TRINITY HOUSE

Flash

THE TRINITY HOUSE JOURNAL

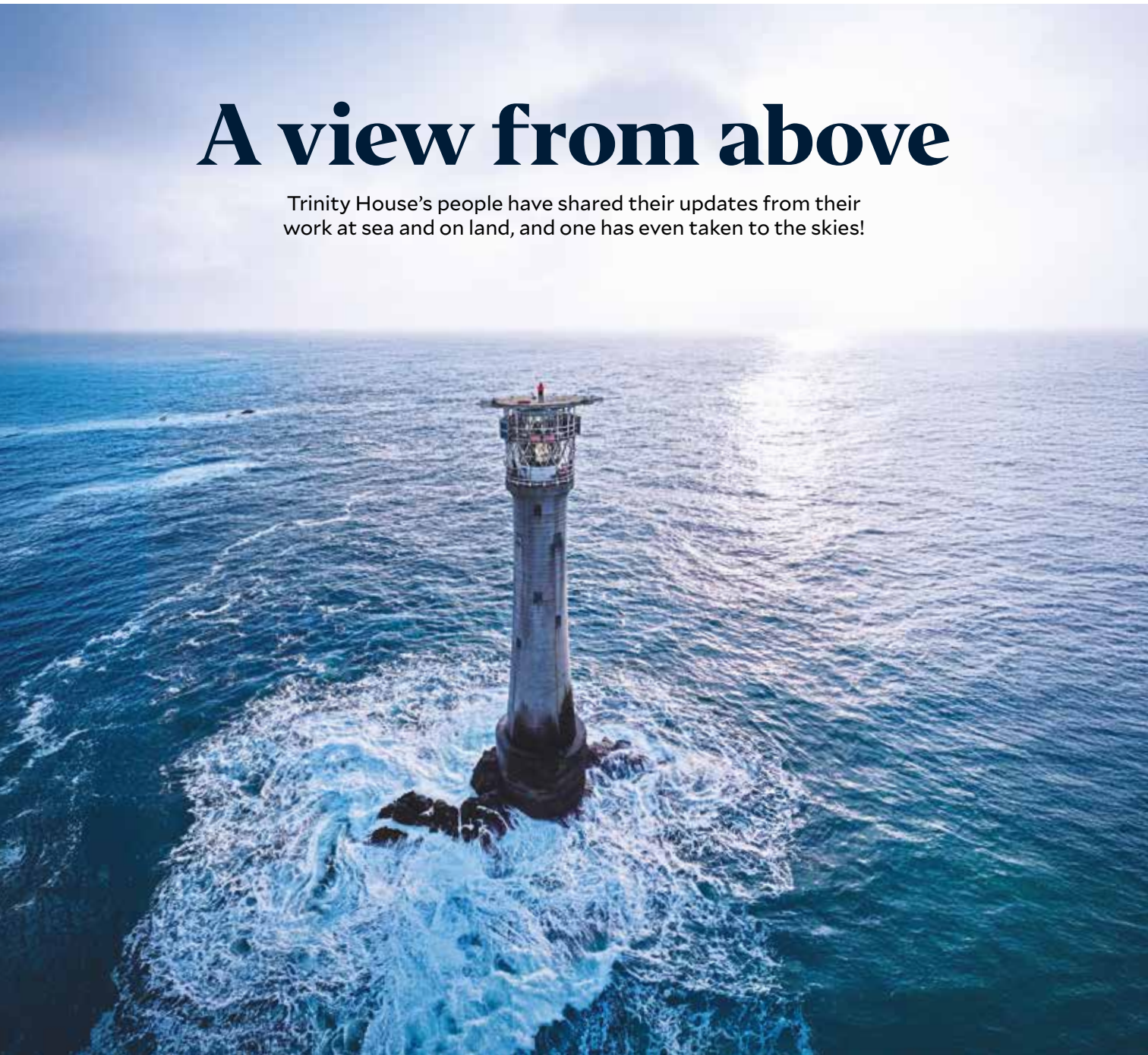
ISSUE 44

SPRING 2026

INSIDE

A view from above

Trinity House's people have shared their updates from their work at sea and on land, and one has even taken to the skies!



Flash

SPRING 2026 | ISSUE 44

TRINITY HOUSE

Editor's note

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

We have an unusual—and especially interesting—article from **Dr Jan Safar**; aside from his work as a Research and Innovation Engineer in the tri-GLA research and development team (GRAD), he is part of a vintage aircraft group in his personal life. He recently made a splash in national and international press and media when he took part in a flight of the last airworthy Avro Anson Mk.I aircraft from the Czech Republic to Duxford for the Battle of Britain Air Show. They crossed the Channel the way wartime crews once did: navigating by eye, by chart and by faith in the pilots' ability to read the landscape below. It's a great read, and something a bit different to our usual maritime-related stories.

We also have a feature wrapping up the project we completed to modernise Skerries Lighthouse in the North Wales area, as well as an article by former cadet Scarlett Barnett-Smith launching a new campaign to champion dignity for women at sea.

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 notes the value and quality of the work by Trinity House's people and the often quiet but nonetheless tangible difference they make to an island nation.

I am repeatedly reminded that Trinity House's greatest strength lies in its people.

Behind every success story you read in *Flash* lies the essential work that often goes unseen. Our Finance, IT, People Services, Supplies and Procurement teams have been instrumental in enabling projects to take flight. The major modernisation project at Skerries Lighthouse stands as a testament to what can be achieved when expertise from sea and shore, engineering and operations, comes together. These efforts may sometimes go unsung, but they are never unnoticed—my thanks go to everyone at Trinity House for making them possible.

Looking ahead to 2026, I am excited by the opportunities that lie ahead as we progress toward contract signing for the replacement ships under the *Futures Afloat* programme. There are many other initiatives under way that show that we at Trinity House are not standing still. Drone survey of the entire civil estate is an important step in not only harnessing technology but focusing our maintenance effort in the face of a changing climate. The introduction of additional capacity to inspect some 11,300 seamarks; the streamlining of workflow across our buoy yards; the work by the IT team to keep us safe from cyber-attack; these are all great examples of evolution at Trinity House as we adapt for the future. The General Lighthouse Authorities R&D team (GRAD) continues its outstanding work to improve national resilience—in particular e-Loran and GPS monitoring—and to ensure that we continue to embrace new technology to better fulfil our mission.

This year, we have quietly reinforced our profile on the global stage and strengthened our already close partnerships with the Northern Lighthouse Board, Irish Lights and the wider maritime community. World Marine Aids to Navigation Day in July was a standout event, culminating in the UK being voted onto the IALA Council.

The efforts by the superb people in our corporate department have meant that our charitable work remains a cornerstone of who we are. With 69 charities supported and 175 Merchant Navy cadets in training, we continue to make a tangible difference.

In this edition of *Flash*, readers will come across an article by former cadet **Scarlett Barnett-Smith**. She writes passionately about her career in the maritime sector, borne of *"determination, resilience and a deep love for the sea"* and the sense of purpose that has led her to innovate 'The Scarlett Box' and thereby champion dignity for women at sea. Scarlett's mission is to ensure that every woman who steps on board a ship feels prepared, supported and valued. Her passion and purpose is exactly what makes me so continuously proud and delighted to be a part of the maritime sector.

Rear Admiral Iain Lower CB
Deputy Master

Review of the last six months

Looking back at highlights from Trinity House's calendar.

SEPTEMBER

New Deep Sea Pilot

Trinity House is proud of its long-held responsibility as a Pilotage Authority. For more than 500 years we have provided, and qualified, navigational competence in furtherance of safe transit around our nation's waters, for the safety of the mariner, protection of the environment and of our coast and ports.

We have recently crossed an important threshold in that long history. We are delighted to announce the licensing of **Captain Simone Detzen** as a Trinity House Deep Sea Pilot on 24 September 2025, our first female Pilot. Captain Detzen was formerly Master with Maersk Lines and in

command of the container vessel *Rhine Maersk*.

We are pleased to welcome Captain Detzen as a Trinity House Deep Sea Pilot and we wish her fair winds and following seas in her new career.

SEPTEMBER

Captain Des Donworth joins leadership team

We welcomed **Captain Des Donworth MA FRIN FCMI RN** (Ret) as he succeeded Commander Nigel Hare on 15 September 2025 as Director of Navigational Requirements and Policy.

Captain Donworth brings over three decades of maritime experience, having served in the Royal Navy since 1992. His career has included command at sea, mentoring in complex and dangerous environments and leading international navigation education missions. His recent achievement as a Fellow of the Royal Institute of Navigation reflects his lifelong dedication to the craft and science of safe and effective navigation.

Des is pleased to join Trinity House to support and shape the future of navigational requirements and policy.

He said: *"I recognise that while I bring experience and a passion for safe navigation to Trinity House, I need to develop a different perspective on maritime beyond the Royal Navy. I'm genuinely looking forward to working for Trinity House."*

NOVEMBER

Lighthouse Engineers Jack and Ian raise funds for RNLI

On Wednesday 2 April 2025, our Lighthouse Maintenance Engineer **Jack Lawson** was injured while working on Skerries. With their remote location seven miles from Holyhead Breakwater and Jack suffering a suspected elbow dislocation, **Scott Tacchi**, **Nick Chappell** and **Dan Chappell** leapt into action.

Ian Arthur, Senior Lighthouse Maintenance Engineer, congratulated the team on its fast response: *"Their first aid at work training kicked in. They got him* [Jack] *comfortable, got him into the safety of the lighthouse and then dealt with the injury. Then they made phone calls to the appropriate people to get him evacuated, and it was all done in a timely manner."*

To learn more about the RNLI's timely response and our engineers' subsequent fundraising efforts, read the article on page 46 in this edition of *Flash*.

NOVEMBER

eLoran gets £155 million government investment

Trinity House welcomed the UK Government's announcement of a £155 million investment in increasing the resilience of positioning, navigation and timing initiatives.

The UK Government announced on 19 November 2025 that *"services we use everyday that depend on access to reliable and accurate Positioning, Navigation and Timing (PNT) services—from finance to transport—will be better safeguarded thanks to £155 million that will boost the UK's resilience and global leadership in this critical field."*

The UK Science Minister, **Lord Vallance**, announced at the Royal Institute of Navigation's PNT Leadership Seminar that the UK will be developing its own eLoran capability. Following this, eLoran will become an important part of the UK's PNT resilience.

Dr Jan Safar and **Dr Alan Grant** participated in the first international eLoran standardisation workshop in Seoul, Republic of Korea, as part of the UK delegation. The workshop was coordinated by the British Embassy and brought together representatives from France, UK and Republic of Korea to help develop standards for eLoran.

eLoran is a low-frequency, high-power terrestrial radionavigation and timing system. It provides an alternative to GPS (and other satellite navigation systems) which broadcasts on high frequencies from satellites 20,000km away from the user, so the signal is relatively weak and can be disrupted. GPS and eLoran are independent from each other; they have different failure modes and therefore complement each other well.

As is well known, ships are widely dependent on GPS for their position but there are also other onboard systems that are dependent upon satellites. A GRAD trial on THV *Galatea* in 2012 identified that GPS data not only supports the safe navigation of the ship, but also that many other bridge and engineering systems are dependent upon an accurate time signal.

