

MASTER, WARDENS AND MEMBERS OF THE WORSHIPFUL COMPANY OF ARBITRATORS, IT IS THE GREATEST PRIVILEGE TO BE INVITED TO SPEAK AT THIS LUNCH. I THINK, THANKFULLY IN MY TWO CAREERS I HAVE HAD LITTLE NEED TO USE AN ARBITRATION SERVICE – IN THE ROYAL NAVY THE NAVAL DISCIPLINE ACT AND THE CHAIN OF COMMAND ARE WONDERFUL VEHICLES FOR THE CAPTAIN TO GAIN AGREEMENT IN ALMOST ANYTHING. SO I ASKED YOUR MASTER WHAT I SHOULD SPEAK ABOUT – HE SAID FALKLANDS AND TRINITY HOUSE MATTERS – BUT KEEP IT SHORT AND LIGHT. AS A NAVIGATION SPECIALIST, I LIKE CLEAR DIRECTION. I WAS WELL REMINDED OF THAT WHEN I WAS WALKING HOME TO PIMLICO THE OTHER NIGHT, RATHER LATE, WHEN A POLICEMAN STOPPED ME AND ASKED ME WHERE I WAS GOING AT THIS HOUR. “OFFICER, I AM GOING TO ATTEND A LECTURE ON THE DANGERS OF ALCOHOL ABUSE AND ITS HARMFUL EFFECT ON THE HUMAN BODY.” “I SEE. SIR,” HE REPLIED, “AND WHO MIGHT BE GIVING THIS LECTURE?” I REPLIED - “MY WIFE, IN ABOUT 20 MINUTES.”

I AM CONSCIOUS OF THE DEEP NAVAL PEDIGREE OF YOUR MASTER. THE DUNDAS NAME IS ETCHED IN THE BACKBONE OF THE ROYAL NAVY – ONE WAS A CAPTAIN WITH NELSON AT TRAFALGAR, ONE WAS FIRST SEA LORD IN THE 1830’S AND ANOTHER WAS THE FLEET COMMANDER IN THE CRIMEAN WAR. HMS DUNDAS WAS THE FIRST WARSHIP I SPENT A WEEK ONBOARD – AS A SEA CADET – THE SHIP TAUGHT ME ALL I NEEDED TO KNOW ABOUT SLEEPING IN A HAMMOCK, EATING EVERYTHING THAT YOU WERE GIVEN, AND HOW TO GET TO THE LEE RAIL JUST IN TIME. ALSO I SEE MY GOOD FRIEND THE EARL OF CORK AND ORRERRY, WHOSE GRANDFATHER WAS THE COMMANDER IN CHIEF OF THE FLEET IN THE 1930’S. SO WITH LT CDR SARAH OAKLEY AND CAPTAIN TERRY JEWELL ALSO PRESENT YOU LANDLUBBERS ARE RATHER SURROUNDED TODAY.

I HAVE SPENT THE LAST 10 YEARS AS THE DEPUTY MASTER OF TRINITY HOUSE – AS THE EQUIVALENT OF PERMANENT PRIME WARDEN; THE MASTER WAS THE DUKE OF EDINBURGH FOR 42 YEARS UNTIL LAST YEAR, AND IT IS NOW THE PRINCESS ROYAL. SO I AM WELL VERSED IN LIVERY COMPANY MATTERS, AND I AM VERY IMPRESSED WITH THE SUCCESS YOUR COMPANY HAS ACHIEVED AS IT ENTERS ITS 4TH DECADE. AS I SLOWLY CLIMB THE RANKS IN THE SHIPWRIGHTS COMPANY I AM SLIGHTLY APPREHENSIVE AS TO MEETING YOUR PANCAKE RACING TEAM – THAT SEEMS A ‘TAKE NO PRISONERS’ OUTFIT. MAY I WISH YOU EVERY SUCCESS ON 14 MAY WHEN YOU RECEIVE YOUR ROYAL CHARTER. I ALSO CONGRATULATE YOU ON YOUR STRONG AFFILIATION WITH HMS MERSEY. THERE ARE A LOT FEWER SHIPS IN THE ROYAL NAVY NOW THAN THERE ARE LIVERY COMPANIES, SO TO ENJOY SUCH A STRONG LINK IS VERY SPECIAL – LONG MAY IT CONTINUE, AND LONG MAY HMS MERSEY STAY IN COMMISSION. MY MESSAGE TO SARAH – LOOK AFTER YOUR LIVERY COMPANY, AND THEY WILL LOOK AFTER YOU – AND YOU NEVER KNOW WHEN YOU WILL NEED THEIR PROFESSIONAL SUPPORT. IT IS GOOD TO SEE CAPTAIN TERRY JEWELL HERE TOO – THE STRONG BOND BETWEEN THE MERCHANT AND ROYAL NAVY HAS SERVED THIS NATION WELL OVER THE PAST CENTURIES – NOT LEAST IN THE FALKLANDS.

