



Lawrence Rudolph Trier (38-40)

Lawrence was born in Hamburg in August 1922 of Anglo German parents. Whilst he was still an infant, the family moved to Surrey. Laurie became the elder brother of Oliver and Susan. Early schooling was at St. John's School in Leatherhead and, in 1938, Laurie and brother Oliver joined the Conway.

War came and Laurie joined the Royal Air Force, becoming an aero engine fitter. In 1944 he was accepted for pilot training with the United States Navy at Pensacola, flying Catalina seaplanes. More training was undertaken at a Coastal Command Navigator course at Summerside, Prince Edward Island, Canada.

Back in Britain, he transferred to the Fleet Air Arm, flying Barracudas, then on to air-sea rescue duties in Otter sea-planes. At the end of the war, Laurie became very ill and was hospitalised where nurse Muriel Wight cared for him. They married in 1946, a union that was to last for 64 years.

Service life came to an end, and Laurie and Muriel returned to Hamburg where Laurie worked as an Air Traffic Controller, involved in the early stages of the Berlin Air Lift. His next move was to Loughborough College where he gained an honours diploma in aero engineering. This led to employment with Saunders-Roe, developing the Skaeter helicopter. In 1956, he moved to Hawker Siddley Aviation in Cheshire and was involved with the development of a number of aircraft but mainly with the Avro Vulcan. During test flying, Laurie saw much of the Welsh Coast and was so impressed that, upon retirement, he and Muriel moved to Dyffryn Ardudwy.

The Triers made many friends and were involved in local life, delivering meals on wheels, raising money for charity and enjoying their dogs and small boat sailing.

Laurie died on 23rd February 2010 and is survived by his widow Muriel.

Submitted by Philip Wright

Patrick Carden (43-44)

Patrick Carden passed away on 27th June 2010, peacefully after a short period in hospital. He was a cadet at HMS Conway from January 1943 to December 1944, after which he joined Shaw Savill & Albion Co. He subsequently became a Trinity House pilot. Apart from the general seamanship and navigation learned on the Conway, I imagine that the experience of a wooden sailing ship was a useful memory to him when he took charge of the *Kruzenshtern* as she led the fleet out of London for the 1989 Tall Ships race. He was a loyal member of the Conway Club and attended many reunions over the years.

Nigel Carden.

Submitted by Karl Lumbers 64-68 Mizzen