NOVEMBER

Scott's Cadet unit receives major award

Scott Hanlon's Greenwich Sea Cadets unit has received the King's Award for Voluntary Service 2025, an astonishing and rare achievement.

Greenwich Sea Cadets (TS Dreadnought SCC) have been awarded The King's Award for Voluntary Service 2025, the highest honour for volunteer groups in the United Kingdom. The accolade recognises the exceptional commitment of the unit's adult volunteers, who contribute thousands of hours each year to support youth development, helping cadets gain skills, confidence and community engagement. Last year, the unit was recipient of a regional grant from Trinity House and its Commanding Officer, **Lieutenant (SCC) Scott Hanlon RNR,** serves as Trinity House's Head of Operations and Change Projects and Deputy Secretary.

Lieutenant Hanlon said of the award:

"There's a real magic here at Greenwich Sea Cadets, powered by the energy, commitment and dedication of our incredible volunteers. This award is a breath-taking acknowledgement of their collective effort and values that they do daily in Sea Cadets. To have that service recognised with the highest award possible is a moment of immense pride for everyone. We are proud to serve our cadets and community. On behalf of all the Uniformed Volunteer Staff, Trustees and Unit Supporters, we accept this national award not as a finale, but as a testament to the dedication that drives us forward every day."

NOVEMBER

Pendeen optic arrives in the Republic of Korea

After much preparation and a long voyage, the former Pendeen Lighthouse optic arrived at the Republic of Korea's National Lighthouse Museum.

We were happy to hear that we had successfully worked with the Republic of Korea's Ministry of Oceans and Fisheries to transport the former Pendeen Lighthouse from the Swansea Buoy Yard all the way to the RoK's National Lighthouse Museum where it will be installed as part of its exhibition on a ten-year loan.

The optic—dismantled and packaged with care into five sturdy crates by our operations team in Swansea—arrived at the museum on 12 November 2025. The crates will stay in storage until the arrival of our Trinity House engineers to reassemble the optic in 2026.

The museum expects to unveil its new optic exhibition in the second week of July 2026, and is currently focusing on developing a support structure that will rotate the optic, so that visitors to the museum can see how a rotating Fresnel lens works.

The Ministry of Oceans and Fisheries is exceptionally grateful to everyone at Trinity House that helped make this happen, and they are excited to share more of their plans as they continue to build their new exhibit.

DECEMBER

Annual Carol Service at St. Olave's

We held our annual Carol Service on 16 December 2025 at St. Olave's Church, a short walk from Trinity House. As always, the service was open to employees and their guests, members of the Fraternity and residents of our Walmer almshouses. The service was especially notable for having **Her Royal Highness The Master** in attendance; the Princess Royal also read a lesson in front of the congregation and greeted guests as they entered the post-service reception at Trinity House.

JANUARY

Futures Afloat briefing for Maritime Minister

On 15 January 2026, **Rear Admiral Iain Lower** met Keir Mather MP, the Minister for Aviation, Maritime and Decarbonisation, at the Department for Transport's Great Minster House, along with our Director of Operations **Andy Holt** and Director of Major Projects **Damien Oliver**. They went there on behalf of our leadership team to brief the Minister on the Futures Afloat ship replacement programme. Following the briefing, we presented the Minister with one of our Bishop Rock Lighthouse glass models as a small gift.

FEBRUARY

200th anniversary of Longstone Lighthouse

On 15 February 2026, Longstone Lighthouse reached its 200th year of operation. First exhibited in 1826, the lighthouse and its inhabitants have witnessed bombings, shipwrecks and daring rescues—most notably the *Forfarshire* rescue of 1838. Grace Darling and her father William, keeper at Longstone, saved nine souls after their vessel wrecked on the nearby Big Harcar Rock. Now entering its third century of operation, Longstone Lighthouse remains a steadfast sentinel on the Northumberland coast.

To read more about the 200-year history, see the article in this edition of *Flash* on page 38.

Fraternity news

A review of appointments, honours and obituaries.

New Younger Brethren

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

Captain Desmond Donworth MA FRIN FCMI RN Retired
Director of Navigational Requirements and Policy, Trinity House.

Mrs Deborah Layde
Chief Executive Officer, The Seafarers' Charity.

Roderick Guy Mason Esq
Chair of Board, Non-Executive Director, The International Federation for Aids to Navigation (IFAN).

Captain Craig John Ramsay
Fleet Management Director, CalMac Ferries Ltd.

Captain Stuart Smith MN
Chief Officer, Royal Fleet Auxiliary.

Lieutenant Commander Samuel Velickovic RN
Commanding Officer, MCM2 Crew 10, HMS *Bangor*.

Obituaries

Admiral of the Fleet Sir Ben Bathurst GCB DL on 12 October 2025, aged 89. Younger Brother No 36. He was admitted in 1987. He was First Sea Lord and Chief of Naval Staff from March 1993 to July 1995 and was promoted to Admiral of the Fleet on his retirement, the last peacetime promotion to that five-star rank and the only living person to hold it apart from HM The King.

Educated at Eton College followed in 1953 by Britannia Royal Naval College, Dartmouth, he qualified as a pilot in 1960 and as a helicopter instructor in 1964. Fleet Air Arm appointments followed including two years' exchange with the Royal Australian Navy's 723 and 725 Squadrons. He was senior pilot of 820 Naval Air Squadron and CO of 819 Naval Air Squadron.

In 1971 he served in HMS *Norfolk* and was on the Naval Staff from 1973 and then CO

▲ Admiral of the Fleet Sir Ben Bathurst on a visit to RNGS

of HMS *Ariadne* in 1975. He served as Naval Assistant to the First Sea Lord in 1976 on promotion to Captain and then led 5th Frigate Squadron in HMS *Minerva* in 1978.

Three years later he attended the Royal College of Defence Studies, was director of Naval Air Warfare in 1982 and Flag Officer, Second Flotilla from 1983 to 1985. He served as Director General of Naval Manpower and Training from 1985 to 1986 and was Chief of Fleet Support from 1986 to 1989. He was appointed KCB in 1987 and GCB in 1991.

From 1989 to 1991 Sir Ben was C-in-C Fleet, Allied C-in-C Channel and C-in-C Eastern Atlantic area. The post of Vice Chief of Defence Staff followed from 1991 to 1993. From 1993 to 1995 he was First and Principal Naval ADC to the Queen.

Michael David Colin Craven Campbell MBE DL on 23 September 2025, aged 82. Younger Brother No 199. He was admitted in 2009.
He was Chairman of the Ellis Campbell Group, which he had managed since 1975 achieving the aim of doubling the net asset value every ten years, predominantly through residential and commercial real estate investment and development.

From 1993 to 2002 he was Chairman of the Treloar Trust and later a Patron. Until 2010 he was Trustee of the Hampshire Bobby Trust, the Edward Barnsley Educational Trust and Chairman of the Hampshire and Isle of Wight Community Foundation.

He was Chairman of the Ellis Campbell Charitable Foundation which he established in 1990 and was also a Trustee of the Hampshire Gardens Trust. He was appointed a Deputy Lieutenant of Hampshire in 1994, appointed MBE in 2008, was High Sheriff for Hampshire in 2008/09 and Commodore of the Royal Yacht Squadron from 2009 to 2013.

Numerous tributes received on his passing mentioned that he enjoyed life in the fast lane having raced cars and powerboats and obtained his private pilot's licence such that his family and co-directors wished he would slow down. He valued his Membership of the Fraternity and especially the link between Trinity House and the Royal Yacht Squadron.

Commander Ronald Louis Copp RD MBIM MNI RNR on 2 April 2022, aged 96, Younger Brother No 42. He was admitted in 1988.
News was received in July 2025 of the death of the above in 2022.

At the time of his admission, he was a Sub Commissioner of Pilotage for Watchet, Somerset, one of the 40 outport pilotage districts (that is in general those away from the Thames) administered by Trinity House, London at the time of the transfer of pilotage to Competent Harbour Authorities under the 1987 Pilotage Act.

He joined the Royal Navy in 1946 and as an Upper Yardman was commissioned in 1951. After various appointments

Honours

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

HM The King's New Year Honours List issued 29 December 2025

The Fraternity

GBE
Admiral Sir Tony Radakin KCB ADC, Younger Brother No 386.

CB
Rear Admiral James Parkin CBE, Younger Brother No 335.

GCVO
Vice Admiral Sir Tim Laurence Younger Brother No 115, was invested with the insignia by HM The King at Balmoral Castle on 21 August.

The Merchant Navy Medal for Meritorious Service 2025
Captain James Kenneth Charles, Younger Brother No 461, for services to education and training.

Andrew James Hair Esq, Younger Brother No 445, for services to education and training.

2025 marked 20 years since the Merchant Navy Medal was instituted and ten years since it was brought into the Honours System.

The Armed Forces Parliamentary Trust
At its Graduation Dinner held on 21 October a Special Presentation was made to **James Gray** Esq, Younger Brother No 331, the Trust's retiring Chairman.

including in the County Class trials cruiser, HMS *Cumberland*, he served on the staff of the 3rd Submarine Squadron. From 1961 to 1963 he undertook a two-year exchange appointment with the Royal Canadian Navy.

As a Lieutenant Commander he left the Royal Navy in 1971 and joined the Royal Naval Reserve the same year serving in HMS *Flying Fox*, the Severn Division, and was promoted Commander, Royal Naval Reserve, in June 1977. He left the RNR in 1981.

In the City of London he was a Liveryman of the Worshipful Company of Glass Sellers of London, incorporated by a charter of 1664.

Commander Robin Edward Douglas House FBIM MNI RN on 18 December 2025 aged 80. Younger Brother No 67. He was admitted in 1992.
He served in HM Ships from 1964 in *Tenby*, *London*, *Thankerton*, *Wiston* and *Decoy* mainly in Far East and Persian Gulf waters to 1970. In 1971 he sailed his father's* yacht from the UK to Italy.

In 1972/73 he served in *Minerva* and his first command was *Highburton* as a Lieutenant Commander on Fishery Protection duties the following year. He then commanded *Hubberston* in 1976/77 as part of a NATO Mine Counter Measures squadron. This was followed by an appointment in *Birmingham* (1977/78) in North American waters followed by *Battleaxe* in Home Waters and in the West Indies to 1981.

Subsequent commands as Commander were of *Dunbarton Castle* (1983-85) and in 1989/90 he commanded the 3rd MCM Squadron operating in Home Waters and those of the Baltic and the Mediterranean.

In a long seagoing career he had three shore appointments: as ADC to Commander British Forces Gulf (1970 to 1971), Staff Officer Operations, Hong Kong (1981 to 1983), NATO Staff Naples (1985 to 1988) and MoD Directorate of Operational Requirements (Sea).

**Commander J F Howse OBE, DSC RN. Robin Houses's grandfather Captain A E Howse was also a Younger Brother.*

Captain Richard Martin Howse. Believed to have died in late November 2025. Aged 84. Younger Brother No 69. He was admitted in 1992.
He first went to sea in 1958 and served an apprenticeship with Furness Withy & Co Ltd trading to North America. From September 1962 to December 1963 he served as Third Mate in Furness Withy's *Queen of Bermuda*** sailing to New York and Bermuda. Other ships in which he served in the early years of his career were *Persic* and *Megantic* of Shaw Savill & Albion trading to Australia and New Zealand up to mid-1968. He went on to serve in various ranks with the company for the next 15 years.