BACK IN 1982 THE FLEET WAS LARGER – AND MORE CAPABLE. I’M NOT GOING TO REPRISER THE DEBATE ON WHETHER WE COULD REPEAT THE OPERATION TODAY – FOR THE RECORD I THINK WE COULD, BUT WE WOULD DO IT DIFFERENTLY, BECAUSE WE HAVEN’T LOST THE ART OF SURPRISING PEOPLE WITH OUR MILITARY CAPABILITIES AND OUR DETERMINATION – INDEED OUR SUCCESS IN 1982 SURPRISED THE AMERICANS, THE RUSSIANS AND NATO, AS WELL AS ARGENTINA (AND PERHAPS OURSELVES) – NOT A BAD RESULT. WHETHER WE CAN REPEAT THE POLITICAL DETERMINATION IS PART OF THE DIALOGUE BEING PLAYED OUT AT

THE MOMENT. WHAT WE CAN'T DO DIFFERENTLY IS RELIANCE ON THE MERCHANT NAVY – THEY ALONE HAVE THE ABILITY OF SUPPORTING US OVER 8000 MILES.

MOST OF THE EXCITING MOMENTS OF THE WAR ARE BEING REPLAYED IN THE MEDIA AT THE MOMENT. WHAT DOESN'T SEEM TO COME OUT IS THE EFFECT OF THE MATERIAL HELP FROM BOTH USA AND CHILE. WHILE PRESIDENT REGAN HIMSELF HAD TO BE CAREFUL OVER HIS PRO-UK RHETORIC – HE WAS GOING TO HAVE TO DEAL WITH A VERY BRUISED LATIN AMERICA AT THE END OF THIS – CASPER WEINBERGER, SECRETARY OF DEFENCE, WAS GIVING US A HUGE AMOUNT. YOU MUST REMEMBER THAT, BACK IN 1982 SATELLITE COMMUNICATIONS AND AIR-TO-AIR MISSILES, TO MENTION JUST 2 TECHNOLOGIES, WERE IN THEIR INFANCY – BUT WE WERE GIVEN FULL ACCESS TO THE US MILITARY COMMUNICATIONS SYSTEM, AND A FULL SUPPLY OF THEIR LATEST SIDEWINDER MISSILE. 2 EFFECTS OF THAT: IT ENABLED THE SAS, HOSTED BY CHILE AND STATIONED ON THEIR MOUNTAIN TOPS IN THE ANDES OVERLOOKING THE SOUTHERN ARGENTINIAN AIR BASES, TO MONITOR ACTIVITY AND REPORT THE MOMENT THAT AIRCRAFT WERE LAUNCHED. THIS WAS THEN TRANSMITTED BY SATELLITE TO SANDY WOODWARD ONBOARD HERMES, WHO COULD THEN TIME THE LAUNCH OF HIS SEA HARRIERS ARMED WITH SIDEWINDERS, SO THAT THEY INTERCEPTED THE AIRCRAFT OVER WEST FALKLANDS. OVER 50% OF THE KILLS WERE CREDITED TO THAT MISSILE. IT WAS A GAME OF CHESS AND IT DIDN'T ALWAYS GO RIGHT – COVENTRY, ARDENT, ANTELOPE, SHEFFIELD, AND THE BLUFF COVE DISASTER ARE PROOFS OF THAT. BUT THE MOST SERIOUS LOSS, ON 25 MAY, WAS THE MERCHANT SHIP ATLANTIC CONVEYOR, FULL OF HELICOPTERS AND EQUIPMENT THAT WERE GOING TO LIFT THE MARINES AND ARMY FROM SAN CARLOS WATER, OVER THE ARGENTINIAN DEFENCES AND SHORTEN THE WAR BY SOME WEEKS, AND MANY CASUALTIES. NO DOUBT WHEN THE MEDIA REPLAYS THESE EVENTS NEXT MONTH THIS WILL ALL BE EXPLAINED. AT THE TIME IT WASN'T SO MUCH AN UNFOLDING NARRATIVE INEXORABLY ENDING WITH SUCCESS, BUT MORE A SERIES OF ACTIONS AND ENGAGEMENTS – LAST WEEK THE EXCELLENT PROGRAMME 'REUNION' HOSTED BY SUE MACGREGOR, STARKLY RECALLED THE SHEFFIELD DISASTER THROUGH THE WORDS OF THEIR SURVIVORS.

