'll give that a little application". I applied, did my interview,

and then Trinity House called me an hour later and was like: "We want to offer you the job!".

Q Was working in maritime something that you were always interested in?

A Honestly, it was out of the blue. I always knew what Trinity House was, but I didn't know what went on there exactly, because it's such a niche part of the industry. I did research for my interview, so I had a little bit of knowledge coming into the job, but I've never seen this side of things before. I knew it was a

mechanical side has been really good. And I knew coming into this that I'd be based in the buoy yard and that I've eventually move into the lighthouse engineer team. Trinity House helped set the courses that they believed I would need to complete the apprenticeship.

Q Buoy yards are such a hub of activity – tell me about what goes on there.

A So, buoys come back from the sea. They're stripped down and rearranged by the team outside. Once that's

I saw the advert for the apprentice role on LinkedIn, and I thought, "I'll give that a little application."

reputable company, so I thought, you know what? Having my name under Trinity House is a great kickstart to my career. When the advert came up, it was for an electrical apprenticeship. I had the mechanical background – the great thing with an apprenticeship is it gives you the ability to learn something new whilst working on the job. Having that ability to learn electrical as well as having that

done, I will be handed the—well we call them Toblerones because of their shape—but they're the solar units fixed to the buoys. I work on three solar units at a time. I build the units and get them all cleaned. There's new bolts, a new lantern, a new program. Meanwhile the buoys are jet washed, grit blasted and painted, and then our welder and fabricator will do his side of things.



My solar units will then get put on to a superstructure, and that's fitted on a buoy ready for redeployment.

Q A massive team effort!

A Yeah definitely. Nothing in the buoy yard works without each other. I don't know where I'd be without my team. Even though I'm not always hands on with what they do, they're supportive of what I do and I'm supportive of what they do. I've worked alongside these guys for two years now and they're a great team. What I love is that they don't have me doing jobs that aren't part of my apprenticeship role – they want me to focus solely on my apprenticeship and getting through that. Having that support is great.

Q What experience and skills has this apprenticeship given you?

A More hands-on stuff, definitely. Before, I've worked on machines which do everything for you. Now I'm using hand tools, upgrading my hand skills—power tools as well. Really learning the basics of what goes into the job and what I need to be a good tradesman in the future.

Q Looking ahead: lighthouses! How are you feeling about the change?

A Honestly, I've not been out to a lighthouse yet, so I'm looking forward to travelling away and seeing what the different lighthouses are like. I always see pictures, they look beautiful, the scenery too! But not only that, getting hands-on with what the lighthouse engineers do,



▲ Alex at work

that will be that would be really good. I can't wait for that. I'm so optimistic about what's going to happen in the next two years. I'm definitely going to miss the buoy yard, but I want to reach the second point of my apprenticeship and see where that goes.

Q The lighthouse teams travel quite a bit. How are you feeling about potentially being on an offshore light for two weeks at a time?

A It's definitely going to be a different experience! When I joined this job, I had no commitments, it was a jump-in-at-the-deep-end sort of situation. Now I definitely have more responsibilities to consider, but I'm not letting that get in the way of kickstarting my career. I'm really looking forward to it.

Q What do you enjoy most about working at Trinity House?

A I think the atmosphere and the environment.

The people here are great, and the work here is unique. It's fun – there's always different challenges and nothing is ever the same.

The people are so supportive and really great to work with. I've really hit a gold mine when it comes to this sort of thing because there are a lot of places that don't treat apprentices the right way. For the two years I've had here, it's been a really good experience.

Q What would you say to someone

who is looking to maybe do an apprenticeship with Trinity House?

A It's a great opportunity – consider it as a main option. There is just so much here to learn and do, it's definitely worth considering. I have had no regrets since I joined!

Q Just before I let you go, tell me: imagine you're stuck at a lighthouse for two weeks. What is the one thing you're taking with you?

A Do you know what? I've never actually given that any thought!

Q Maybe you should!

A Yeah, maybe I should give that some thought, considering I'm moving into that line of work soon.

Q Knitting?

A Hmm ... not really my thing—maybe a football!



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

Tall Ships Youth Trust – A journey of Exploration, Empowerment and Leadership

Before Tall Ships Youth Trust, university wasn't on my radar. Now, I'm excited for the future," says Alex, a young person whose journey into adulthood encompasses the mission of Tall Ships Youth Trust (TSYT).

TSYT are a national youth development and outdoor learning charity, committed to supporting young people, particularly those facing adversity, to build the life skills, employability skills and the confidence needed to realise their true potential and make positive life choices. We've been doing this vital work since 1956.

Growing up with autism and attending specialist schools, Alex often felt different and masked his autism to fit in, leading to social isolation and a lack of confidence. He struggled with communication, and unfamiliar settings, which caused anxiety and exhaustion. However, with strong support from his parents and school, Alex moved into mainstream education and was introduced to TSYT. After completing a work

experience placement at our head office, he joined his first voyage. He felt welcomed by the crew and was encouraged to participate fully which led Alex to begin developing teamwork skills, resilience, and a belief in his own abilities. Since then, he has completed an Empowerment voyage and is now training to become a volunteer Watch Leader, in order to support other young people following in his footsteps.

At TSYT, we are passionate about the life-changing impact our work has on the young people we support. At the heart of our approach is our three-voyage journey of Exploration, Empowerment, and Leadership. This offers young people a series of increasingly longer and more challenging voyages designed to equip them with the confidence, resilience, teamwork, and practical life skills needed to support them on their transition to adulthood and sustain them throughout their lives. Each young person's journey is unique and tailored to their own needs and circumstances, but it will typically begin

with a four-night Exploration voyage, offering an immersive introduction to outdoor learning in an ocean environment. From there, they may move on to longer Empowerment and Leadership voyages. Between voyages, the development of young people continues as we facilitate engagement with industry roadshows, open days and career talks. While some complete the full programme in full, each voyage also works as a stand-alone intervention. Those who do complete the programme emerge as confident young leaders, mentors, and advocates for TSYT. Some even pursue careers in the maritime sector, becoming engineers, sailors or joining the Royal Navy. 

▼ Tall Ships Youth Trust at sea





◀ TYST group members plotting course

To ensure our voyages are accessible to all, we are increasing our reach across the UK through the development of regional hubs. This will see us voyaging for extended periods from locations including Plymouth, South Wales, Belfast, Whitehaven, Greenock, Newcastle and Ipswich, allowing easier access for young people unable to travel long distances, and bringing our transformative work to communities with high levels of deprivation.

We also work hard to fundraise to enable us to offer financial support to those who need it to join a voyage – 80% of the young people who sailed with us last year received a bursary and would have been unable to sail without it. Therefore, we are very grateful to have received funding from Trinity House which supported more than 80 young people across the year. This included 72 young people who completed an Exploration voyage, nine who completed an Empowerment voyage and one young person who completed a Leadership voyage.

The outcomes speak volumes. The young people supported said their voyage

significantly improved their confidence, self-esteem and problem-solving abilities, and they say they feel better prepared to handle stress and take responsibility for themselves and others. Incredibly, more than 20% of the young people supported by our Trinity House grant received a recommendation to return to sail and train again as a member of the volunteer crew. This will not only enable them to support other young people following in their footsteps, but will open up pathways for further development, including gaining qualifications which could lead to paid employment at TSYT or with another sailing organisation.

Of course, none of this is possible without the right youth development platform. At TSYT, we operate a fleet of four 72ft Challenger yachts—sturdy vessels originally built for the 2000 Global Challenge and adapted for youth development in 2008. Each vessel hosts around 300 young people annually, but growing demand for our services is now exceeding our sea-going capacity. To address this, TSYT has secured funding

to expand its fleet to six vessels within the next three years.

We have also recently launched our S.O.S Campaign – driven by our three key pillars of Safety, Operability, Sustainability. This major refit campaign has been designed to modernise the current fleet and focuses on maintaining the highest safety standards, upgrading living and working conditions on board, and embedding environmental practices throughout the fleet's operations. This will provide the optimum environment for young people to build resilience, strengthen teamwork, grow in confidence, and support one another as the voyages become more demanding in changing UK weather conditions. As they gain experience and form a cohesive crew, they also take on responsibility for each element of the S.O.S. framework.

TSYT's impact over the last year has been profound. More than 128 young people sailed with us and our demographic is diverse. Of those supported, 82% were experiencing disadvantage, 88% had never sailed before, 42% were female and nearly 20% identified as belonging to the global majority. Funders such as Trinity House made it possible for these young people to embark on this life-changing journey, with many now on their way to the Leadership stage.