In 1986 he joined Townsend Thoresen & Co Ltd trading to The Netherlands and Belgium and attained his first command, *Nordic Ferry,* that year followed by *Cerdic Ferry*, of P&O European Ferries on its Netherlands service. He later joined Stena Line.

***A significant ship from our maritime past built by Vickers Armstrong in Barrow-in-Furness and launched in 1932 for the scheduled service between New York*

and Hamilton, Bermuda. In WW2 she was requisitioned for conversion into an armed merchant cruiser and from 1943 served as a troopship before returning to the Bermuda trade. She was scrapped in 1966.

Christopher Danvers (Kit) Power MA on 25 July 2025, aged 91, Younger Brother No 96. He was admitted in 1996. An ocean yachtsman, educated at Eton followed by Trinity College Cambridge where he gained an MA in Economics and Law, served in the RNVR in National Service to 1954 (Sub Lieutenant). He entered the export motor trade (Rootes Ltd) and joined Spencer Stuart & Associates, management consultants in 1970 retiring as chairman in 1993.

As an owner he cruised widely in European waters from 1967 to 1995. Was Commodore of the Royal Cruising Club in 1995, Vice Chairman of the Ocean Youth Club in 1989, a member of the Royal Yacht Squadron, the Cruising Association, and of the Royal Naval Sailing Association.

Captain Christopher Gratrix Pratt RCN Retired on 6 January 2026 in Victoria, British Columbia, aged 101. Younger Brother No 4. He was admitted in 1971. Born in High River, Alberta, in 1924 he served from 1943 to 1946 as a Midshipman in HMSs *Anson* and *King George V* then joined the Royal Canadian Navy in HMCS *Crescent* as a Lieutenant serving to 1950 when he joined Ontario. He had qualified in Navigation in *Dryad* in 1949. As a Lieutenant Commander in 1953 he served in *Haida* (currently preserved and berthed in Hamilton, Ontario, the last of the Tribal-Class). In 1954 he passed the Advanced Course in Navigation at Dryad. His first commands were *Crusader* and *New Waterford* from 1959 to 1966 whereupon he took command of *Kootenay* in the rank of Commander.

The year 1968 saw him as Captain, 5th Canadian Escort Squadron. This comprised HMCSs *Fraser*, *St Laurent*, *Terra Nova* in company with *Bonaventure* and known as CANCOMFLT. During this time the 5th Squadron paid a courtesy call to Gothenburg and London with *Terra Nova* berthed below Tower Bridge. While there, Captain Pratt was entertained to lunch by the Elder Brethren who invited him to become a Younger Brother, an honour Captain Pratt accepted on behalf of the Royal Canadian Navy.

Appointments and promotions

Maritime & Coastguard Agency
Vice Admiral Sir Martin Connell KCB CBE, former Second Sea Lord, Younger Brother No 221, appointed Non-Executive Director of the MCA effective from 1 January 2026.

The Royal Naval Reserve
Honorary Captain Mark Fox, Younger Brother No 374, promoted Commodore RNR.

The Most Venerable Order of the Hospital of St John of Jerusalem
Rear Admiral Simon Paul Williams CB CVO, Younger Brother No 319, installed as Prior of the Priory of England and the Islands of the Most Venerable Order of the Hospital of St John of Jerusalem.

The Seafarers' Charity
The charity announced on 7 October 2025 that **Guy Platten MNM**, Younger Brother No 317, had joined the charity's Board of Trustees.

The International Organization for Marine Aids to Navigation (IALA)
Thomas Arculus, Head of Legal and Estates, Secretary to the Lighthouse Board, appointed Chair of the IALA Legal Advisory Panel (LAP).

St Olave's Church, Hart Street, EC3
Fr Philip Dawson installed as Rector of St Olave's Church on 8 January 2026. Until recently he had served as a curate at St Giles-on-the-Fields, Holborn, and as an honorary assistant priest at St George's Bloomsbury.

Caring for a lighthouse legacy

Project Manager **Chris Pearson** writes up his account of the work to refurbish oil and water storage tanks at Trevose Head Lighthouse in Cornwall.

Trevose Head Lighthouse—situated near Padstow on the North Cornwall coast—forms part of the Trevose Head Heritage Coast and sits alongside National Trust land. Overlooking the Irish Sea, it provides exceptional views and serves as an outstanding vantage point for observing both marine and bird life.

Originally constructed in 1846, the lighthouse operated with both a high and a low light, each using fixed lanterns. In 1912, the lower light was removed, a fog signal installed and the keepers' accommodation upgraded. A first order rotating optic was also introduced—an optic that completed more than 170 million revolutions over its lifetime before being replaced by a modern LED system just over a century later.

Background

At the base of the lighthouse lies a series of former oil and water service tanks arranged in a fan-shaped configuration. These tanks once supported the now-removed fog signal building. Over time, the steel roof beams spanning the tanks have severely corroded, lifting parts of the roof and parapet walls and causing substantial cracking. Without intervention, deterioration would have continued, increasing water ingress and putting the structure at risk.

A local structural engineering firm was appointed to assess the tanks, evaluate the wider structural implications, and recommend appropriate remedial work. Their assessment concluded that the corroded steel deck support beams should be removed entirely and replaced with a reinforced, cast-in-place concrete deck.

Cornwall's Listed Building team were consulted early in the process. A key requirement was that all granite parapet blocks be numbered during removal to ensure they could be reinstated in their original positions.

▲ Beams of the tanks undergoing reparations

Challenges

Securing a suitable principal contractor was an important step; a local contractor familiar with experience and local knowledge made them an appropriate choice.

The project team was formed with an external principal designer and external principal contractor. This structure enabled the project to be managed largely at arm's length, requiring minimal direct involvement from Trinity House.

Significant effort from the Legal and Procurement teams ensured contractual terms, insurance requirements and liabilities were fully resolved. These stages took longer than expected. As a result, the planned September start date had to be postponed until December.

▲ Works under way at base of Trevose Head Lighthouse

This delay created further pressure as the site's cottages had upcoming commercial bookings. Coordinating substantial works around paying guests is inherently challenging, as construction projects frequently overrun. The situation tested the working relationship between the Project team and the Commercial department, but thanks to strong collaboration and goodwill across Trinity House, an acceptable solution was reached that kept the project on track.

Construction

Despite the December start, construction progressed well. The Cornish coastal winter brought persistent heavy rain and strong winds, slowing some external activities. The installation supervisor, Tom, often joked that the weather always seemed to improve when his Project Manager visited—an impression contradicted by the site diaries, which recorded multiple days lost to adverse conditions. The building team persevered admirably, and their dedication in such harsh conditions is gratefully acknowledged.

As is common in heritage projects, the demolition phase revealed unexpected features, including an old passageway arch concealed beneath render. Each discovery required updates

▼ Parapet blocks refitted following repairs to tanks

to drawings and, in one instance, a listed building application for a minor relief alteration. Cornwall Council responded promptly and approved the changes.

Removal of the tank decking required demolition of the large concrete blockwork terraced steps. Reinstating these steps was deemed unnecessary and inefficient, so an alternative design was developed. Retrospective listed building consent was sought and—supported by clear, well-presented information—approved without issue. The support from Legal and Estates teams was invaluable in navigating the various listed building submissions.

> The project was challenging throughout yet has been highly successful. The build quality is excellent, and communication with the contractors was strong.

The project was challenging throughout yet has been highly successful. The build quality is excellent, and communication with the contractors was strong. My sincere thanks go to everyone involved in the project.

May Trevose Head Lighthouse continue to serve the mariner for many more years.

▲ Station upon completion of the works

A squawk in the park

Programme Manager **Paul Briggs** recounts the successful project to modernise Skerries Lighthouse, and how the teams involved overcame some significant challenges along the way.

Skerries Lighthouse, established in 1717, stands approximately seven miles north of Holyhead and two miles from Carmel Head on the northwestern tip of Anglesey. The station provides critical guidance for vessels travelling from the ports of Liverpool and Holyhead, helping them safely navigate the low-lying tract of submerged land in the area. Trinity House acquired the lighthouse in 1841, and it continues to serve as a vital aid to navigation (AtoN), incorporating a main navigation light, sector light, RACON, Automatic Identification System (AIS) and a Hazard Warning Signal.

One of the largest lighthouses currently in service, Skerries rises 36 metres from the surrounding rocks and forms an unmistakable daymark with its distinctive red and white bands.

Access to the station is primarily via local boat from Holyhead to the south or Amlwch to the east, with journey times typically ranging from 45 to 90 minutes depending on weather and tides. A helipad—located to the northeast of the lighthouse—is occasionally used for personnel transfers and equipment.

The lighthouse takes its name from the island on which it stands. This island and the surrounding islets are designated sensitive environmental areas, recognised particularly for their breeding Arctic terns, occasional roseate terns and a significant grey seal colony. Trinity House works closely with the Royal Society for the Protection of Birds (RSPB) to support and manage the island's birdlife. As part of this collaboration, RSPB wardens occupy the seasonal accommodation during the breeding season, typically from May to August.

Modernisation

Trinity House prioritised Skerries Lighthouse for modernisation following a risk review, which identified mercury within the optic bearing and significant obsolescence across the AtoN, power and control systems. We formed a project team in late 2021 with an initial site visit conducted during summer 2022.

This is one of the most extensive modernisations that the Project Delivery team has undertaken in recent years. A comprehensive suite of AtoN upgrades was required; several other major requirements were identified:

- **Solar power capability** to ensure the AtoN, control and telemetry systems can be fully supported by solar panels with battery storage, minimising reliance on routine generator use.
- **Reinstatement of the station accommodation** from the old engine room back into the original lighthouse keeper's cottage. This longstanding Field Operations initiative required the project to provide upgraded power systems and significant removal of materials.

> Although the size of the station had been taken into account, the sheer scale of works was far more than the team anticipated.

- **Removal of mercury** from the optic, requiring the full withdrawal of the large third order lens assembly.
- **Installation of a large domestic solar array** to reduce diesel generator running hours. Longer term, the aim is to eliminate diesel generation entirely, delivering an estimated CO_2 saving of approximately 68 tonnes per year.

Overcoming challenges

The team had to work through the following key design challenges:

Diesel generator

The new solar battery system provides sufficient power for station occupancy; however, the original plan to fully decommission and remove the diesel generator and fuel infrastructure was reconsidered. Based on Field Operations' advice, the generator will be retained temporarily as a resilience measure. If long-term performance confirms the solar system's reliability, the generator can be removed in a future phase.

RACON location

Previously, the RACON was mounted atop a mast equipped with a pulley system for lowering and raising during maintenance. This system frequently jammed, sometimes requiring technicians to climb the mast—far from ideal at the top of a lighthouse.

Several alternatives were evaluated, including the installation of two RACON units on opposing sides of the tower. The preferred solution, however, is the replacement of the mast system with a more reliable, maintainable configuration.

Installation

Installation activities were planned in phases spanning September 2024 to December 2025 and March 2025 to October 2026. Several key constraints affected this:

Domestic solar array

A design goal was to install enough solar capacity to power all electrical domestic systems (lighting, kitchen facilities, water systems) during maintenance and staff visits. Identifying a suitable location proved challenging due to listed building constraints, nesting bird protection, maintenance access, shading and installation complexity.