PERSONAL MEMORIES – FOR HMS BRISTOL, WE HAD A 'BORING' WAR – ON THE MISSILE DEFENCE LINE PROTECTING HERMES AND INVINCIBLE. WE WERE STANDBY FLAGSHIP, WITH THE FULL U.S. COMMUNICATIONS FIT, SO SANDY WOODWARD WASN'T LETTING US GO ANYWHERE. BUT IT WAS HUGELY INTERESTING LISTENING TO AND UNDERSTANDING HOW KEY OPERATIONAL DECISIONS WERE MADE, ON WHICH THE FATE OF THE WHOLE ENDEAVOUR RESTED.

AFTER THE WAR HERMES AND MOST OF THE MILITARY WENT HOME AND WE TOOK OVER COMMAND OF THE TASK FORCE. WE GOT INSHORE INTO PORT STANLEY, AND TO GOOSE GREEN – WE WERE INVITED TO GO ON A 'BATTLEFIELD TOUR' – WHERE WE WALKED UP THE RIDGE WHERE THE PARAS WERE PINNED DOWN AND WHERE COL JONES WON HIS VC – VERY HUMBLING. BUT WE ALSO SAW THE BEAUTY OF THE ISLANDS – YOU DON'T OFTEN SEE A COLONY OF 1/2 MILLION PENGUINS CLUSTERED ON A BEACH – AN ENTHRALLING SIGHT.

AS CANBERRA, QE2 AND HERMES ALL MADE THEIR TRIUMPHANT RETURNS TO UK, THE VIDEOS OF THOSE OCCASIONS WERE SENT DOWN TO US. IT'S QUITE INTERESTING TO SEE OLD AND BOLD CPO's, WHO HAVE SEEN EVERYTHING IN THEIR LONG CAREERS, REDUCED TO TEARS AS THEY WATCHED THOSE SCENES. AND IT WAS THE SAME FOR US. INVINCIBLE AND BRISTOL MADE THE LONG HAUL NORTH IN SEPTEMBER. OUR SAILORS WERE LOOKING FORWARD TO CREEPING INTO PORTSMOUTH LATE ONE NIGHT AND JUST GOING HOME TO

THEIR FAMILIES – HEY, THE WAR WAS LONG OVER, THERE HAD BEEN A HOT SUMMER AND A WORLD CUP SINCE THEN – THE COUNTRY HAD MOVED ON, HADN'T IT? THE CREW TOOK SOME CONVINCING THAT WE WERE TO GET, QUITE LITERALLY, THE ROYAL TREATMENT. AS THE NAVIGATOR OF HMS BRISTOL, PROBABLY MY MOST FRIGHTENING MOMENT OF THE ENTIRE DEPLOYMENT WAS FOLLOWING INVINCIBLE AT SPEED INTO PORTSMOUTH, WITH HUNDREDS OF SMALL BOATS CLUSTERED AROUND US. QUITE HOW WE MADE IT UNSCATHED I'M NOT SURE.