Our vision is clear: a society where all young people are empowered to create better outcomes for themselves and their communities. Out on the ocean, far from the pressures and limitations of daily life and personal circumstances, our young people discover not just how to sail, but how to be part of and lead a team, how to grow, and how to believe in their own potential. tallships.org

Shipwrecked Mariners' Society - Supporting Mariners in Financial Need

The Shipwrecked Mariners' Society has been providing financial support to mariners in need for over 186 years, having been established following the tragic loss of a fleet of fishing boats on the north Devon coast in 1838. The Society's name reflects its early work supporting families affected by the thousands of Shipwrecks which took place around the British Isles each year, albeit it's work has gradually evolved over time to focus on mariners affected by metaphorical shipwrecks, including those unable to work and those struggling to make ends meet during retirement.

▶ John Roberts –
Fisherman Dawn



As the largest charity providing financial grants to individuals from the Merchant Navy and Fishing Fleets, it distributes approximately £1.4M in support each year in over 2000 cases of need. The majority of this funding goes to retired seafarers, although a significant level of support is provided to working-age mariners, with demand noticeably increasing over recent years due to the cumulative impact of both the COVID pandemic and the more recent cost-of-living crisis. Financial support generally comes in two forms: firstly regular grants,

▼ Ann Chown,
Hastings, cleaning
out the nets



which are normally provided to retired people living on very low incomes, and secondly, one-off grants, to people of all ages, to help tackle a wide range of issues including homelessness, priority debts, evictions, house repairs, disability-related home adaptations or simpler issues like replacement domestic items. However, the support provided isn't always financial; the Society works with a range of other organisations providing additional but complementary support. This includes the Sailors' Advice

and Information Line (SAIL), which provides advice on benefits and managing debts, as well as organisations like the Fishermen's Mission and Nautilus Welfare, who provide frontline caseworking support within local communities throughout the UK. The Society also works closely with a range of other grant providers (Seafarers' Hospital Society, Sailors' Children's Society, the Royal Merchant Navy Education Foundation), so if they can't provide direct support, they often know someone who can.

Whilst the majority of support provided by the Society tends to evolve over time, it also responds to more rapidly emerging need, as evidenced by recent grants to support low-income families who lost out on the Government's winter fuel payments, and its recently established 'Household Appliance Fund', which is specifically aimed at helping working seafarers (and their families) who are living without one or more essential household appliances in their home.

The Society is only able to meet current levels of demand thanks to a large community of individual donors, combined with long-term funding from a number of organisational donors, including Trinity House. Please help the Society to spread the word about what they do, both to those who may need their support, and those who may want to support their work. Further details can be found at www.shipwreckedmariners.org.uk



The Naval Children's Charity (NCC) is celebrating!

This year sees 200 years since the first orphanage opened in Portsmouth. There is so much to celebrate in this momentous year, not least the amazing support we continue to receive from our funders, particularly Trinity House. The ongoing, sustainable and generous relationship we have with Trinity House is a key part of our existence and we look forward to many more years of partnership.

We are delighted that this year we were honoured by the HRH The Princess Royal becoming our Patron, picking up from the Patronage of her mother, HM Queen Elizabeth. We are also delighted that we acquired another Patron, Dame Kristin Scott Thomas. She was herself a Naval child, losing both her father and stepfather whilst they were serving, so she has a unique insight into the lives of our children.

We continue to be committed to improving outcomes for children – focusing on their wellbeing and development through our direct help to families in crisis need,

resources designed to help with mental health and wellbeing, and our Life Chances Programme (LCP) offering opportunities for development, improving outcomes and enabling children and young people to thrive. In 2024 a cohort of young people who participated in the LCP are the founding members of the NCC Youth Council. Our Youth Council is now helping to inform and guide the work of the NCC. Putting the voice of Naval children and young people at the heart of what we do is a key part of our strategy, ensuring that we remain aware of and committed to understanding and delivering to their needs and challenges.

Research has confirmed that life for the Military child can have challenges over and above those of their civilian counterparts. Educational attainment can be lower and one in six of the children aged 5-16 are at risk of mental health problems. With long separations and families lone parenting for stretches of time, combined with frequent moves, additional challenges where there is

▲ YC Greenwich

neurodiversity, disability or illness, these challenges can impact their lives in many ways.

We have a team of dedicated and highly experienced caseworkers in Portsmouth, Scotland and the Southwest, who provide empathetic and non-judgemental holistic support to families. We welcome direct requests, via our online portal, and referrals from our wide networks of other charities and agencies. We process applications for support, carry out home visits, and, along with our network colleagues, provide comprehensive assistance.

One parent said: *"Your generous support has enabled our son to receive counselling following the untimely death of his father. It was a constant worry for me to witness the emotional anguish that he has gone through. The counsellor has provided my son with clear coping strategies and a professional 'ear' to help him dismiss issues that are troubling him in a safe environment."*

We provide wellbeing packs and online tools to help ameliorate challenges such as separation, deployment or poor mental health. These resources include books and materials to aid the mental health and development of children, as well as specific support for issues like bereavement and parenting.

Our LCP enhances the educational prospects and overall development of children of Royal Navy personnel. The Programme offers a series of tailored partnerships that provide unique opportunities to help unlock the spirit of these young individuals, develop transferable life skills such as communication, resilience, and teamwork, and in many cases, lead to recognised qualifications. The LCP is designed to complement the range of skills and interests of the children, ensuring that they receive support that is both relevant and beneficial to their personal growth, and their future prospects.

Another parent added: *"Honestly, I could have cried with relief. It was like having a proper excited young man back and not the anxious withdrawn teenager he had become. I am positive it is going to influence his life in such an amazing way."*

One young person added: *"This grant is going to be very helpful for my university journey and a lot of stress around finance has been alleviated. Your generosity means I am able to thrive in higher education and take up many more opportunities."*

The sale of our original orphanages generated a fund, the income from which we use to cover our operational costs. We are fortunate to have long-standing support from several funders including Trinity House; Greenwich Hospital/Royal Navy and Royal Marines Charity; The Seafarers Charity; and other trusts and foundations. Our running, administrative and fundraising costs are covered by the income from our fund. This ensures 100% of donations and grants we receive can be used for our programme costs.

We cannot thank Trinity House enough for its continued and committed support and funding. It makes such a difference to know that our work is underpinned by funders, allowing us to evolve and develop as we learn more about our children and young people and their needs.

navalchildrenscharity.org.uk

REGIONAL GRANT SUPPORT

West Lancashire Yacht Club

Southport's scenic Marine Lake is at the heart of our town, but the majority of local children have never had the opportunity to sail there. The socio-demographic is a mix of affluence and deprivation, with many families struggling to access extracurricular activities for their children. At West Lancashire Yacht Club, we are hoping to change that by launching a grassroots sailing development programme which starts with primary school children. We piloted the programme with Year 5 students from Norwood Primary School in June 2024. Every one of the 90 children was able to experience the joy of sailing, with no barriers of financial circumstance. The feedback from children and staff was overwhelmingly positive. One child described her experience as, "the best school trip I've ever had."

Thanks to the grant from the North Regional Committee, we now have six days in the diary when we will be taking 180 schoolchildren from Years 5 and 6 at Larkfield and Norwood Primary Schools out on the water. For many, this will be their first time in a small boat and our aim is to ignite the spark which will lead to a lifelong love of sailing. With the help of their teachers, we will provide affordable opportunities for children to join our regular Saturday morning youth training programme. We are also looking to provide an after-school club. We have just welcomed 80 Year 5 and 6 children from Larkfield Primary School to the Club. Breezy conditions made for an exciting experience as every child took part in sailing activities on the Marine Lake in Southport.



We are demonstrating that sailing is a fantastic activity which inspires confidence in children, develops resilience, encourages independence and enhances their innate complex problem-solving abilities. Children can try their hand at sailing in a safe, relaxed environment whilst enjoying the sensation of being at one with the elements. Under the watchful eye of our team of volunteers, children ventured out in our RS Quest sailing dinghies and also learnt how we use our safety boats during training and racing activities.

Our grassroots outreach programme is not just about teaching children to sail; it's about inspiring them, building their confidence, and connecting them with their local environment. Sailing on Southport's Marine Lake should be an experience open to all local children, fostering a sense of community pride and belonging. We are committed to making sailing accessible and enjoyable for all, empowering the next generation of sailors and building their confidence to 'aspire, respect and enjoy'.

wlyc.org.uk



The Rise and Rise of Heritage and Culture at IALA



Our Estates and Property Manager **Peter Hill** looks back at his time as the Chair of IALA's Heritage and Culture Group, before handing the reins to Digital Engagement Lead **Sarah-Jane Lakshman**.