Seven potential sites were assessed and following analysis an area to the southwest of the lighthouse was selected: although it introduced some access and installation difficulties, it offered the best overall balance of compliance, exposure and operational practicality.

Noise!

During summer 2025, installation teams faced unexpected challenges due to the intense noise generated by the breeding bird colonies, which reached nearly 90dB. The constant squawking made sleeping extremely difficult, resulting in severe fatigue for the teams, with one team member having to be removed from the island for rest. Noise cancelling earbuds were supplied but were only partially effective. As a result, this phase of the project experienced unavoidable delays.

- The bird-breeding season runs from mid-April to August, during which external work must be avoided or kept to an absolute minimum
- Helicopter operations can only occur outside sensitive ecological periods
- Noise, access and environmental restrictions vary significantly throughout the year
- Boat access to station can prove difficult even in relatively calm conditions.

Size is everything

Although the size of the station had been taken into account, the sheer scale of works was far more than the team anticipated. Over 7km of cable was ordered for the project and such long cable runs took the installers and project team by surprise.

Where are we now?

Although progress has been hampered by the issues described above (and some others!), the Project, Field Operations and Contractor Teams have all worked hard to maintain good progress and ensure very high quality of the installed equipment. Feedback from visitors to site has all been very good with reference to the "skill, professionalism and dedication" of everyone involved.

The new AtoN equipment was installed, commissioned and working well in time for personnel to leave site for the Christmas holiday and take a well-earned rest. A return in January got all remaining work completed in time for de-mobilisation at the end of February 2026.

It's been a particularly hard project, but the station will be well placed to provide the vital aids to navigation for the next 20 years!

Flying the Anson

Research and Innovation Engineer **Dr Jan Safar** from the tri-GLA research and development team (GRAD) has shared an exciting account of a voyage through the sky in a vintage aircraft, flying as aviators did before satellites existed.

The view from the cockpit

At 850 feet above the English Channel, the world looks much as it did in 1940. No satellite navigation, no electronic displays—just the hum of two Armstrong Siddeley Cheetah engines holding steady at 120 knots, a magnetic compass and the French coast falling away behind us. Ahead, a pale line on the horizon slowly resolves into chalk.

The White Cliffs. I am aboard the last airworthy Avro Anson Mk.I in the world, crossing the Channel the way wartime crews once did: by eye, by chart and by faith in the pilots' ability to read the landscape below. We navigate using Visual Flight Rules (VFR)—identifying landmarks, following coastlines, trusting that the weather will hold. The crew may occasionally glance at a smartphone for confirmation but, fundamentally, we are flying as aviators flew before satellites existed. On the navigator's table, a laptop quietly logs data from an eLoran receiver tucked next to my seat, its antenna temporarily rigged inside the fuselage. I am curious whether this technology—both older and newer than GPS—can reach us here, in a canvas and metal bomber built before the transistor was invented. It can.

Dover Castle emerges on the clifftop ahead. We are coming 'home'.

The mission and the aircraft

I say 'home', but the world's only airworthy Avro Anson Mk.I is in fact based at a small airfield in Podhořany, Czechia. It belongs to Richard Santus, founder of 'RAF Station Czechoslovakia', who recently acquired it from previous owners in New Zealand.

The Anson was designed in the mid-1930s as a maritime reconnaissance aircraft, named after Admiral George Anson. During the war, it served in various roles including coastal patrol and convoy escort, but it was as a trainer that it truly made its mark. Pilots, navigators, wireless operators, bomb aimers and air gunners all learned their trades aboard Ansons before moving to frontline aircraft.

© Xavier Méal

Smoke trails ahead over Melun—if only we could tell them we'd arrived

Richard and his group are driven by a desire to keep alive the memory of Czechoslovak airmen who escaped Nazi occupation to fight with the RAF. Many trained on the types of aircraft in Richard's collection—some on the very same airframes—before moving on to the Hurricanes, Spitfires, Wellingtons and Liberators they would later fly in the Battle of Britain and deep into occupied Europe.

Our plan was to fly the Anson to Duxford—wartime home to the 310th and 312th Czechoslovak Fighter Squadrons, and today the Imperial War Museum's extensive aviation collection. At the Battle of Britain Airshow, the crew hoped to reunite the aircraft with a 101-year-old veteran who had maintained Ansons during the war. En route, we would stop at Melun-Villaroche near Paris for 'Air Legend', one of Europe's premier vintage aviation events.

Ten miles into German airspace, still unable to raise anyone, the pilots made the call: turn back.

The best-laid plans

The original plan was to fly to Melun on Friday, 5 September 2025. But VFR navigation has a non-negotiable requirement: you need to see where you're going. Heavy rain and poor visibility over the mountains between Czechia and Germany made that impossible, so we waited for Saturday.

The crew: Richard Santus, pilot and owner; Honza Karabec, second pilot; Jiří Kudláček, mechanic; and me, nominally the navigator and bomb aimer.

Saturday dawned misty but promising. By half past seven we were airborne, heading south of Prague, then further west towards Germany. The Anson cruised comfortably at 3,000 feet, 120 knots. Landmarks ticked past below just as they would have done 80 years ago.

Then the radio went quiet. Approaching the Czech-German border, our VHF began to fade. We could hear fragments from the ground, but nobody could hear us. I shut down my eLoran kit, just in case it was the cause. No improvement. Ten miles into German airspace, still unable to raise anyone, the pilots made the call: turn back.

Grounded but not beaten: MH120 on the apron at Plzeň-Líně while we traced the radio fault

We descended towards Plzeň-Líně, a former military airfield near the city that gave the world Pilsner (although beer was the last thing on our minds then). A MiG-21 parked outside one of the hangars watched impassively as we taxied in—a Cold War relic greeting a Second World War one.

The ground crew were magnificent—within minutes, local experts arrived with tools and, memorably, a vintage Czechoslovak-era field strength meter. The culprit was most likely the antenna, hidden inside the rear fuselage to preserve the aircraft's wartime appearance (Ansons did not carry VHF radios during the war).

With no time for a proper fix, we improvised: a temporary whip antenna, cable re-routed to the cockpit. By half past twelve, we were airborne again. The whip helped, but not enough. Fifty miles into Germany, Honza climbed out of his seat and reconnected the original antenna. At altitude, it seemed to work better—finally, we had German ATC loud and clear.

Approaching Melun that afternoon, the radio failed us again. We could hear the tower calling—but they couldn't hear us. Smoke trails from the

▲ South Foreland Lighthouse perched on the cliffs—a landmark for mariners and aviators alike

RAF uniforms and radial engines in the French morning light

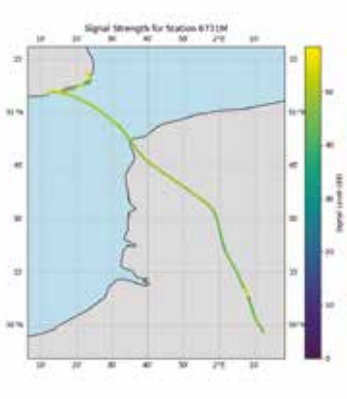
display aircraft rose ahead. Five miles out, we altered course and swapped back to the whip. Finally, contact! At half past four we touched down among rows of aviation legends—Spitfires, Mustangs, Fouga Magisters and L-39 Albatros jets. We missed our display slot. But we made it.

The Channel crossing

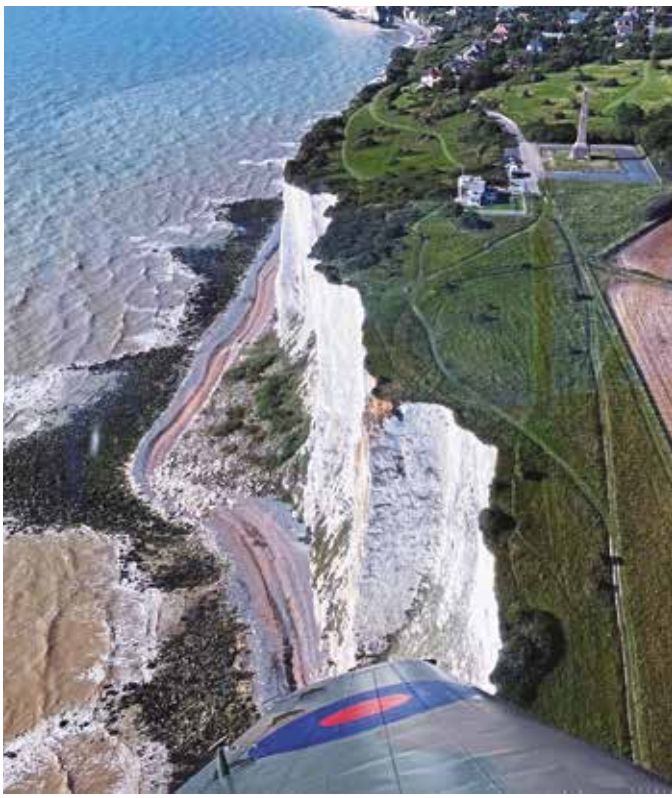
No rest for the wicked, however. Sunday morning came early, the rising sun casting a golden light over rows of aircraft parked on the Melun apron. We wiped dew from the Anson's cockpit windows (an operation that involved hoisting the lightest crew member onto Richard's shoulders), and by half past eight the engines were running.

First, a formation photoshoot with a Beechcraft Baron, its photographer signalling through an opening in the fuselage with a white-gloved hand: climb, descend, forward, back. We had dressed in our RAF uniforms, knowing that the Anson's generous glazing puts the crew very much on display. Below us, the Château de Blandy caught the morning light.

Then, cleared for our display, we turned towards the aerodrome. Smoke on. A few steep turns, a couple of low passes, and we were done.



▲ Tracking the Anthorn eLoran signal across the Channel and into England



A few steep turns, a couple of low passes, and we were done. At nine minutes past nine, Melun wished us 'Safe flight back to England.'

South Foreland Lighthouse perched on the cliffs—a landmark for mariners and aviators alike

▲ Cliffs and cockpit: approaching the Battle of Britain Memorial at Capel-le-Ferne

◀ The Dover Patrol Monument: remembering those who secured the Straits

At nine minutes past nine, Melun wished us 'Safe flight back to England.'

We headed northeast, Paris visible in the distance, then turned northwest towards Calais. I switched the eLoran receiver back on. Anthorn came through clearly; the Russian and Belarusian Chayka stations we had received over Czechia were now silent.

The French coast appeared below us. Minutes later we passed over the port of Boulogne-sur-Mer, its lighthouse marking the harbour entrance. Then open water and soon the White Cliffs emerged from the haze.

We crossed the English coast east of Folkestone and turned towards the Battle of Britain Memorial at Capel-le-Ferne.

An event was under way below—vintage cars, crowds gathered. Smoke on again, two circles, a salute to those who remembered.

Then east along the cliffs to South Foreland Lighthouse, where Marconi received the first ship-to-shore radio transmission in 1898—a fitting landmark on a flight that had tested our own communications to the limit. We circled the Dover Patrol Monument, commemorating the Royal Navy's First World War service, then set course for Duxford.

