

day building maintenance of all lighthouses, Depots, dwellings and associated structures within the Harwich District. His "patch" stretched from Beachy Head in the south to Bamburgh in the north.

"When Lew first took over at Harwich the role of the Direct Labour Force was limited to that of a small jobbing builder, but with drive, enthusiasm, a keen business sense and an enviable ability to lead from the front, he transformed it into the in-House equivalent of a successful Civil Engineering contracting unit. Under his leadership the DLF developed into a well-respected team capable of the high standard of workmanship that we take for granted today, and able, as was proved on many occasions, to compete with and beat on both quality and price, well established contractors.

"One of Lew's most successful enterprises was the setting up, within the DLF, of gritblasting and painting teams to carry out work which had previously been undertaken by contractors. The quality of the workmanship of those two teams was such that the lighthouse painting programme has been extended from a four-year to a six-year cycle with considerable financial savings.

"In addition to the more routine building maintenance and civil or building works associated with lighthouse modernisation projects Lew and his team have tackled a number of interesting 'one off' projects; these include: Major sea defences at Spurn Lighthouse; Erosion protection at the River Lights; Rebuilding the landing at Longstone Lighthouse; Provision of a safe access to the underside of the Inner Dowsing Tower; Building of a new landing at the Farne Island. The list is by no means exhaustive, but all are jobs which would previously have been put out to contract.

"When the Finance Department was to be relocated to Harwich in 1988, Lew and his team undertook the conversion of the old stores building there to provide suitable office accommodation. The project was completed within six months, and out of virtually nothing he created a suite of offices finished to a very high standard and the envy of all.

"In 1989 Lew was promoted to SP&TO and appointed District Maintenance Manager at Harwich Depot. Throughout his career with Trinity House Lew has skilfully combined a passionate desire to improve the Service with a very real concern for the interests of his men. He has, at times, driven them hard but has always driven himself harder. He will be very much missed by his colleagues for his experience, his detailed knowledge of the Service and his professionalism.

"We all wish him well in his retirement."

CAPTAIN D T SMITH RN

Captain David Terence Smith, RN, Elder Brother and Rental Warden of the Corporation of Trinity House retired on 29th February 1992. He took up his appointment on 6th January 1976.

Captain Smith first went to sea in 1942 when he joined the Cadet Training Ship HMS *Conway* and his first appointment in the Royal Navy was as a Midshipman RNR at the Royal Naval College, Greenwich. His first sea appointment was to HMS *Rodney*. Most of his naval career spanning some 32 years was spent afloat in no fewer than 24 of Her Majesty's ships. This was concluded in 1976 when as Commodore Amphibious

Warfare to the Flag Officer Carriers and Amphibious Ships he took up his duties as an Elder Brother and member of the Board of Trinity House.

Captain Smith served for three and a half years with the Pilotage Committee before being re-assigned to the Lights Executive. In addition he was a member of the Department of Trade Working Group on Channel Routing.

From 1978 to 1987 he was Managing Director of the Trinity House Marine Consulting Organisation, Dioptric Limited, concurrent with the post of Director of Aids to Navigation, assumed in 1979.

In January 1987 he became Chief Executive of the Trinity House Lighthouse Service Board and Director of Personnel, a post later re-designated Managing Director Operations. On termination of his appointment in November 1990 he assumed responsibility for International Liaison (including IALA), the Trinity House Cadet Training Scheme and for Trinity House's Deep Sea Pilotage function under the Pilotage Act, 1987.

He was made Vice Chairman of the Trinity House Lighthouse Board in May 1988 and on election to the office of Rental Warden in June 1991 he also became Vice Chairman of the Board of the Corporation.

Captain Smith is a Trinity Master/Nautical Assessor to the Admiralty and Appeal Courts of the Royal Courts of Justice for the hearing of marine causes.

In addition he holds a number of Honorary appointments with maritime charities and is Chairman and Governor of The Foudroyant Trust, Deputy Chairman of the Seaman's Hospital Society and is a Member of the Council of The Marine Society.

Following retirement he is being retained as a non-executive member of the Board of Trinity House and will continue his charitable activities.

Steve Dunning, Operations Administration Manager at Trinity House, Harwich reflects, "Captain Smith was an active member of the Examiners (Navigational) Committee, the Committee within Trinity House which determines navigational policy and makes recommendations as appropriate to the Board. The Committee is also responsible for making decisions in respect of local aids to navigation in pursuance of the Corporation's responsibilities in this area. Captain Smith regularly undertook inspections of both Trinity House and local aids to navigation, in particular he was keen to participate at a practical level in new developments. Many a day was spent in carrying out observations of buoys in the Cork Hole off Harwich and many a night in viewing changes to lights at lighthouses and major floating aids.

"In 1985 Captain Smith succeeded Captain Cloke as Chairman of the Examiners (Navigational) Committee. He served in this capacity until 1987. During his time as Chairman he undertook a number of critical reviews. Although completed by 1979 in the waters under Trinity House jurisdiction, the introduction of the IALA Buoyage System was continuing in some areas and the advice of Trinity House was being sought on a regular basis at international level.