There's a few Koreans wanting to re-start a Heritage Forum," said Simon Millyard (then Engineering Manager at Trinity House and also Chair of IALA's Engineering Committee) "why don't you come along? You won't have to do anything, just see what happens."

It was a trick. The three representatives from the Republic of Korea were certainly keen to get something started, but when Simon asked them who would Chair the group, there was deathly silence. After a time one of them said "I nominate Peter." The other two very quickly agreed... almost as if pre-arranged.

A Heritage Forum had existed on and off for many years at IALA's Engineering Committee.

It wasn't a formal working group of IALA, but more a small special interest group on the side. Most recently our very own Neil Jones had chaired it for four years or so as the group developed the excellent *IALA Complementary Lighthouse Use Manual*. The task was completed and presented at IALA's 19th Conference meeting in Incheon, Republic of Korea, in 2018 and the feeling was that the group had successfully run its course. The Republic of Korea had other ideas.

Through the 2018 Incheon Declaration on Lighthouses as Cultural Heritage, they had been successful in getting IALA signed up to heritage principles - including that "the significance of historical lighthouses extends beyond the navigational and architectural value". Clearly determined to add flesh to the bones of the Declaration, Korean delegates then petitioned Simon with various ideas to do just that—a database of world lighthouse heritage and a world heritage lighthouse of the year accolade being foremost of those ideas. This, I discovered was the context behind my invitation to "come along and see what happens!"



We got cracking right away on IALA Heritage Lighthouse of the Year. Coincidentally, delegates from France were present promoting their bid for Cordouan Lighthouse to be inscribed as a UNESCO World Heritage Site. The challenges of (as yet) having no system for promoting the accolade or selecting the award was overcome by Cordouan's sole candidacy. IALA Heritage Lighthouse of the Year 2019 was Cordouan! The Republic of Korea arranged the design and funding of a beautiful bespoke artwork to present to Cordouan – something that they have done ever since to my admiration and gratitude.

Quickly developing criteria and nomination forms, the accolade soon took off. A dedicated web page followed and, using the data submitted by nomination forms, that website also served as the database of world lighthouse heritage which the Korean delegates had originally proposed. Soon there

Achieving consensus, diplomacy and output was already tough. Even pronouncing names could be quite a challenge!

were dozens of nominations, coming from every continent and it was remarkable to see how valued it was by some nations. I remember being shown a video of cheers and applause from a party back in Morocco on hearing that Cap Spartel Lighthouse had been selected.

Membership of the group was growing too as interest in the wider work of the group

▼ IALA ENG Team



spread. It became a full working group of the Engineering Committee (rather than just a forum), expanding its remit to 'Heritage and Culture'. Before long there would be over 20 participants in the working group at each Committee.

With COVID-19 and the resultant lockdowns came the opportunity for online participation and further expansion. Achieving consensus, diplomacy and output was already tough. Even pronouncing names could be quite a challenge! Now online participants in different time zones also had to be accommodated. On one occasion I hurried the working group out the door, late for the committee photo... neglecting to tell the online participants who were perplexed by our sudden disappearance!

A particularly notable new participant joined the group online. The AtoN Heritage Advisor from the Australian Maritime Safety Authority brought expertise and experience from one of the most comprehensive approaches to national lighthouse conservation to be found anywhere in the world. In Australia, each lighthouse was getting its own detailed heritage management plan assessing the significance of all of its features and planning for their appropriate ongoing care.

The expanding numbers and expertise within the working group saw it taking on additional projects – developing new guidelines for member organisations, delivering a two-day international seminar in Brazil on lighthouse heritage, developing course content for the IALA Aid to Navigation Manager courses – alongside improving and promoting the IALA Heritage webpages and the IALA Heritage Lighthouse of the Year Accolade.

After an intense six years, my time as Chair of the Heritage and Culture working group has come to an end. I shall miss the fabulous and fascinating people from across the world and their different perspectives. Incredibly, they participate in a language that is not their own and in a different time zone. It has been an honour and a delight to see lighthouse heritage and culture grow in prominence internationally and to have been part of that.

I would have found it much harder to walk away, were I not leaving the Heritage and Culture group in such excellent hands. Conveniently the Australian Maritime Safety Authority Heritage Advisor that originally joined the group online is now a Trinity House employee and has taken on the Chair. Thank you Sarah-Jane Lakshman!

An historic week for IALA

Deputy Master **Iain Lower** recounts the UK's role during the first General Assembly for the International Organization for Marine Aids to Navigation.

Following the successful change of status to that of inter-governmental organisation (IGO), IALA—the International Organization for Marine Aids to Navigation—held its first General Assembly as an IGO in Singapore in the week commencing 17 February 2025. Historically, IALA membership was comprised of national members (such as Trinity House) and industrial members; as an IGO, IALA will henceforth be

▼ The UK Delegation for the 1st General Assembly of IALA

comprised of member states (such as the UK). To support the Department for Transport (DfT) as the UK's representative, Trinity House and the Northern Lighthouse Board (NLB) sent representatives to Singapore with a view to securing the UK's seat on IALA's Council.

We also wanted to secure roles as the IALA Treasurer, Chair of the Policy Advisory Panel and Vice Chair of the Legal Advisory Panel, and—more broadly—promote UK policy interests and further develop relationships with other member states.

Team UK

Attending on behalf of the UK were **Dave Whyte** (Deputy Director Maritime People and Safety, DfT), **Elizabeth O'Donoghue** (Deputy Director Aviation and Maritime International and Trade, DfT), **Rear Admiral Iain Lower** CB (CEO, Trinity House), **Commodore Mike Bullock** OBE (CEO, Northern Lighthouse Board), **Thomas Arculus** (Head of Legal and Estates, Trinity House) and **Dr Jan Šafář** (Research and Innovation Engineer, GLA Research and Development (GRAD)).

'Team UK' arrived in Singapore on Sunday and met for dinner to get to know each other and agree our approach ahead of this historic moment for IALA.

Day one started with two technical seminars and closed with a reception at the Asian Civilisation Museum, hosted by the Maritime and Port Authority of Singapore; Dr Amy Khor, Senior Minister of State, opened the reception and welcomed delegates to Singapore.



On the second day, Dave Whyte and I provided the opening statement for the UK, which gave us the opportunity to showcase World Marine Aids to Navigation Day being held in the UK in July 2025, at Trinity House in London and Harwich. The video was a great success, and there was clearly a great level of interest in the room, with many member nations stating their intention to join the occasion.

Subsequent days focused on the changes that need to be made to IALA to turn it into an IGO. The Assembly agreed that the existing four technical committees—Aids to Navigation Requirements and Management, Engineering and Sustainability, Digital Technologies and Vehicle Traffic Services—should transfer over. The new terms of reference were also endorsed. It was also agreed that the Policy Advisory Panel and the Legal Advisory Panel—of which the Vice Chair is Tom Arculus from Trinity House—be transferred to the new body.

We attended the gala dinner hosted by the Government of Singapore at the Capitol Theatre, a beautiful Art Deco building in central Singapore; it was a great event to share with peers from around the world.

Putting the UK in the spotlight, I presented—in my role as IALA Treasurer—the new funding arrangements for the organisation and the proposed budget through to 2026-27, as well as the funding for the new, larger headquarters being constructed in St Germain-en-Laye in Paris.

We attended the gala dinner hosted by the Government of Singapore at the Capitol Theatre, a beautiful Art Deco building in central Singapore; it was a great event to share with peers from around the world.

Success!

Following much hard work in London and in Singapore, the UK was elected to IALA Council. It was a strong showing for the UK, with 35 votes secured.