FAST FORWARD TO 2002 WHEN I LEFT THE ROYAL NAVY AND TOOK OVER TRINITY HOUSE. BY THEN NAVIGATION WAS A DIGITAL ART – SATELLITE NAVIGATION PROVIDES 10M ACCURACY AT ALL TIMES. IN 1982 MOST OF THE TASK FORCE AND ALL MERCHANT SHIPS NAVIGATED THOSE 8,000 MILES BY SEXTANT AND STAR GLOBE – IT WASN'T, BY ANY MEANS, A HIGH-TECH WAR.

LET ME TURN TO TRINITY HOUSE. IN 2 YEARS TIME TRINITY HOUSE CELEBRATES ITS 500TH ANNIVERSARY. FOUNDED BY HENRY VIII TO SORT OUT NAVIGATION AROUND OUR COASTS WE HAVE BEEN DOING THAT EVER SINCE. BUOYS, BEACONS AND LIGHTHOUSES ARE PART OF OUR ARMOURY ALONG WITH PILOTAGE, GPS INTEGRITY, AND WRECK REMOVAL. 3 SHIPS AND 300 PEOPLE TRY TO MAKE THE COAST SAFE FROM ALL MANNER OF DISASTERS, BUT ALAS IN THE LAST 30 YEARS WE HAVE GONE FROM NO TECHNOLOGY TO OVER-RELIANCE, AND IN SO DOING MANY CAPTAINS AND NAVIGATORS HAVE LOST THE ART OF LOOKING OUT OF THE WINDOWS TO SEE WHAT IS REALLY GOING ON. IT IS A LESSON THAT IS CONSTANTLY BEING RELEARNED. OVER THE LAST FEW OF WEEKS WE HAVE ALL BEEN TREATED TO VARIOUS RECOLLECTIONS OF THE SINKING OF THE TITANIC – A SHIP THAT WAS GOING TOO FAST FOR THE CONDITIONS, SAW TOO LATE SHE WAS STANDING INTO DANGER, MADE AN ATTEMPT TO AVOID THE COLLISION, AND SLICED OPEN HER HULL, WITH THE WELL KNOWN DIRE CONSEQUENCES. 100 YEARS LATER, THAT'S EXACTLY WHAT HAPPENED TO COSTA CONCORDIA, ALBEIT IN DIFFERENT WATERS AND CIRCUMSTANCES – GOING TOO FAST FOR THE CONDITIONS, SHE ALTERED COURSE TOO LATE AND SLICED OPEN HER HULL. THE 'ONLY' SAVING GRACE PERHAPS FOR HER CAPTAIN – WHO SEEMS TO HAVE BEEN TRIED, CONVICTED AND SUMMARILY HANGED WELL BEFORE THE INVESTIGATION STARTED – WAS THAT HE TURNED HIS SHIP BACK TO THE COAST WITH THE LAST REMAINING POWER HE HAD TO ENSURE SHE BEACHED, THEREBY SAVING MANY PEOPLE'S LIVES. NOT AN OPTION OPEN TO CAPTAIN SMITH 100 YEARS AGO.

CRUISE LINERS, NORMALLY SQUEAKY CLEAN WHEN IT COMES TO INCIDENTS AT SEA ARE GOING THROUGH A ROUGH PATCH, WITH THE *COSTA ALLEGRA* AND THE *AZAMARA QUEST* BOTH RECENTLY HAVING HAD FIRES ONBOARD. IN FACT IT HAS GOT SO BAD THAT THE SOMALI PIRATES OPERATING IN THE INDIAN OCEAN HAVE NOW DECLARED THEY WILL NO LONGER HIJACK CRUISE SHIPS, CITING "HEALTH AND SAFETY ISSUES"