Built to last

We landed at Duxford just after ten o'clock local time, touching down on the grass runway and taxiing to the far end of the airfield. As we shut down the engines, crowds pressed forward for a closer look—not

© Xavier Méal

An event was under way below—vintage cars, crowds gathered. Smoke on again, two circles, a salute to those who remembered.

many had seen an Anson fly, let alone one in full wartime colours with a crew in RAF uniforms.

But the real moment came later. **Norman Brown**, 101 years old, had made the journey to the airfield to see us arrive. During the war, Norman had served as an RAF mechanic, maintaining Ansons. His job was to 'check everything' before the planes went up—leaks, loose nuts, cracks in the frames. He hadn't seen an Anson in 80 years.

The reunion was quiet and deeply moving. Norman was brought to the aircraft in a wheelchair and sat beside

The rewards of getting there: enjoying the Battle of Britain Air Show

▲ Leather helmet, Mae West and a warm welcome at Duxford

it, taking it all in. When asked if he ever imagined seeing one again, he smiled: "*No, and I didn't imagine I would get this old.*" Richard presented him with a copy of the Anson Pilot's Notes—just in case, he joked, we needed to hire him again, because there are never enough skilled engineers.

That afternoon, significant crosswinds prompted the B-17, the Hurricanes and the Spitfires to cancel their slots. The Anson, scheduled fourth, suddenly found itself first. Richard later joked: "*We are Czech—we don't understand English, so we just went ahead, crosswind or no crosswind.*"

The BBC filmed the encounter with Norman, and footage appeared on the evening news—a 101-year-old veteran reunited with the aircraft he once kept flying, now the last of its kind in the air.

Some things, it turns out, are built to last.

▶ The BBC captures the moment: Norman receives the Anson Pilot's Notes

The long wave

We made it to Duxford. But the journey left me thinking about how we navigate today—and what happens when the systems we depend on let us down.

The modern world is heavily reliant on GNSS—GPS and its counterparts. It is accurate, available worldwide and woven into systems we barely think about. But signals from space are easily disrupted, and jamming and spoofing are no longer theoretical risks. Even Richard, who runs a charter airline alongside his vintage aircraft collection, has had equipment return from certain regions requiring factory repair.

During our flight, I had been testing a terrestrial alternative: eLoran. It operates on long-wave radio frequencies, transmitted from ground-based stations at high power—hard to jam or spoof, and independent of satellites. The UK government recently announced funding for a sovereign eLoran system—a recognition that resilient navigation requires more than one layer, each ready to take over when the one above it falters.

▲ Bags loaded, ready to go. The navigator's table in the centre—soon to host a laptop logging eLoran signals

And beneath all of this, the oldest layer: what you can see. Lighthouses, landmarks, coastlines. Visual navigation is how we crossed Europe in the Anson. It is how mariners navigated for centuries, and it remains the ultimate fallback.

Our flight was a small demonstration of these principles. It also showed that what worked in the past can still get the job done. Some things are built to last. The challenge is making sure we don't forget them.

How Harry met supply chains

Procurement Specialist **Harry Cook** lets us take a peek at what it's like to purchase for a maritime organisation.

Q Harry, you are our Procurement Specialist—how did you navigate your way to Trinity House?

A I was intending on being an accountant! But, having gone to a few open days for apprenticeships, I dumped the accountancy side of things and started as a supply chain apprentice at a company that produced blood test machines.

I was coming to the end of my apprenticeship and just keeping an eye out when the role of Assistant in the Trinity House Procurement team came up. I thought: "I've got to apply for that." I'd always seen the vessels out near the pier—it's nice to be able to work for that organisation you always hear about in Harwich.

And, six months ago, I stepped up to become a Procurement Specialist.

Q Tell me a little bit about the Procurement team. How does your role as Procurement Specialist fit?

A The Procurement team as a whole ensures that we're buying everything the organisation needs in a way that is compliant with public procurement regulations. In the public sector, we've got a lot of rules and regulations to ensure that we're getting the most value for money out of what we're purchasing. If we're spending over £50,000, we have to run a tender process. That's what Procurement Specialists are involved in. We get specifications from a stakeholder—for example, a team within Trinity House—and then we write that up into a tender that goes out to the open market for suppliers to bid on.

It's our job to help stakeholders evaluate bids and come up with the most economically advantageous outcome for Trinity House. This is so we can say that we've spent money in the best way possible.

Q What does a typical workday look like for you in your role?

A Each Procurement Specialist and assistant has a list of different tenders they might be working on at one time. I get given a specification from a stakeholder and turn that into tender documentation to go out to market. When it comes to receiving bids, I'll deal with suppliers that are bidding for that work, asking questions to get clear details out of their bid. Following that I'll have consensus meetings with everyone that's scored that particular tender.

My day-to-day role also involves helping my procurement assistants—I help them develop their tender documentation and assist with any questions they might have.

Q What tender work have you been involved with here at Trinity House?

A A big piece of tender work I did was for our lighthouse attendants. We don't have attendants at every lighthouse, but there's still quite a high number and lots of contracts to manage. I had to go out and find comparable quotes for all of these different sites to prove that we are getting fair competition for the work. These are lighthouses up in the north and as far down as Gibraltar where we've got Europa Point Lighthouse. It's quite a challenge.

I did some recent consultancy work with GRAD—a tender to do with machine learning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TRINITY HOUSE

and AI to recognise our buoys and aids to navigation out at sea. We were checking how viable it would be to put cameras on the front of ships to pick up different aids to navigation.

Sometimes you get a specification and you think: "I don't really understand what this is." But you read into it a bit more and it's like, "This is quite interesting!" And while you won't always understand the nitty gritty bits like the stakeholders will, it's still good to get a bit of a feel for what we're procuring.

Q You have been able to get out to site—can you tell me a bit about some of the places you have visited?

A I managed to get to the St. Just depot. Being based in Harwich, it was really good to be able to go all the way down to Cornwall and meet the team there. That visit was part of larger work to familiarise teams with procurement—making sure everyone's aware of the rules and the financial thresholds. I did the presentation which helped build my confidence and my presentation skills as well!

After the presentation we were able to join in on a visit to Pendeen Lighthouse. This was a nice opportunity to do something that you wouldn't normally be able to do. It just so happened that, for this site, I'd actually dealt with a tender for the lighthouse painting. It had been freshly done so I was able to see the result of that work which was quite nice. Quite often you'll do all this work on paper—but it's not very common to see the outcome of that work. It was great to see this lighthouse was painted partly as a result of Procurement's work.

Q How has Trinity House helped build your skill set?

A At my previous place of employment I learnt Chartered Institute of Procurement and Supply (CIPS) which has quite a lot of focus on public procurement. It was a bit alien to me because I wasn't working on tenders at the time. Stepping over to Trinity House and actually focusing on tenders was great—I was finally able to put my learning into practice. It's been rewarding getting to do what I'd been learning about.

Q What makes Trinity House a unique place to work?

A The different opportunities you get—you get to go for site visits. I just think those opportunities you wouldn't get with any other organisation, you know? No one manages the same estates and properties as us. Even if you've got an admin-based job, you're able to get away from your desk every now and then and appreciate that you've been able to make a piece of work happen. I think that helps you with your day-to-day work because you appreciate the work involved on the ground to make things happen. You appreciate the specification a bit more when you're dealing with suppliers. You appreciate the input your role has.

Q What advice would you give to someone who's considering a career in procurement?

A Apprenticeship opportunities—it's a great way to get into procurement or whatever it may be that you're interested in, especially if there's a full-time role you know you need experience in. It's great to have that stepping stone of an apprenticeship. It gets you straight into that department. I'd really recommend if you're starting your career journey to be looking out for apprenticeships, especially those at Trinity House.

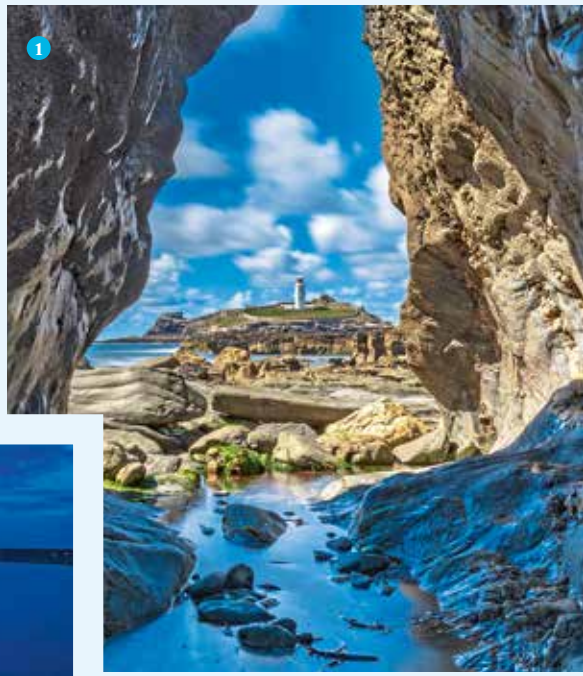
Photography competition

Call for entries for the Trinity House photography competition.

You are invited to submit a photograph of one of Trinity House's assets to this competition. This includes lighthouses, Trinity House Vessels, depots or buoys. The list of Trinity House lighthouses can be found on our website.

A panel of judges will select 12 winning photographs that will be published in the Trinity House Calendar 2027.

From the 12 winning photographs, an overall winner will be chosen by the public via Trinity House's website and the overall winner will receive a £100 Amazon voucher*.



1. Godrevy Lighthouse by Nick James

2. THV *Galatea* by Luke Martin

3. Needles Lighthouse by Ian Plested

4. Coquet Lighthouse by Steven Banks

* Amazon e-gift cards are subject to their own terms and conditions (available on the Amazon website).

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.

Charting my own course

Merchant Navy Officer Scarlett Barnett-Smith used her experiences of living and working at sea to launch a new product that champions the issue of dignity for women at sea.

Working in maritime has shaped every part of who I am. Like many women in maritime, my career has been a balance of determination, resilience and a deep love for the sea. I have experienced the long stretches away from home, the pressure of responsibility, the camaraderie of life on board, and the challenges of being one of few women in a traditionally male-dominated environment. These experiences, both inspiring and difficult have guided me toward my next chapter: launching The Scarlett Box.

Finding my way into maritime

From the very beginning of my maritime career on inland waterways, I knew that life as a seafarer would not be easy. But what drew me in was the sense of purpose. Whether working in inland waterways, or deep-sea, every role I took on reinforced the same truth: the maritime industry keeps global trade alive. Being part of that system gave me a fierce sense of pride.

As a woman, I often found myself navigating not only the ship but also an environment not originally designed with us in mind ... simple essentials; items directly related to dignity, comfort; and wellbeing not always being accessible. Over time, I learned to prepare, pack, and plan for every scenario. But I also realised something important: I wasn't the only one facing these challenges!

Why the Scarlett Box was born

The idea for The Scarlett Box came from my real life experiences ... real needs, real conversations, and real gaps I saw again and again!

Female seafarers often lack access to basic hygiene and wellbeing products while on board any vessel from ship to workboat. Obtaining what we need can be difficult, inconsistent or reliant on last-minute runs to our cabins or ashore that aren't always possible. These challenges can affect confidence, comfort and even mental health.

The Scarlett Box exists to champion women in maritime.