I am happy to confirm that:

- **I was reappointed as Treasurer and Chair of the Finance Audit Committee;**
- **Dr Alwyn Williams (Principal Development Engineer, GLA Research and Development team) was re-appointed as Chair of the Engineering Committee;**

- **Phil Day (Director of Operations at NLB) was appointed to Chair of the Policy Advisory Panel;**
- **Tom Arculus (Trinity House) was re-appointed as Vice Chair of the Legal Advisory Panel.**

The 25 seats on Council are made up as follows: Albania, Australia, Belgium, Canada, Chile, People's Republic of China, Croatia, Denmark, Finland, France, Germany, Ireland, Japan, Republic of Korea, Malaysia, Norway, Romania, Singapore, Spain, Sweden, the Netherlands, Türkiye, UK, India (Vice President) and Brazil (President). Francis Zachariae (Denmark) was elected by acclamation to post of Secretary General. This was a good result as Francis has been well aligned with the UK and has provided strong leadership and strategic direction to IALA. Following his election, Francis set out his five priorities:

- **The successful transfer of the secretariat to IGO through the HQ agreement and the new staff rules;**
- **Ensuring that the relocation to the new HQ is efficient, on time and on budget;**
- **Strengthening cooperation with sister organisations to ensure IALA plays a vital role on the international stage;**
- **Growing member state numbers (expecting to increase from 38 up to 72); and**
- **To prepare for the next General Assembly, in Mumbai in September 2027.**

Cultural collaboration

In the margins of the General Assembly, it is gratifying to see organisations take the opportunity to put in place initiatives that further their mutual aims and also build relationships. Two such bilateral initiatives are worth noting here, the first between the Northern Lighthouse Board and Japan Coastguard, regarding the lighthouse twinning agreement between Inubosaki and Mull of Galloway lighthouses. The second was between Trinity House and the Ministry of Oceans and Fisheries of the Republic of Korea, agreeing the loan of the historical lens from Pendeen Lighthouse for exhibition in the Korean Lighthouse Heritage Museum. More news on this exciting development to follow! All in all, a successful trip, with all objectives achieved, old acquaintances re-engaged and new connections made. Now the planning starts for Mumbai in 2027! The Government of Singapore and the Maritime and Port Authority of Singapore were excellent hosts; we look forward to being the guests of our Indian colleagues in a little over two years and, of course, welcoming IALA members to the UK for World Marine Aids to Navigation Day.

World Marine Aids to Navigation Day 2025

Trinity House, the Northern Lighthouse Board and the UK Department for Transport, were delighted to host IALA's World Marine Aids to Navigation Day in London for 2025.



On 1 July World Marine Aids to Navigation Day (WAtON Day) 2025 was celebrated around the globe. WAtON Day is led by the International Organization for Marine Aids to Navigation (IALA) to promote awareness of the importance of marine aids to navigation and the work undertaken by its global membership to improve and harmonise standards worldwide for the efficiency of navigation and protection of the environment.

The Northern Lighthouse Board (NLB) and Trinity House were proud to support the main official international event for WAtON Day 2025 on behalf of the UK Government's Department for Transport (DfT), with a three-day programme of events taking place in London and Harwich between 30 June and 2 July 2025.

Monday 30 June 2025

Delegates poured into Trinity House headquarters on Monday on 30 June 2025 as the celebrations commenced for World Marine Aids to Navigation Day 2025.

Ushered down to the riverbank, guests boarded one of the iconic Thames Earth Clippers – a fleet of green hybrid boats that cruise the capital's river. Cutting through the water upriver to Greenwich was a welcome reprieve from the 33-degree heat. Maritime experts from across the globe mingled on deck with aids to navigation engineers and governmental representatives as they sailed past London landmarks—including St Paul's Cathedral, the *Cutty Sark* and Shakespeare's Globe Theatre—crossing the Greenwich Meridian twice!



Tuesday 1 July

Trinity House on Tower Hill opened its doors on what would prove to be another stifling summer morning. There was a buzz among the delegates—this was no usual day and, as the bell of the HMY *Britannia* sounded from the quarter deck, the attendees were greeted by our Master, Her Royal Highness the Princess Royal and Mike Kane MP, Minister for Aviation, Maritime and Security.

Both the Princess Royal and the Minister worked their way around the Court Room, taking the time to chat with the 120 representatives convened from 19 nations. What an honour to have the Master in attendance at an event so important to Trinity House and the Northern Lighthouse Board, the UK Government, and to IALA in its first year as an intergovernmental organisation. Gathered in the library and welcomed by the Deputy Master, Rear Admiral Iain Lower, the delegates were addressed by the Princess Royal who formally opened the event, Mike Kane MP and IALA Secretary General Francis Zachariae, and the panel discussions commenced.

Panel discussions

Presided over by Sarah Kenny OBE, Chief Executive of BMT Group, Ltd, the first of two panel discussions featured the following panellists discussing the future seascape, maritime resilience and security:

- **Sturla Henriksen, Special Advisor to the UN Global Compact and author**
- **Nick Brown, Chief Executive at Lloyds Register**
- **Robin Mortimer, Chief Executive of the Port of London Authority**
- **Karen Davis, Managing Director, OCIMF, Master Mariner and Vice President of First10Forward**
- **Professor Sarah Sharples, Chief Scientific Advisor, UK Department for Transport.**

In his opening statements, Sturla spoke about the importance of the ocean for global prosperity, called on nations to stand up for international cooperation in the face of conflict and considered the impact of geo-politics and climate change on the shipping industry. Nick reflected on the current landscape of shipping resilience and the technology gap that accompanies it.





HRH The Princess Royal



▲ Memorandum of Understanding signing

◀ Harwich Tour
THV Galatea

Robin provided a London-centric perspective of issues faced globally: rising sea levels and the sheer size and frequency of modern-day vessels. Karen focused discussions on the mariner, advocating for human-centred approaches within the industry, while Sarah remarked on the irony of maintaining automated systems without maintaining the training and education needed by those charged with using them.

All panellists agreed that investment in maritime resilience, in skilled and educated workers and in climate adaptation is the key to challenging the issues currently faced and forecast.

Rear Admiral Nick Lambert, co-founder of NL Associates, global consultants in the blue economy, and Younger Brother of Trinity House took the reins for the second panel discussion—focused on physical aids to navigation services in a digital world—and was joined by:

- Tom Richardson, Head of International Bodies and Technical Engagement, UKHO
- Trond Ski, Senior Advisor, Norwegian Coastal Administration and Chair of IALA VTS Committee Working Group One
- Chloe Yarrien, Maritime Autonomous Systems Lead at BMT Group, Ltd
- Phil Day, Director of Operations, Northern Lighthouse Board
- Omar Eriksson, IALA Deputy Secretary General.

Tom delved into S-100, a data standard document developed by the International Hydrographic Office, and the role this standard might play in enabling future digitalisation. Trond explored the benefits of VTS digital communications guidelines, touching on improvements to the management of ship traffic, responses to developing unsafe situations and information services as a whole. Chloe discussed autonomous operations and use of artificial intelligence for navigation, and how physical aids to navigation fit within this developing landscape. Phil highlighted that physical aids to navigation are, and will continue to be, integral to maritime safety networks and have the capacity to be more than mere fallbacks for when technology fails. Omar rounded off the discussion by reinforcing how the intersection between tradition and innovation has never been more vital as aids to navigation are integrated into the digital world in the coming years.

At the close of the session, the panellists were posed with a question: how would you





▼ Harwich
Tour, Deputy
Master's address

spend the 'marginal dollar', which priority does it go towards—physical or digital aids to navigation? Each panellist answered the same – physical. In a sign of the times, for when all else fails, physical aids will be the difference between success and potential catastrophe.

Memorandum of Understanding signing

Rear Admiral Iain Lower considered the question as he took to the stage, and declared his 'marginal dollar' would be spent on education—the perfect segue into the next event: the signing of a Memorandum of Understanding between the DfT, the IALA World-Wide Academy, Northern Lighthouse Board and Trinity House. This agreement accompanied a generous £200,000 grant from the Department for Transport and a renewed commitment from Northern Lighthouse Board and Trinity House to provide expert tutors to the academy. The signing of this Memorandum also reinforces the shared mission to enhance maritime safety globally, and with the ink freshly dried on the agreement, the day was brought to a close.

Dinner

In the evening, the guests gathered in the library for a spectacular dinner; each table was adorned with model lighthouses and lively with discussion.

Sturla Henriksen gave a powerful keynote speech reinforcing the critical need for strong international relations in the current geo-political climate. Shortly after dessert, mystery guests gathered on the Minstrels' Gallery high above the tables. Before anyone could question what was in store, the gallery erupted with singing of a very particular kind. Before long, the London Sea Shanty Collective had the entire room stamping their feet and singing like old salts. Following rapturous applause, the delegates departed Trinity House, alarms set to catch the bus to Harwich the following morning.

Wednesday 2 July

Trinity House's Harwich office and depot welcomed the delegates with tea, coffee, and thankfully much cooler weather. Broken into various groups, tour guides Jan Safar, Link Powell, William Dunning and Lawrence Hughes led our guests through the office and depot for a behind-the-scenes look at on-site operations.

Aboard THV *Galatea*, Captain Ben Lankester gave a tour of the bridge; a chance to see the vessel as they prepared to set sail that very afternoon. Senior Planner David Hayes ran the delegates through the Planning Centre, Trinity House's eyes and ears on all things aids to navigation.

Buoy Yard Supervisor Craig Neil and Buoy Support Technician Elwood Marshall took our guests through the grit blasting, painting and fabrication rooms of the Buoy Yard. GRAD Principal Development Engineer Dr Alwyn Williams and Principal Digital Services Engineer Dr Nikolaos Vastardis opened the GRAD laboratories. They demonstrated the experiments, tests and systems run on lamps and beacons for the three GLA's.