LET ME RAISE 2 ISSUES THAT I THINK YOU WILL HEAR MUCH OF IN THE FUTURE. FIRSTLY THE EXTREME VULNERABILITY OF GPS. GPS IS AN OUTSTANDINGLY SUCCESSFUL SYSTEM THAT HAS PROVED HIGHLY RELIABLE, AND IS USED AS THE NAVIGATION SYSTEM OF CHOICE AT SEA, AND WIDELY USED ASHORE – I BET MOST OF YOU HAVE A SATNAV IN YOUR CAR. IT IS ALSO WIDELY USED BY INDUSTRY BECAUSE OF THE HIGHLY ACCURATE TIME SIGNAL THAT THE GPS SIGNAL CARRIES. THIS TIMING IS ESSENTIAL TO JUST ABOUT ALL OUR CRITICAL NATIONAL INFRASTRUCTURE SYSTEMS – BANKING, INTERNET, MOBILE PHONES, EMERGENCY COMMUNICATIONS SYSTEMS AND THE NATIONAL GRID – TO MENTION JUST A FEW. GPS IS ALSO EXTREMELY EASY TO JAM AND WE ARE SEEING MORE INCIDENTS OF THIS AT SEA AND ASHORE – TO PUT IT INTO PERSPECTIVE, A JAMMER USING A FEW TORCH

BATTERIES WILL JAM GPS ACROSS THE WHOLE OF THE DOVER STRAITS. WITH GOVERNMENT SUPPORT TRINITY HOUSE IS TRIALLING A HIGH-POWERED LAND-BASED AND CHEAP BACK UP SYSTEM THAT WILL COMPLEMENT GPS, AND HAVE THE SAME ACCURACY. THE TRIAL COMPLETES NEXT YEAR AND WE HOPE THAT IT WILL GO OPERATIONAL SHORTLY AFTERWARDS. – JUST ONE OF THE AREAS WE ARE CONCERNED WITH.

THE SHIPPING LANES AROUND UK ARE PARTICULARLY CROWDED – THE DOVER STRAITS IS THE BUSIEST SHIPPING LANE IN THE WORLD, AND HAS MORE SHIP MOVEMENTS PER DAY THAN HEATHROW HAS AIR TRAFFIC MOVEMENTS. SO THE OTHER ISSUE TO LEAVE YOU WITH IS THE PROLIFERATION OF OFFSHORE WIND FARMS IN THE SHALLOW WATERS AROUND ENGLAND. NOW I APPRECIATE THERE IS PROBABLY A WIDE RANGE OF VIEWS ON THE EFFICACY OF THIS RENEWABLE ENERGY – NOT THE ISSUE FOR LUNCH – BUT MAPPING WHAT WILL BE OVER 7,000 WIND TURBINES AROUND THE COASTAL SHIPPING ROUTES IS A SEVERE HEADACHE – YOU MAY HAVE SEEN SOME RECENT HEADLINES. TRINITY HOUSE IS LEADING A CROSS AGENCY GROUP TO PERSUADE DEVELOPERS THAT THE CONCEPT OF TRADE, FISHING, LEISURE SAILING – AND WIND FARMS – NEEDS CAREFUL PLANNING IF THEY ARE TO BE MUTUALLY COMPATIBLE.

AS THE LARGEST ENDOWED MARITIME CHARITY IN THE COUNTRY TRINITY HOUSE GIVES OVER £4M A YEAR TO MARITIME CAUSES, EVERYTHING FROM GIVING SCHOLARSHIPS AND BURSARIES TO GET BRITISH OFFICERS TO SEA AROUND OUR COASTS, TO RUNNING ALMSHOUSES FOR THOSE WHO HAVE SURVIVED A CAREER AT SEA – AND WE HAVE A FRATERNITY – EQUIVALENT TO A LIVERY OF NEARLY 400 PROFESSIONAL MARITIME PEOPLE. THAT IS TRINITY HOUSE IN A FEW SENTENCES.

LADIES AND GENTLEMEN I ASK YOU ALL TO RISE TO DRINK THE HEALTH OF THE WORSHIPFUL COMPANY OF ARBITRATORS COUPLED WITH THE NAME OF ITS MASTER