It is designed as a reliable, thoughtful, and practical solution a curated box of essential products that support women in period emergencies. The aim is simple: to provide dignity, convenience and reassurance, no matter where a seafarer is in the world.

Supporting women in maritime

Creating The Scarlett Box, a scarlet red emergency period product box, is about more than supplying products. It is about visibility. It is about acknowledging that women belong in maritime environment and ensuring their needs are not an afterthought.

The box reflects a broader commitment to wellbeing and equality on board. By raising awareness of female-specific needs, I hope to support ongoing cultural change within the maritime sector. Small improvements can have big impacts: better crew welfare, more inclusive environments and a stronger, safer industry.

Looking ahead

As a small start-up, I am building this business step by step—just as I built my maritime career. But my mission is clear: to ensure that every woman who steps on board feels prepared, supported, and valued. The Scarlett Box is just the beginning. My goal is to continue working with organisations, maritime charities and forward-thinking companies to expand support for female seafarers. Together, we can create a future where women at sea no longer need to adapt to a system that wasn't designed for them because the system will have evolved to include them.

www.thescarlettbox.co.uk

Kintyre Seafarers—making waves in Campbeltown

When Kintyre Seasports featured in *Flash* three years ago we were a new RYA Recognised Training Centre, creating opportunities for young people and the wider community in a deprived area. Now, following a stellar year in 2025, we are in a position to accelerate development of the project and achieve a wider impact than we had previously thought possible.

Back to 2023. In partnership with Campbeltown Grammar School (CGS) and RYA Scotland, we had introduced 33 CGS pupils to sailing and awarded 14 Dinghy Level I and 2 qualifications. We hoped to train up to 60 pupils by 2026 and eventually be included in the school's curriculum. In fact by the end of 2025 we had introduced more than 120 CGS pupils to sailing and awarded 60 RYA qualifications, from Dinghy Level 1 and 2, through to Powerboat 2 to Instructor (AI). We have ten PB2 drivers and are preparing up to six AIs to qualify as Dinghy Instructors in 2026. Eight Alternative Curriculum pupils have started the programme.

We made the school curriculum, and the CGS Head Teacher has joined the Kintyre Seasports board. The project is well and truly embedded in the community, with more than 25 volunteer qualified volunteer coaches and safety boat drivers, and we are exploring inclusion of other schools in Argyll and Bute.

At startup we had not envisaged how community involvement – our main driver – could achieve these results on aa, frankly, shoestring budget. RYA Scotland, a steadfast partner, took a wider view, i.e. that Kintyre Seasports would not only deliver in Campbeltown, but could be a model for other coastal communities across the country. As things have turned out they could be proved right

At the beginning of 2025 it was clear that, subject always to funding, we could extend the CGS Sailing Instructor Training Programme as an education and employability platform. So we decided to re-name it as Kintyre Seafarers. In March 2025 we partnered with the Scottish Association of Marine Sciences (SAMS) to involve CGS in environmental studies of Campbeltown Loch. As the first school to join SAMS' new schools outreach programme, CGS pupils Kintyre Seafarers will deploy their Seafarer skills to collect and analyse data under SAMS' scientific guidance in a multi-year project. Our thanks are due to Crown Estate Scotland and SSEN for the funding required to get this innovative programme under way.

The second half of the year was genuinely transformational, bringing two new partnerships we had not envisaged, but which, taken together, represent a step change in defining and realising the upside potential of the project.

Mowi, the international aquaculture company, are planning a development off Sanda island, 12 miles south of Campbeltown. With a corporate commitment to support communities and a keen interest in the marine environment they saw Kintyre Seasports as a highly compatible partner. And, along with other maritime operators, they face an acute, growing skills shortage that Kintyre Seafarers can help to mitigate. The upshot of our conversations was outstanding: Mowi will provide Kintyre Seasports with a fast, coded

CHARITABLE GRANTS

University of Strathclyde—Engineering the Future for Girls

More than 1,000 schoolgirls have taken part in the University of Strathclyde's pioneering *Engineering the Future for Girls* initiative since it launched eight years ago. The annual programme introduces girls aged 13 to 14 from across Scotland to the creative and problem-solving potential of engineering through interactive challenges and real-world demonstrations. In the latest event last May, more than 100 pupils spent four days on campus exploring engineering in action. Supported by the Trinity House Maritime Charity, the event featured eight hands-on

activities designed by students and staff from Strathclyde's Faculty of Engineering. Projects included building bridges from recycled materials and creating mechanical televisions.

Participants also tested their maritime engineering skills in a session led by the Department of Naval Architecture, Ocean and Marine Engineering. The challenge —to design balloon-powered boats —culminated in a competition to see whose vessel could travel furthest.

Director of Maritime Training **Captain Nigel Hope** and Trinity

▲ **Ava Lawson**, a Kintyre Seafarers Assistant Instructor, training for qualification as a full RYA Dinghy Instructor this year

workboat, become a customer, and assist us in commercialising Advanced Powerboat training via their industry network.

Dougie Hunter, Mowi Scotland Technical Director, said: *"We are very impressed with the Kintyre Seafarers concept. It is an excellent fit with our existing presence in the Campbeltown area and our local development plans for Sanda Island which, should permissions be granted, will create a further 14 new jobs, including apprentice positions. With this vessel in place Mowi will use Kintyre Seasports as its training provider for any of the maritime skills which could be provided locally in Campbeltown, but especially the RYA Advanced Powerboat course. We will also encourage other aquaculture and supply companies to utilise the Kintyre Seafarers programme."*

As a bonus the new vessel will be equipped to facilitate the SAMS programme, and Mowi can also support via access to its professional equipment, such as sophisticated ROV's, and environmental team members. On its own this was a genuine game-changer, but the good news didn't stop there. In September we were contacted by Deep Blue Sea Training (DBST), an international company with RYA RTC operations in Southampton, Brixham, Mallorca and Fort Lauderdale, to discuss possibilities for working together in the West of Scotland. There was so much common ground—advancing employability, servicing a national skills deficit and bringing commercial upside to the local community—that the dialogue quickly advanced to consideration of a joint venture. **Tony Stanton**, DBST's founder and principal, shares his ambitious view of the potential for the project: *"DBST has successfully trained more than 7,000 students, many of whom now work across major sectors of the maritime world—from superyachts and workboats to offshore energy and commercial shipping. We maintain a strong, results-led approach and an international reputation for excellence, integrity and employability outcomes.*

"Kintyre Seasports has built an exceptional platform and offers a unique partner for a public/private collaboration. We want to preserve and promote everything they have achieved in, and for, the local community. Together, DBST and Kintyre Seasports can transform Campbeltown into Scotland's leading maritime training hub, connecting regional opportunity with national maritime employment demand."

The near-term target for the partnership is to deliver Advanced Powerboat training, a goal fully supported by Mowi and all other Kintyre Seasports sponsors and stakeholders. At some point we will reflect on how a community-led project evolved so rapidly; perhaps because it is just that, community-led. For now trustees, partners and stakeholders are entirely focused on realising the opportunities that their extraordinary teamworking has created.

www.kintyreseasports.co.uk

House Cadet **Rebecca Lewer** cheered on the teams and shared expert tips, before hosting a lively Q&A session about maritime careers.

The impact of the programme was clear. While 78% of participants said they would consider a career in engineering before attending, that figure rose to 93% by the end of the week.

Kirsten Wols, Development Manager at Strathclyde, said: *"We were delighted to welcome Trinity House Maritime Charity as supporters of Engineering the Future for Girls 2025. Nigel and Rebecca's involvement gave the girls a unique and invaluable glimpse into maritime engineering, inspiring the UK's next generation of engineers. We are very grateful for the charity's support."*

The Seafarers Advice and Information Line (SAIL)—providing a lifeline to seafarers and their families across the UK

Many of our readers will have heard about the Seafarers Advice and Information Line (SAIL), but how much do you know about what they do? **Michael Edwards**, SAIL Manager, has been at the helm for over three years, leading a team of specialist advisers who work with seafarers every day. Here Michael tells us more about the work they do, the impact they have and how a grant from Trinity House has enabled them to reach more of those in need of SAIL's support.

SAIL is the only Citizens Advice service dedicated to seafarers and their families living in the UK, including the Royal Navy and Royal Marines, merchant seafarers and fishers. We work exclusively with the seafaring community, including those who are working and those who are no longer at sea. In 2024/25 we advised 1,140 seafarers and their families and secured over £1.4 million in unclaimed benefits and grants on their behalf. That's a significant amount of money and it makes a huge difference.

SAIL was established in 1996 as a specialist Citizens Advice service for UK merchant seafarers, fishermen and their families run by Citizens Advice Greenwich. The service was extended to include the Royal Navy and Royal Marines in 2016. We are funded by three major maritime charities: Seafarers Hospital Society, The Seafarers' Charity and Greenwich Hospital. In 2025 we received additional funding from Trinity House which has enabled us to employ an extra part-time adviser. We now have ten Advisers, including two specialist debt workers, and help over 1,000 clients every year.

SAIL provides completely free and confidential advice on a wide range of issues, from debt and benefits to housing, immigration and family issues. We're just like any other Citizens Advice, with the same standards and training that make the service so well respected. The only difference is that we don't see clients in our offices—we operate mainly by phone and email and run a small number of face-to-face outreach sessions.

Like the rest of the Citizens Advice service, the advice we provide is independently quality assured and we're registered with the Financial Conduct Authority to offer the full range of debt advice.

What are the big issues for seafarers and their families?

Benefits and debt are the most common issues facing SAIL clients and last year accounted for over 60% of all enquiries. There is very little difference between the issues facing the seafarers who come to SAIL for help and those facing other Citizens Advice clients, but there are definitely differences in their circumstances and the challenges they and their families face day-to-day.

Family separation

This is a significant challenge for serving seafarers especially those at sea for long periods. Knowing that SAIL is there to help their loved ones deal with any financial, housing or legal problems that life throws up while they're away allows them to focus on their jobs while we support their wives and partners. And for those who struggle to maintain their relationships, free counselling is available through Relate.

Veteran seafarers

The rising cost of living has affected everyone, but veterans in particular may be struggling on fixed incomes, with rising prices and increasing health concerns. We work with many veterans to help them understand their benefit entitlements and maximise their income.

Financing care

We also work with families requiring expensive domiciliary or residential care later in life. We help them navigate the maze around funding, exploring the options available and helping them to decide what's best for them and their loved ones. We're incredibly grateful to Trinity House for providing us with extra funding and wasted no time in recruiting another part-time adviser. **Olivia Chapman** joined us in August 2025, having worked as a generalist adviser at Beverley Citizens Advice in North East Yorkshire. Olivia is full

of energy and enthusiasm and, with her Citizens Advice background, she's really been able to hit the ground running.

Whilst the issues facing clients are familiar, Olivia has had much to learn about the lives of seafarers and their families and the organisations that support them. *"I knew nothing about the seafaring world when I joined SAIL,"* said Olivia, *"but I'm learning fast! And the other agencies that support seafarers have been crucial. I work with everyone from the Shipwrecked Mariners' Society and White Ensign to the Fishermen's Mission. The Mission has been amazing and is our biggest referral point."*

There are also differences in the way SAIL works, as Olivia explains. *"We do much more in-depth casework with our clients at SAIL, really getting to grips with their problems and building relationships with them and with the other organisations that support them. They don't just refer clients to us, they often work with us, supporting the client, providing updates and helping us keep in contact. It's a genuine collaboration."*

And how does Olivia feel having made the change? *"I really do love this job. It's so rewarding and I feel I've accomplished something at the end of every day."*

So, thank you to Trinity House for providing the funding and thank you to Olivia for joining the SAIL team.