Following an exhibition by our engineering and commercial teams, the Deputy Master addressed delegates for the last time. Reflecting on the success of the three days, Rear Admiral Lower thanked all those so instrumental to the running of World Aids to Navigation Day, notably Director of Navigational Requirements Captain Nigel Hare and Sophie Harvey from the Executive Support team.

A fantastic three days enjoyed by all guests, sponsors and hosts alike!



SS Fircrest

Photographic artist **Jo de Banzie** reflects on the loss of the British Merchant Navy steamer SS *Fircrest* during the Battle of the Atlantic in the Second World War.

At the outbreak of war in 1939, Britain's Merchant fleet was the largest in the world, the lifeline by which the nation was supplied with the food, fuel and raw materials necessary to sustain and defend itself. Yet these ships were mostly unarmed and poorly protected, and North Atlantic crossings were perilous missions. Between 1940 and 1941, the most lethal period of the Battle of the Atlantic, nearly 800 merchant vessels were sunk, and 16,654 lives were lost, a staggering 49% of the crews.

Within the vast scale of wartime tragedy, the SS *Fircrest*'s loss is unremarkable, being just one among thousands of similar untold

tales but, for each, the human cost immeasurable. For me this story is personal. In the lead-up to the outbreak of the Second World War, in a letter written by my great-uncle Edward to my grandfather, he notes the headlines in the daily papers and wonders "*when and where the necessary spark will fly to cause the combustion*". A couple of years later, in August 1940, 29-year-old Edward Caesar de Banzie, set sail on his maiden voyage as the Second Radio Officer aboard the *Fircrest*. At the beginning of this project, I knew very little about him other than the fact of his death, but with his words resonating in these uncertain times, I felt compelled to acknowledge and commemorate his life.

1

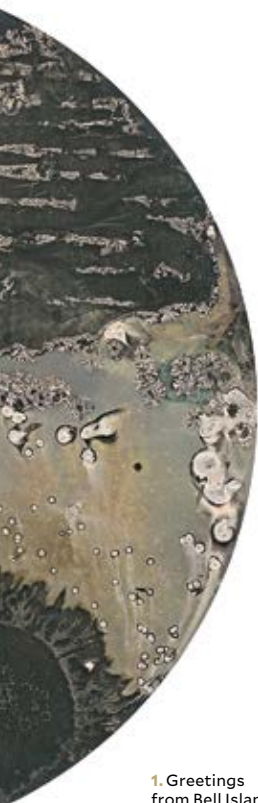
Anchoring the project at the co-ordinates that mark the beginning of the *Fircrest*'s final journey, I made the first of several trips to Newfoundland. Arriving in early March 2020 to arctic temperatures in the wake of an extreme weather event, known locally as 'Snowmageddon', I found the world bracing itself for a storm of another kind: the onset of a global pandemic. That moment, suspended in a reckoning with time and fragility, shaped the lens through which this project unfolded.

A short ferry ride across Conception Bay from Newfoundland's Avalon Peninsular, lies Bell Island, once home to one of the world's largest iron ore mines, her submarine shafts extending three kilometres out beneath the waters of the North Atlantic. In 1942 Bell Island ore supplied one quarter of Canada's steel



3





1. Greetings from Bell Island. Contemporary landscapes on antique glass dry plates

2. Scotia Road

3. SS *Fircrest*

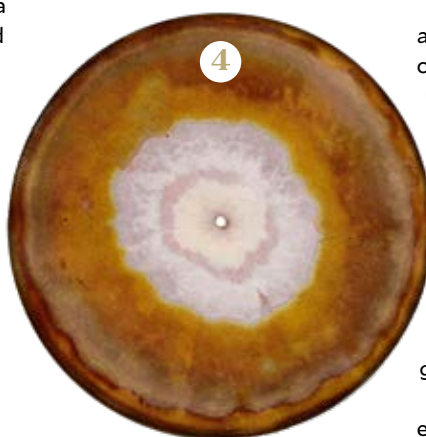
4. Holy Metal

5. Blood and Iron

production, and ironically, prior to the First World War, Germany had been one of the mine's largest consumers. As the primary raw material in the production of steel, which was required in vast quantities for the war effort, the strategic importance of the Bell Island mines was not lost on the Allies. Nor indeed the Axis powers, who set their sights on intercepting the supply lines.

Once a booming hub with 12,000 inhabitants, Bell Island's fortunes have changed since the closing of the mines in the 1960s, and the town of Wabana now sits amidst the abandoned machinery and piles of slag that bear witness to her past. Everywhere, like a wound, the mineral-rich earth bleeds through the snow. With *Fircrest's* iron cargo bound to her narrative, this was the most natural place to start and, in the first series, the earth imprints herself through chromotography, revealing her elemental richness.

On 10 August 1940, the *Fircrest* set sail from the loading piers at Bell Island with a cargo of 8,000 tonnes of ore. In Halifax, Nova Scotia, she



across the restless water to contemplate that harrowing night. The ocean conceals her secrets, yet beneath the waves, 23 miles offshore, and 2,000 miles east of the submarine mine shafts of Bell Island, a cargo of iron ore stands sentinel on the ocean floor, an 8,000-tonne headstone to mark the war grave of the SS *Fircrest*.

Although the *Fircrest's* story ends in the North Atlantic, the origins can be found at the dawn of time, in the iron of ancient stars, dissolved in Earth's once rust-red oceans. In this circular narrative, her hull, now resting on the seabed, slowly returns to her elemental state. Through iron and water, memory and image, *Fircrest* bears witness to the cyclical nature of life on Earth, and the human experience of love and loss during our brief and fragile span.

Despite suffering the highest proportional mortality rate of any wartime service, the Merchant Navy was not formally recognised in Britain's Remembrance Day commemorations until 2000. This project seeks to honour their bravery and acknowledge their sacrifice.

joined a convoy of merchant ships and began the perilous transatlantic journey towards her home destination, the Tees. Thirteen days later, on 25 August, passing near the Isle of Lewis in the Outer Hebrides, the Convoy HX 65A was ambushed by a German U-boat. The U-boat Captain's war diary records the hunt and attack in precise, minute-by-minute detail. Four torpedoes were fired; three struck their targets—the merchant steamers SS *Stakesby*, *Harpalyce* and *Fircrest*. The *Fircrest* sank almost instantly, with no survivors.

On the anniversary of the sinking, I made a final pilgrimage to the rugged northern tip of the Isle of Lewis, gazing out



Trinity House signs Armed Forces Covenant

Trinity House signs commitment to supporting the Armed Forces Community and their families.

Trinity House was proud to join businesses, local authorities and Arm's Length Bodies around the UK by signing the Armed Forces Covenant on 18 March 2025.

The Armed Forces Covenant is a promise that together we acknowledge and understand that those who serve or have served in the Armed Forces, and their families, including the bereaved, should be treated with fairness and respect in the communities, economy and society they serve with their lives.

Trinity House recognises that no member of the Armed Forces community should face disadvantage in the provision of public and commercial services compared to any other citizen. We also recognise that in some circumstances, special provision may be appropriate especially for those injured or bereaved.

At Trinity House, we will endeavour to uphold the key principles of the covenant.

Our commitments

We will:

- Promote internally and

- externally our commitment to being Armed Forces friendly;
- Support the employment of veterans;
- Support the employment of Service spouses and partners;
- Support our employees who are members of the Reserve Forces, granting additional paid leave for annual Reserve Forces training;
- Support our employees who are volunteer leaders in military cadet organisations; and
- Take part in national remembrance activities.

The Royal Navy's Director Naval Staff, Major General Mark Totten, said:

"I am delighted that Trinity House has joined the long list of organisations signing their commitment to the Armed Forces Covenant. Trinity House's record of five centuries of unwavering commitment to maritime safety and welfare means they are a name that fosters trust amongst those who serve and have served. Thank you to everyone at Trinity House for your support for the Armed Forces community."

Trinity House's Deputy Master, Rear Admiral Iain Lower, said:

"Safety and welfare are at the heart of Trinity House, and our people are key to this; they always have been and they always will be. The members of the Armed Forces community that serve—including those that have or are yet to serve—all understand the merit of working for a cause bigger than oneself. That is reason enough to welcome veterans and service spouses to Trinity House, and support current employees in their voluntary roles."