"He was closely involved in the revision of the buoyage in the Approaches to Harwich Harbour when the approach channel was dredged to allow deeper draught vessels into Felixstowe.

"Throughout his time on the Examiners (Navigational) Committee Captain Smith was a regular representative at the United Kingdom Safety of Navigation Committee (UKSONC) and also on the now defunct Anglo French Safety of Navigation Group (AFSONG). AFSONG was established to review Ship's Routeing in the English Channel following the *Amoco Cadiz* accident in 1978. One consequence of the incident was the establishment of the Casquets Traffic Separation Scheme where the Channel Light Vessel marks the Western End and the East Channel Light Float (now a buoy system) the Eastern End."

MME C VILLE

At the end of 1991 Mme Christiane Ville, Administration Manager at the IALA Secretariat in St Germain-en-Laye, France, retired after more than 35 years' service with the organisation. On her retirement she was granted Honorary Personal Membership and this was conferred upon her by Dr Jan van Tiel the organisation's President at a dinner held when the Council was meeting in November last. Her daughter, Mme Marie-Hélène Grillet took over as Administration Manager earlier this year.

Captain Malcolm Edge, Deputy Master, Trinity House and our representative on the IALA Council writes, "Christiane Ville has been the mainstay of IALA for more than 35 years and was the person always in the office who knew everything and to whom lighthouse executives of all nationalities turned for information within the organisation.

At a dinner held in St Germain-en-Laye on 13th November all the members of the IALA Council paid tribute to Christiane Ville and wished her a long and happy retirement. The warmth of those tributes was a delight to witness."

Strahan Soames, former Deputy Principal Pilotage Department writes, "I am very pleased to be able to pay a large tribute to Christiane Ville. In my twin capacities as Editor of *The IALA Bulletin* and general report writer and dogs-body for IALA I worked with Christiane for some eight years. When I first appeared on the IALA scene she welcomed very pleasantly into her Paris office this strange Englishman who had come to take over work that had previously been the province of another Frenchwoman; and, after she had very properly assured herself that I was capable of doing the work, there began a co-operation between us that was cheerful, harmonious and fruitful. I could always rely on the correctness of any work that she did, and I liked to think that she could do the same for me. Outsiders did not realise – and I suspect that they still do not realise – the tiny size of the IALA staff. When I joined it the staff of this important and influential international organisation consisted of Jean Pruniéras as Secretary-General, who was also the head of the Service then called the *Service des Phares et Balises* (the French Lighthouse Service) and who thus visited the office infrequently; of Norman Matthews, who seemed to be more often in Washington, Fiji or Korea than in the office; of Christiane Ville, who was always in the office; of myself, who was an occasional visitor; and of a typist and a general assistant. Thus it would be true to say that the whole apparatus of IALA often revolved

round Christiane: she was the one who knew, and the one who worked extremely hard to keep the whole show on the road. Nevertheless she always had time for your queries; and, very importantly from my point of view, she was always kind. It was during the various conferences and seminars, at which she and I helped to provide the staff, that she came very much into her own. She was meticulous, she worked very long hours, she never flapped and she would appear at the evening functions dressed with a French *élan*; the only matter that really upset her was shoddy or half-completed work; and when faced with this, or perhaps some other infuriation, she would sometimes swear in French in a manner most unsuitable for a grandmother. She has been such a great pillar of IALA that it is very difficult to envisage how the organisation can work smoothly without her knowledge and her drive. I was sometimes in awe of her capacity for work and of the quality of it; but, above all, I enjoyed working with her and I valued her friendship."

MR P WILLIAMS

Mr Peter Williams, Foreman of Works, Swansea, retired from the Trinity House Service on medical grounds on 31st October 1991 at the age of 45.

He joined Trinity House as a Plumber at Swansea Depot in 1974, was promoted Craftsman the following year and Foreman of Works in the Grade of P & TO in 1977.

Alan Nicholas, Depot Supervisor, Swansea Depot, who as Inspector of Works was Peter's first boss in the Service, reports as follows: "Peter will be sorely missed by all at Swansea, and the remaining keepers on the West Coast. He joined the Service as a member of the Direct Labour Force when the building maintenance team were in their heyday. His quiet authoritative manner and his technical ability was soon recognized and in 1977 he was promoted to Foreman of Works to lead what was affectionately known as 'Dad's Army'.

Over the next fourteen years Peter proved the wisdom of this selection and ably supported myself and Dave Finch who followed me as Inspector of Works.

Medical retirement is a disappointing end to Peter's career and has come whilst he is still a relatively young man. All of us here at Swansea wish him an exceedingly long and happy retirement and hope that he will keep in touch."

OBITUARIES

MR L ABLETT

On 9th November 1991 Leonard Ablett retired Mate of the Trinity House Pilot Vessel Service at the age of 84.

Mr Ablett was based at Harwich from 1951 to 1968 when he retired on ill health grounds. He was Mate of THPV *Preceder* serving the Sunk Pilot Station. He also saw service in earlier vessels of the London District including the first cutter named *Vigia*.

MR G J BENNETT

On 5th December 1991 Graham James Bennett former Third Engineer Officer, Trinity House Steam Vessel Service at the age of 50.