To contact SAIL call Freephone 0800 160 1842. Lines are open Monday to Friday from 10am to 4pm. Or visit Contact—SAIL for more information.

REGIONAL GRANT SUPPORT

Sail HYSTS: Inspiring Young Sailors

Based on the west shore of Chichester Harbour, Sail HYSTS has provided opportunities for young people for over half a century. Founded by a Leigh Park police officer, this Langstone-based charity began with a simple mission: to give disadvantaged youth a chance to develop and experience the thrill of sailing. Today, that mission remains at the heart of everything we do.

Operating as an RYA Recognised Training Centre, Sail HYSTS delivers its programmes through the Royal Yachting Association's OnBoard scheme. With the guidance of RYA-qualified volunteers and dinghy instructors, children from eight to fourteen learn not only how to sail but also vital life skills—teamwork, leadership and resilience. Safety on and around water is paramount, and every session reinforces these principles.

The charity's impact extends beyond the harbour. Several of our former sailors have gone on to careers in the Royal Navy, Merchant Navy and maritime industries, though the true reward lies in personal growth and confidence. One of our young sailors, who joined us as an eight year old, is now fourteen and an assistant instructor, and is considering a career in superyachts via the Trinity House scheme. For families, the cost is minimal, and even that can be waived, thanks to generous support from donors and organisations such as the Trinity House South East Committee.

Recently celebrating its 50th anniversary, Sail HYSTS is looking to the future. A major priority is replacing our ageing RS FEVA dinghies with four new RS ZEST boats, ensuring young sailors have safe, modern equipment. We are very grateful for the support of Trinity House and always pleased to talk to local business about supporting the excitement and challenge provided to the young of the area. For those who love the water or want to make a difference, and live near Havant, Sail HYSTS offers a great opportunity to be part of something transformative.

To learn more or get involved, visit www.hysts.co.uk

On the rocks: two centuries of Longstone Lighthouse

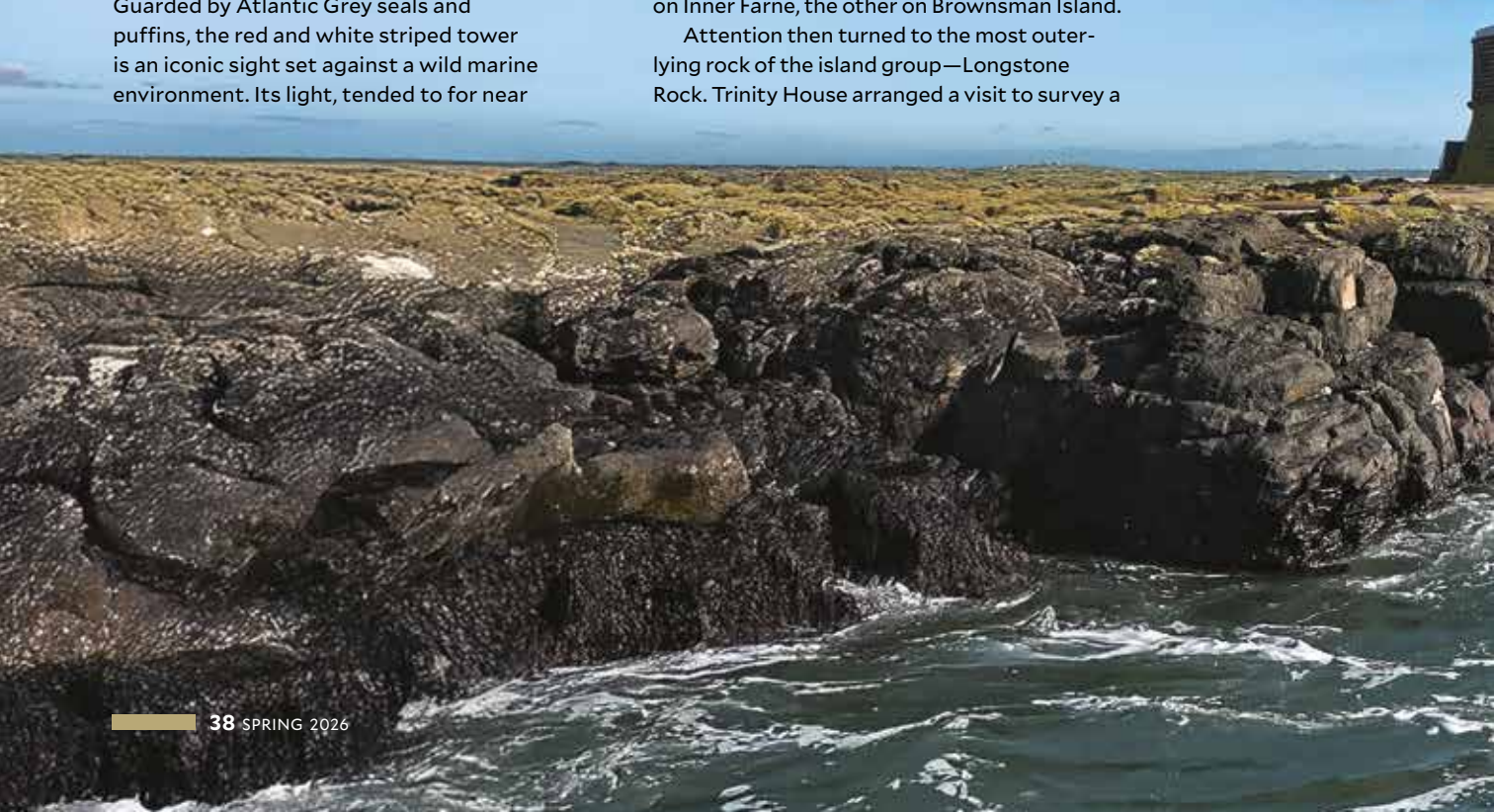
Trinity House Tales returns as Digital Engagement Lead **Sarah-Jane Lakshman** investigates the history of Longstone Lighthouse as it passes its 200th anniversary.

If you were a seafarer whistling past the Farne Islands in the mid-19th century—longing for home and a meal without weevils—from the outer isles you might have spied a light shining. A 12-burner Argand lamp with 21-inch diameter parabolic reflectors to be exact. Skip forward two centuries—you're a modern-day mariner, still missing home but less concerned about weevils. Looking out towards the Northumberland coast, you would see that light continuing to shine from the exact same location—albeit no longer from an Argand lamp. Longstone Lighthouse has stood in its steadfast position on Longstone Rock for 200 years as of 15 February 2026. Guarded by Atlantic Grey seals and puffins, the red and white striped tower is an iconic sight set against a wild marine environment. Its light, tended to for near 165 years by dedicated keepers and their families, has guided countless souls past the jagged isles since it was first lit in 1826.

Lighting the rock

It was no simple task to illuminate this patch of rock. Following two failed attempts to persuade ship-owning merchants of Newcastle-upon-Tyne that a lighthouse on the Farne Isles was worth the toll they would have to pay for its maintenance, a pair of coal-fired beacons was eventually built in 1778 by **Captain John Blackett** out of his own pocket. Located on Staple Island and Inner Farne, Trinity House would replace these with two oil-fuelled lighthouses in the early 19th century—one on Inner Farne, the other on Brownsman Island.

Attention then turned to the most outer-lying rock of the island group—Longstone Rock. Trinity House arranged a visit to survey a



possible site for the tower—the party consisting of the organisation's Brethren and esteemed engineer **Joseph Nelson**. Tragically, the very day before the journey, the barque *Thomas Jackson* was wrecked on Crumstone Rock on 18 March 1825. Despite rescue efforts from inhabitants of nearby Holy Island, four crew and the captain's wife were lost to the sea.

With great urgency, Trinity House completed the survey, Nelson drew up plans and work on Longstone Lighthouse was under way the very next month. Barracks for the workmen were built on the rock while Nelson, serving as architect for the work, and Foreman **Thomas Wade** resided on Brownsman Island under the care and hospitality of the lightkeeping family, the Darlings. At this point in time, Nelson had been associated with the design and building of South Stack Lighthouse (1809) and Bardsey Lighthouse (1821) and, at the time of his death in 1833, his name would be attached to a total of 15 lighthouses across the United Kingdom.

Stone for the tower—cut from the Bramley Fall quarry in Yorkshire—arrived at the rock via sloop. Using living rock as the foundation, the imported stones were placed into formation, dovetailed into each other for increased tensile strength. By December, the work was complete and an optic and lamp was sent for fitting. On 15 February 1826, Trinity House exhibited the navigation light of Longstone Lighthouse for the first time.

Keeping Longstone

As the light from Longstone was first lit, so too was the light from Brownsman Island Lighthouse extinguished. The unseated Darling family made their way to Longstone rock to take up the mantle of keeping the new lighthouse. Having assumed lightkeeping duties from his father—Robert Darling—following his death in 1815, William Darling and his wife Thomasin ushered their children into their new, circular living quarters—the ground floor of the tower and three small bedrooms above.

Lightkeeping duties were thus: lamps were to be lit at sunset and wicks trimmed every three hours. Two watches were to be kept—one from sunset to midnight, and one from midnight to sunrise—with a logbook kept to document any notable observations.

The rock was a hostile place for a large family. Frequent waves battered the tower, forcing the Darlings to often take shelter in the upper levels. Limited in outside space, the family would row their boat back to Brownsman Island to tend to their gardens and animals left behind. Although situated an hour from the mainland, the nine Darling children were afforded connections ashore in the form of education and work prospects, and one by one they would fly the Longstone nest to seek a livelihood.

The daring Darling rescue

For those of you flipping the Darling name over in your brain—yes, this was the very same family associated with the infamous *Forfarshire* rescue. For those of you unsure what on earth I'm going on about—listen closely.

It was early morning on Friday 7 September 1838. The Darlings were tending to the Longstone light, just as they had done so for over a decade at this point. Little did the family know that their light, while burning brightly in what was

> The ship, laden with 61 passengers and a cargo of cotton, was steered towards the isles seeking relief from the weather.

recounted to be a 'thick and foggy' night, was likely confused with the nearby light on Inner Farne by **Captain John Humble**. At the helm of the paddle steamship *Forfarshire*, Captain Humble had been fighting wind and current on the journey down the coast from Scotland. At some point in the journey, it was decided that the vessel seek shelter in the Farne Islands. The ship, laden with 61 passengers and a cargo of cotton, was steered towards the isles seeking relief from the weather.

At around 0300 hours, due to disorientation or the general lack of visibility, the *Forfarshire* struck the western point of Big Harcar Rock. For the majority of those on board, there was little chance to save themselves as the stern broke apart and those sheltered inside were washed into the sea. A small collection of the crew and passengers managed to cling to the bow which had wedged itself into the rock. Tragically as the hours wore on, three of those passengers would pass from exposure—two of them the young children of a Mrs Dawson who had fought to keep them afloat from the moment of

Plan of Service Room

impact. Nine survivors, including Mrs Dawson, managed to get onto the rock, finding slight reprieve from the wind as they waited for rescue.