Book reviews

A small selection of maritime publications about which the book trade has informed Younger Brother **Paul Ridgway**.



c/o Cunard House 88 Leadenhall Street London EC3

By **Bill Ferguson**

Whittles Publishing, 193 pages
ISBN 978 184995 582 9

Here is a social history of some Port Line's vessels' activities in the Golden Years of British Shipping, that is to say the 1950s and the 1960s. The book's title *c/o Cunard*

House 88 Leadenhall Street London EC3 is taken from the company's seagoing staff mailing address. This well-illustrated softback has been written from the viewpoint of a Merchant Navy sailor of that period in ships trading to Australia and New Zealand. Some fine vessels: *Port Brisbane*, *Port Lincoln*, *Port Auckland*, *Port Pirie*, *Port Townsville* and more.

In reading this I had to think of past brethren who had served in Port Line at the time of the author one being the very popular David Cloke.

Port Line was a passenger and cargo shipping company, initially formed as the Commonwealth and Dominion Line in 1914, and in operation in one form or another until 1982. It was absorbed into Cunard in 1916.



The QE2 in the Falklands War: Troopship to the South Atlantic

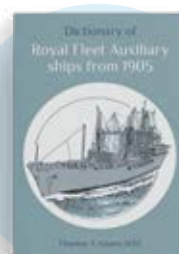
By **Commodore Ron Warwick, OBE (Younger Brother)**
and **David Humphreys**

The History Press, 320 pages
ISBN 978 180399 738 4

At her launch in 1969, *Queen Elizabeth 2* began a long career as Cunard's flagship. This service was interrupted in 1982 when she was requisitioned by HM Government to carry over 3,000 troops to the South Atlantic as part of Operation Corporate, the military operation to recapture the Falkland Islands from Argentina. The passage itself was an immense task which saw refuelling at sea in hazardous weather and navigation by night through an icefield.

Using interviews and extracts from diaries kept during the voyage by the authors and other crew members, as well as previously unpublished documents, the authors present the fascinating story of QE2 through her time as a troopship.

Illustrated with numerous photographs showing the conversion to a troopship, on-board training exercises and helicopter manoeuvres this book is said to be the first to reveal the enormous contribution of the ship to the British war effort. Ron Warwick was Chief Officer throughout the operation.



Dictionary of Royal Fleet Auxiliary ships from 1905

By **Thomas A Adams**

Whittles Publishing, 437 pages
ISBN 978 184995 575 3

With a foreword by Commodore David Eagles, Younger Brother, here is a comprehensively researched reference work detailing over 430 Royal Fleet Auxiliary (RFA) vessels.

This introduces the RFA fleet that has supported the Royal Navy over 120 years, presented as a detailed guide to vessels that were essential in the wide field of British maritime operations, in all theatres.

Adams provides a record of those ships from the traditional tankers taken up from commercial trade to the ships of the 21st century designed for the sophisticated and critical role of sea-going logistics support.

The author is a recognised authority on the history and ships of the RFA. The dictionary features tonnage from the tanker *Petroleum* and hospital ship *Maine* of 1905 to the multi-role assets *Proteus* and *Stirling Castle* of 2023.

Where appropriate there is a summary of service, list of sources for study. Well-supported by an abundance of illustrations. A *vade mecum* to the RFA.

**How to order**

Order your copy today and enjoy a year of breath-taking coastal images that reflect the enduring spirit of Trinity House www.trinityhouse.co.uk



Trinity House Calendar 2026 – Available Now

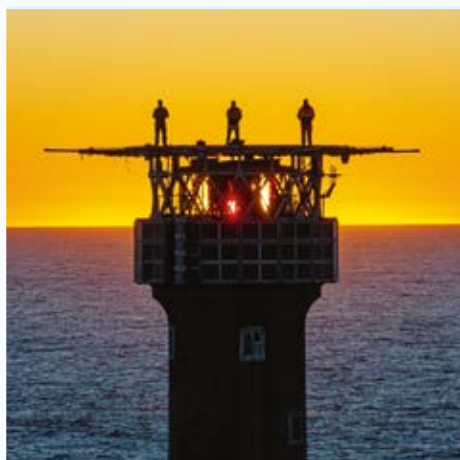
Celebrate the legacy and beauty of Trinity House with the 2026 Calendar, featuring a stunning selection of photographs submitted to our annual Photography Competition. Each image captures a unique aspect of our vital work—majestic lighthouses in dramatic settings, the capability and dedication of our vessels, and the steadfast reliability of our buoys.

This year's calendar includes a poignant image of Royal Sovereign Lighthouse,

decommissioned and dismantled in 2024 after 53 years of service offshore. Its lantern tower now has a new home at Bexhill Maritime, where it will become a striking centrepiece of a new seafront visitor centre.

Printed in full colour on high-quality white silk paper, the calendar measures 300 x 300 mm (opening to 300 x 600 mm) and features a gloss-laminated cover. In support of our sustainability goals, it is packaged in a recyclable boarded envelope, free from unnecessary plastic.

Prices from £11.50 (excluding postage).



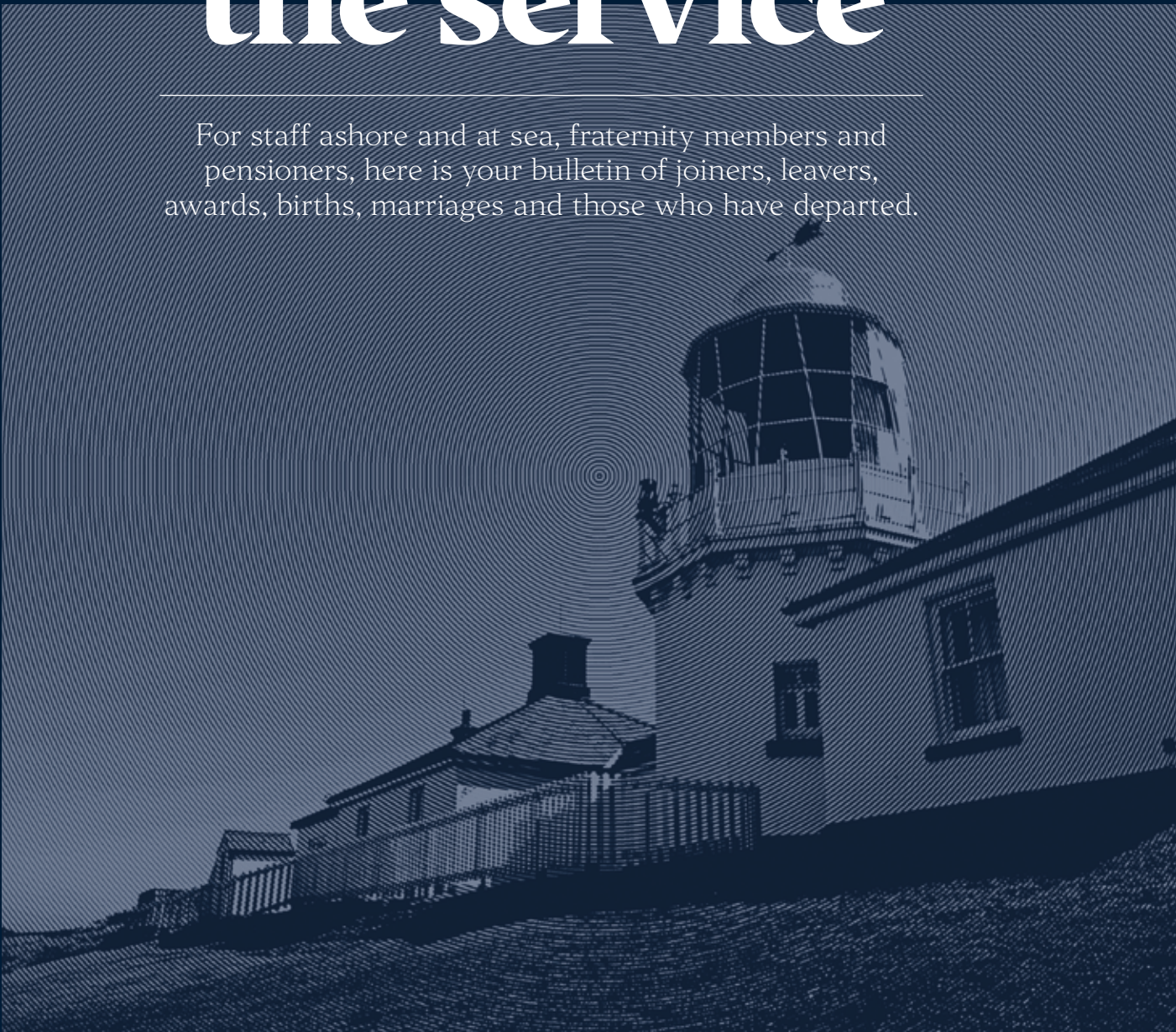


TRINITY HOUSE

AUTUMN 2025 | ISSUE 43

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



LEAVERS

Andrew Vest,
Seafarer
(THV *Patricia*),
5 March 2025

Courtney Bond,
Payroll Assistant,
12 March 2025

Sonia Collison,
Accountant,
16 March 2025

Steve Cocks,
Health and
Safety Manager,
19 March 2025

Harshada Shinkar,
Assistant to Head
of Engineering and
Operations,
24 March 2025

Geoff Allbright,
Lighthouse Maintenance
Engineer (St Just),
6 April 2025

Joshua Eldridge,
Buoy Yard Team
Member (Harwich),
18 May 2025

Ethan Paint,
Seafarer,
28 May 2025

Alex Koehler-Sidki,
Principal Engineer,
1 June 2025

Gwynfor Roberts,
Bosun,
10 September 2025

Wayne Belsey,
Bosun,
1 October 2025



PROMOTIONS

Andrew Evans,
Senior Technical Civil,
27 January 2025

Ed Philpot,
IT Service and
Support Analyst,
27 January 2025

Tiffani Sharp,
Procurement Performance
and Contract Manager,
28 April 2025

Harry Cook,
Procurement Specialist,
12 May 2025

Anna Sallis,
Management Accountant,
12 May 2025

Sue Coleman,
Light Dues Team Leader,
15 May 2025

William Dunning,
Principal Systems Engineer,
2 June 2025

Claire Healy,
Planning & Insights Officer,
23 June 2025

Hamish Carruthers,
Seafarer AB,
30 July 2025

Ryston Gadd,
Boatswain,
2 December 2025

FIXED TERM

Gavin Race,
IT Cyber Security and
Infrastructure Manager,
22 April 2025 – 21 April 2027

David Cole,
Health and Safety Manager,
22 March 2025 – 21 April 2026

David Bate,
IT Infrastructure
and Security Manager,
19 May 2025 – 18 May 2027

Sarunas Druckus,
First Officer,
18 June 2025 (Maternity cover)

James McCrae,
Second Officer,
30 July 2025 (Maternity Cover)

Oliver Bailey,
Second Officer

TRANSFERS

Gareth Capper,
Supplies Officer (Swansea),
3 March 2025

Bryan Sanderson,
Chief Engineer (THV *Alert*),
23 April 2025 – 19 November 2025

Christopher Solly,
Mechanic AB (THV *Alert*),
14 May 2025

Gemma Lowe,
Purchasing Officer,
28 July 2025



STARTERS

PERMANENT

Mariia Skepska,
Project Support Officer,
10 February 2025

Christina Sutton,
Light Dues
Administrator
(Part time),
12 February 2025

Adam Thomas,
Lighthouse
Maintenance
Engineer (St Just),
3 March 2025

Lynsey Calver,
Risk Management
Administrator
(Part time),
4 March 2025

Kevin Donnachie,
Electro
Technical Officer,
5 March 2025

Kieron Haywood,
Electro
Technical Officer,
5 March 2025

Mark Dixon,
Second
Engineer Officer,
26 March 2025

John Bradley,
Buoy Yard Team
Member (Swansea),
7 April 2025

Alex Norman,
Second
Engineer Officer,
16 April 2025

Darran Pearce,
Seafarer,
16 April 2025

Paul Barnaschone,
Seafarer,
16 April 2025

Robert Brown,
Senior Lighthouse
Maintenance
Engineer (Civil)
(St Just),
28 April 2025

Daniel Challis,
Buoy Yard and
Facilities Manager,
27 May 2025

Claire Lumley,
Assistant to
Head of Engineering
and Operations,
9 June 2025

Lee Copping,
Buoy Yard Team
Leader (Harwich),
30 June 2025

Alex Jiggins,
Buoy Yard Team
Member (Harwich),
7 July 2025

Rob Torrington-Black,
Leading Seafarer,
9 July 2025

Thomas Sewell,
Lighthouse Support
Team Member,
26 August 2025

FIXED TERM

Courtney Bond,
Payroll Assistant,
10 March 2025 –
9 March 2026

Adam Hall,
Third Engineer Officer,
16 April 2025 –
15 October 2027

Daniel Jameson,
Third Engineer Officer,
7 May 2025 –
6 November 2027

Chris Amner,
People Services
Assistant,
2 June 2025 –
7 September 2026



OBITUARIES

Commander Robert Mackman (Trinity House 1967-c.1987)

In 1967 Robert joined Trinity House Steam Vessel Service as it was then known, as Junior Second Officer in THV *Mermaid* (1959). The service in 1967 ran nine lighthouse/buoy tenders which were based from Holyhead to Great Yarmouth, each vessel attached to a District, run by its own Superintendent.

Robert came from BP Tankers and no doubt like most new entrants found Trinity House to be a 'different kettle of fish' from what they had been used to 'deep sea'. In those days we worked at sea on our district, from Monday to Friday, and were then on standby - and often also called out for 'emergencies' at sea at the weekends.

It is quite amazing that Robert stuck with the job, as being based at Great Yarmouth was a very harrowing experience, with a heavy workload—from Berwick on Tweed to Southwold, plus the emerging North Sea oil industry which impacted on our work tremendously. However, despite the hardships, he stuck with it until 1969 when he was promoted 2/O in Harwich. Then in 1972 he was moved to Penzance as 1/O and finally gained command of THV *Patricia*, from where he accepted redundancy with the introduction of the new *Mermaid* (1987) - and a further reduction of the fleet to three tenders, in late 1987.

Robert went on to work for Colchester Borough Council, as a River Colne pilot and later as Harbour Master Wivenhoe, until the port closed down altogether around 2000 and he was made redundant.

Robert died on 12 March this year after two years' illness. He leaves a widow Virginia and four sons in the Colchester and Sudbury area. His funeral was attended by 248 people in the parish church of Lavenham in Suffolk on 9 April 2025.

Words by Captain Tony Catesby

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



Employee Awards 2025

Every year, Trinity House hosts a day in London to recognise and reward excellence in our workforce, inviting employees and their special guests to the annual employee awards ceremony in our London headquarters.

We held our annual award ceremony on 17 July 2025, hosted by **Deputy Master Rear Admiral Iain Lower**.

This year, we carried on with the new nominations and review system introduced in 2024; the awards are now based on nominations by colleagues (rather than senior managers) and reviewed by a panel of peers, ensuring a collaborative and engaging approach. The annual awards ceremony is a great time for employees from across St Just, Swansea, Harwich, London and THVs *Galatea*, *Patricia* and *Alert* to come together informally with a guest. This year, we introduced the Deputy Master's special 'WAVE' values award as an additional way of highlighting excellence.

'WAVE' refers to the four values launched as part of our *Lighting the Way to 2035* strategy in March 2025: work together, achieve excellence, value each other and evolve with ambition. The four values provided the structure for this year's nominations.

Special Achievement Award



Sophie Harvey

For her exemplary professionalism, organisation and teamwork in ensuring the successful delivery

of the IALA World Marine Aids to Navigation Day 2025.

VALUE EACH OTHER

Hamish Carruthers

Hamish ensures continued excellence in managing maintenance and operations. He demonstrates consistency, skill, and strong communication under pressure.



Graeme Proctor

Graeme returned to Trinity House this year after an absence of a few years and the impact of his

return was immediately felt.

Graeme is the very embodiment of Trinity House values and this has been clearly demonstrated in his mentoring of the new Inspector of Seamarks Ieuan Clark. Hitting the ground running on his return to Trinity House Graeme has guided the new IoS not only in learning his core roles but in the importance of the reputation and creditability of Trinity House, much relied on to achieve our mission.



Stephen Vanstone

The experience, knowledge and innovation of Steve are the core of the Navigation

Directorate. For years Steve has supported, guided and often led the evolution of the directorate's ways of working, routines and policy. Following the introduction of LARS Steve has worked with the team to develop new ways of working to capitalise on the improvements it has brought to local AtoN management. He has led the restructuring of the office team to the high-performing set up of today and at each occasion when called upon been at the forefront of discussions and decision making in reworking our routines. Each year we look forward to the improvements that we will observe thanks to his work in fine tuning the operation of local AtoN superintendency.

EVOLVE WITH AMBITION



John Sylvester

John was in charge of *Patricia's* dry docking in Hull. Despite numerous set-backs outside

of John's control, he continued to work tirelessly to find solutions to push the docking ahead. Despite the time and budget constraints, and numerous challenges, John always looks for solutions to longstanding on-going issues, he looks to develop new ways of working and works professionally at all times alongside the dock yard and onboard teams. John at all times strives to achieve the best outcome for the vessel and the ships company. His optimistic mindset is just what is required at this challenging time, keeping a 43-year-old vessel operational.

WORK TOGETHER



Jess Chopping

Jess has demonstrated exceptional leadership, reliability, and dedication—

managing budgets, supporting colleagues, and taking on considerable extra responsibilities during a period of staff churn. Often we rely on individuals like Jess who step up and go above and beyond in times of need. She has a calm, consistent presence and her integrity, professionalism, and initiative uplift the team to deliver excellence.

Charlotte Pryor and Sophie Harvey

Charlotte and Sophie have worked tirelessly and extremely conscientiously, supporting the Executive Leadership Team during a period of significant change. They have been key in the success of the team and they both meet the challenges that arise with grace, good humour and a 'can-do' attitude. Their directorate's to Trinity House is plain to see and are true examples of how to live and breathe Trinity House's values.



Lynn Pomaras (right) James Hilton (right) and Peter Hill

'Link' holiday cottage at Cromer Lighthouse is popular but had an unsatisfactory means of fire escape (through a window).



Peter, Lynn and James used all their experience to resolve the issue on time and on budget despite the challenges. This popular cottage is now reopen to the public. This is a good example of three departments working together to resolve a challenge whilst navigating a high degree of

uncertainty and ambiguity in an area which posed a higher degree of risk to the organisation if left unchecked.

Rosemary Walsh

(right, top),
Stephanie Ellis
(right, middle),
and Amel Mesbah
(right, bottom)
Our mission is to make our waters the safest in the World. Some 95% of the AtoN in those waters are local AtoN and we rely on our credibility and professionalism to bring authorities with us on our voyage to achieving that mission.



Rose, Steph and Amel support the Local AtoN Manager and the wider Navigation office by providing exemplary frontline service, managing contractor relationships and maintaining consistently high standards that reflect the organisation's trusted and professional reputation.

Vincent Lord

Vince has worked at Trinity House for over 45 years, with a total career at sea spanning almost 50 years.

Throughout his tenure on THV *Alert* Vincent has worked as the sole

permanent member of crew while the ship has had staff rotation coupled with temporary agency staff.

Vince has always remained steadfast in his attendance and quality of work only taking sick leave for very good reason, offering knowledge and experience to newer staff.

James Turner (right, top), Robert Mitchell (right, middle), Pauline McCarthy (right, bottom), and Regan Constable

The effective and efficient management of supplies is such an important function to any organisation but especially at Trinity House. Pauline, James, Robert and Regan provided exemplary frontline service, managed contractor relationships, and maintained consistently high standards that reflect the organisation's trusted and professional reputation.



Robert Fenwick

Robert has been recognised for his strong listening skills, boosting team morale, and consistently supporting colleagues during challenging times with empathy and resilience.

PROFESSIONAL QUALIFICATIONS

ITIL 4 Foundation Certificate in IT Service Management

Edward Philpot

Harry Robinson

Chief Officer's qualification

Sarunas Druckus

NEBOSH



▲ Lucy Mulford

Chartered Institute of Procurement and Supply

Fiona Valley (Level 6)



▲ Jo Whittingham (Level 4)



▲ Tiffani Sharp (Level 5)

IALA Level 1



▲ Jan Safar



▲ Clive Bond



▲ Paul Lingley

Dominic Chodzyski

Alexander Dace

Richard Tilley

LONG-SERVICE AWARDS

10 YEARS



▲ Mick Campbell



▲ Jessica Chopping



▲ Anna Sallis



▲ James Turner



▲ Tristan Burgess

Christopher Clayton
Sam Longhurst



▲ Andrea-Jane Rodger

Nicholas Hill
Lloyd MacPhee



▲ Nicholas Tudor

Peter Hill
Sarah Neal



▲ Gareth Wimpenny

Jack Lawson
Rosemary Walsh

20 YEARS



▲ Mary Dunn



▲ Warren Clarke



▲ Jason Hollands



▲ Alwyn Williams
Sarah Belsey
Kieren Brown
Shaun Phillips
Christopher Wroe



▲ Karen Handley



▲ Rachel Davies



▲ Christopher Pearson



▲ Nicola Smith



▲ Daniel Griffin



▲ Charlotte Pryor



▲ Paul Briggs



▲ Sophie Harvey



▲ Laura Sinclair



▲ Jamie Campbell

30 YEARS

DEPUTY MASTER'S SPECIAL 'WAVE' VALUES AWARD



▲ **Tristan Burgess**



▲ **Owen Power**



▲ **Daniel Griffin**

**Alistair
Hutchinson**

Heather Flemming

On the evening of 22 January 2025, THV *Alert*—under the command of Tristan Burgess—was on passage from Cowes to Ipswich. The wind was light and, a mist having descended on the water, the visibility was moderate. On entering Ipswich Locks, *Alert* was tasked by Dover Coastguard to search for a member of the public who had fallen into the water trying to retrieve their dog. There was also a Coastguard team member in the water with the casualty. They had both been in the sea for around 30 minutes; the sea surface temperature was around 5 Celsius. Immediately aborting making fast in the locks, and acting with great presence of mind, *Alert* manoeuvred clear of the channel and launched the

rescue boat with 2/O Alistair Hutchinson and AB Daniel Griffin onboard. They then proceeded to successfully recover the casualty who by that time was hypothermic and confused. The *Alert* team administered first aid and transported the casualty to a pontoon 300m upriver, the nearest appropriate landing site to meet the emergency services.

Thankfully the casualty has made a full recovery. And the dog? It was rescued alive and well by the emergency services prior to *Alert*'s involvement!

Tristan, Daniel, Alistair, Owen and Heather's actions that evening in January reflects the highest values of the service.



▲ **Tara Magill**



▲ **David Moule**



▲ **Christopher Solly**

Danny Volkaerts

Lewis Gorton

In November last year our vessels again excelled in challenging sea conditions in the effort to recover Lightvessel No.2, which had broken adrift from its station in the southern North Sea during Storm Bert. Tara, David, Paul, Daniel, Lewis

and Christopher from *Galatea* boarded the lightvessel, acting with a great deal of presence of mind, responsibility and professionalism. Their seamanship controlled the risk and ensured the vessel's safety.

ACHIEVE EXCELLENCE



Hanna Mayhew

Hanna Mayhew is being recognised for her outstanding project management across all aspects of her work.

In particular the recent annual legionella testing across the cottages, through her exemplary leadership and project managing, Hanna has ensured all stakeholders are fully abreast with what is going on and where. She has ensured everyone has clear actions on what is needed to provide an outcome that has the least adverse impact both financially and on holiday guests, whilst not compromising the safety of the water in cottages.

Beyond the technical excellence, Hanna has shown outstanding leadership. Her calm, methodical approach and unwavering attention to detail have instilled confidence throughout the team and she is a true inspiration for what 'perfect' in project management looks like.

Sally Stacey

Sally has been instrumental in the Better Working Spaces move, planning and delivering a sustainable approach to the project. Sally's commendable work ethic and her values towards sustainability meant that she would not see the redundant furniture being thrown away and sought out a route where the desks/cupboards had a potential onward life, therefore reducing the project's waste impact significantly and providing useful resources to external sustainability pioneering projects.

Sally's efforts towards sustainability are not surprising, as for some years now, she has assisted with saving recyclable items towards local school projects and charitable organisations. Sally is frequently seen wrestling donated items into her car to take to the local RSPCA Danaher Animal Home where she volunteers her own time to help animals.

Sally is hardworking and a sustainability champion, setting an excellent example to others and her efforts are very much appreciated both in and out of Trinity House.

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 30 September 2025

Rear Admiral Iain Lower CB (Chief Executive)
Captain Andy Holt
Commander Nigel Hare RN
Michelle Major-Butler (Non-voting)
Michael Barnett (Non-voting)
Damien Oliver (Non-voting)
Hon Captain Lance Batchelor RNR (Non-Executive Chair)
Alan Moore (Non-Executive Director)
Curtis Juman (Non-Executive Director)
Thomas Arculus (Board Secretary)

Corporate Board as at 30 September 2025

Deputy Master: Rear Admiral Iain Lower CB
Captain Nigel Hope RD MNM RNR
Commodore William Walworth CBE MNM RFA
Rear Admiral Ian Moncrieff CBE DL
Captain Andy Holt
Ms Sarah Kenny OBE
Mr Jeremy Bennett
Commodore Robert Dorey RFA
Commodore Martin Atherton OBE RN (Secretary)



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Cover image
THV *Patricia* standing by the Woodbridge Haven buoy ready for annual maintenance, captured by Captain Paul Vallely