At this point in time, 22-year-old Grace Darling, the youngest daughter of William, was being roused awake by her father to help secure their small fishing boat. By now, Grace was the only remaining Darling child left at the lighthouse, and she was well-accustomed to lightkeeping duties on a remote station.

▲ Grace Darling

It was at 0445 hours that Grace first spied the wreck on Harcar Rock and raised the alarm. She would later write her account of that moment as follows: *"I was the first that saw the distressing affair and immediately acquainted my Father. The distance was near the same as mentioned but no cries could be heard half the distance in a gale of wind and raging sea; it was sufficient to affect the strongest nerve to view the wreck."*

The Darlings sprang into action, William later writing: *"We agreed that if we could get to them some of them would be able to assist us back, without which we could not return; and having no idea of a possibility of a boat coming from North Sunderland, we immediately launched our boat."*

Grace and William had to row approximately one mile through raging waters to reach Big Harcar. Once there, it was Grace who maintained control of the boat as her father assisted the survivors aboard. As William wrote:

"We found eight men and one woman, which I judged rather too many to take at once in the state of weather; therefore took the women and four men to the Longstone; two of them returned with me and succeeded the remainder, in all nine persons, safely to the Longstone about 9 o'clock."

Back at the lighthouse, the Darlings took great care of the survivors. A lifeboat, launched from Seahouses at around 0730 hours, reached Big Harcar as the weather continued to storm. Finding no other survivors, the crew–which included Grace's brother William—battled their way to Longstone and saw out the remainder of the storm. This took two nights and the weary survivors eventually made it back to the mainland on Sunday 9 September.

The shipwreck and its subsequent rescue made headlines across the nation. Alongside the nine survivors plucked from Big Harcar Rock, a further nine had been spotted by a passing sloop—clinging to a quarter boat that had been launched from *Forfarshire* shortly before the collision.

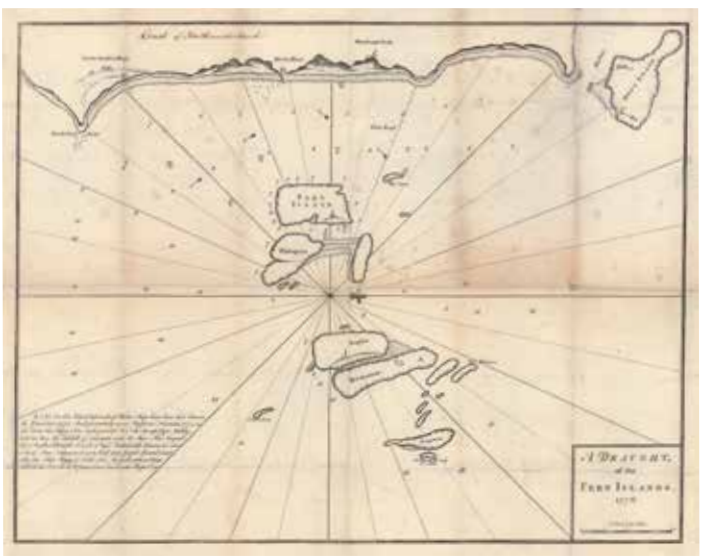
The inquest that followed found the *Forfarshire* to be unseaworthy at the time of wrecking, having experienced an array of mechanical issues in the days leading up to the incident. Captain Humble's decision not to make port to wait out the poor weather, in conjunction with the issues on board, sealed the fate of its passengers.

The Darlings were catapulted to fame; Grace and William were awarded the Silver Medal for Bravery by the Royal National Institution for the Preservation of Life from Shipwreck (now known as the Royal National Lifeboat Institution).

Despite the rescue being a joint effort between father and daughter, it was *Grace Darling*'s name that became synonymous with the 1838 rescue. A young girl tearing through tossing waves was too captivating an image, and it wasn't long before the story soon became one of a daughter convincing her stubborn keeper of a father to launch the rescue. Donations, letters and even marriage proposals followed, and a public subscription was organised for the Darlings.

Grace would continue to attest that her father needed to no convincing the morning of the rescue. That was until her untimely death in 1842—a mere four years following the

▼ Map of the Farne Islands (1779)



daring rescue. Contracting tuberculosis, Grace passed away in Bamburgh at the age of 26—her heroic efforts remembered for generations.

War and works

Longstone Lighthouse continued to be tended to by the Darling family until 1860 following William's retirement. The succeeding keepers oversaw a number of major changes on station, such as the installation of a Chance Brothers first order optic in 1873 and the construction of a fog signal station in 1876—not to mention the addition of the iconic red and white stripes in 1895.

The Second World War brought more carnage to the doorstep of Longstone. In early 1941, a German bomb destroyed the fog signal station—narrowly missing the tower and its inhabitants. And in 1946, an unexploded mine was found half a mile from Longstone—sighted by crew of the Trinity House boat, *Grace Darling*, as they transported supplies to the keepers.

Trinity House instigated great change at Longstone Lighthouse during the second half of the 20th century. In 1952, the station and its light were converted to electricity. Where once the Darlings had prepared their Sunday roasts, diesel engines now stood—the keepers' living quarters moved to newly developed accommodation on the site of the fog signal. The light, now shining from a third order catadioptric twin spectacle lens, flashed once with an interval of 20 seconds and measured 2 million candlepower.

The next major stage in the lighthouse's evolution came in 1990 when Trinity House automated the light—a change that saw the keepers say farewell to Longstone. From that point onwards, Trinity House has monitored Longstone Lighthouse remotely from our Harwich depot—a situation improved in 2015 with the installation of a solar power system and upgraded light source. Field Operations teams attend the station as part of a regular schedule, undertaking tasks ranging from engineering works to minor paint jobs.

From shipwrecks to unexploded mines, Longstone has a history as colourful as its stripes. As the third century of its operation is ushered in, we remember those who have dedicated their service to the mariner from this remote location—battling wind, rain and the unending battering of waves to keep the light burning. What will the 22nd century seafarer see on their journey past the islands? Perhaps the same steadfast beam—a guardian between sea and shore.

◂ Illustration of Grace Darling during the rescue

▲ Third order catadioptric twin spectacle lens

The next major stage in the lighthouse's evolution came in 1990 when Trinity House automated the light—a change that saw the keepers say farewell to Longstone.

Book reviews

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

The Haddock Family of English Seafarers: Merchant Mariners and Naval Officers 1327-1941

By Judy S Purcell
Published by Coracle Group LLC
301 pages
ISBN 979 8 9990392 0 0

Annals of Trinity House of the 17th century show a **Captain Haddock** in the service of the Corporation: **Sir Richard Haddock** elected as Master in 1687 two years after **Samuel Pepys**.

This we learn from **Captain Thomas Golding's** *Trinity House from Within* published privately in 1929. **Captain Richard Woodman** expanded on this career in *Light Upon the Waters: The History of Trinity House 1514-2014* published by the Corporation in our quincentennial year (copies are still available). RMW noted that Sir Richard came from a family involved in seafaring—both naval and mercantile—from at least 1327 which is where Purcell starts her work with Essex farmers.

Sir Richard, later an admiral, was the eldest son of **William Haddock** an Elder Brother from 1660 to his death in 1667. He was in the Levant trade and a friend of Younger Brother **Captain Richard Maples**, benefactor to the Corporation of almshouses, whose statue flanks the right side of the main staircase at Trinity House.

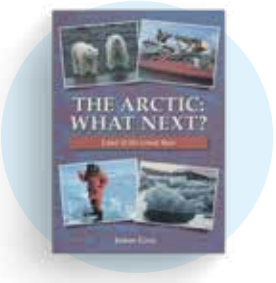
No Uncertain Sound: The biography of Admiral Sir Jock Slater

By Peter Hore
Published by Whittles Publishing, 326 pages
ISBN 978 1 8499 5613 0

This book is believed to be unique in chronicling the career of a former First Sea Lord in his lifetime. **Peter Hore** is the Royal Navy and Royal Marines obituarist at *The Daily Telegraph* and is a natural for teasing out the finest detail of his subjects' achievements, good and bad. After a naval career from 1962 to 2000 followed by time in industry he is today an accomplished historian and biographer with many titles to his name.

With *No Uncertain Sound* one can appreciate it as an example of a deeply researched, well-crafted biography of **Admiral Sir Jock Slater**, whose career culminated as First Sea Lord from 1995 to 1998. It illuminates pivotal moments in the evolution of British naval and air power during the late 20th century.

Sir Jock was elected an Elder Brother in 1995. Hore reveals what made him one of the most successful and longest serving admirals of the Cold War. **HRH The Master** writes the foreword.



The Arctic: What Next? Land of the Great Bear

By James Gray
Published by Halsgrove, 144 pages
ISBN 978 0 85704 388 7

James Gray, Younger Brother, is a longstanding Polar advocate. A former Special Adviser to the Secretary of State for the Environment, he chaired Parliament's Polar Group, three Select Committee enquiries into the Polar Regions and convened the RUSI Poles Apart Conference. He founded and chaired the Antarctic Parliamentarians Assembly and is a member of the Advisory Councils of the Arctic Circle Conference and the Council on Geostrategy. An accomplished author, he is a former MP for North Wiltshire and Fellow of the Royal Geographical Society. He writes and speaks extensively on the Polar Regions, Defence, Foreign Affairs and the Environment.

He informs the reader that there are powerful and disturbing changes happening in the Arctic. Sea ice and the Greenlandic ice shelf are melting at an alarming rate. This book explores what that means for the Arctic and for the wider world. What commercial opportunities does it open up? How will the halving of the Atlantic to Pacific shipping transit time alter the Global economy? Should we exploit oil and gas, rare earth minerals, fisheries and tourism?

Please note that we regret we are unable to take orders for the above publications

TRINITY HOUSE

SPRING 2026 | ISSUE 44

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

PROMOTIONS

Bradley Thomas
Bosun
10 September 2025

Sandie Williams
Project Support Officer
22 September 2025

Daniel Volkaerts
Bosun
1 October 2025

Nicholas Tudor
Petty Officer Deck
22 October 2025

John MacVicar
Seafarer AB
12 November 2025

Steven Johnson
Petty Officer Deck
12 November 2025

Stephanie Ellis
Local Aton Advisor
1 January 2026
(Maternity Cover)

Andrew Preston
First Officer
4 February 2026

Tara Magill
Assistant Marine Superintendent
1 September 2026

SECONDMENTS

Mal Raghavan
Resourcing and Talent Management Lead
1 August 2025

LEAVERS

Ton Damen
Director of Business Services
30 September 2025

Nigel Hare
Director of Navigational Requirements
30 September 2025

Trevor Robinson
Research and Innovation Engineer
30 November 2025

Paul Wakeling
Leading Seafarer
3 December 2025

Matthew Musson
Building Services Technician
3 December 2025

Kirsten Hughes
Light Dues Administrator
23 December 2025

Alexander Norman
Second Engineer Officer
24 December 2025

Lee Copping
Buoy Yard Team Leader
4 January 2026

Phillip Howarth
Chief Engineer
14 January 2026

Hayden Collis
Buoy Yard Team Member
18 January 2026

John Gilboy
Seafarer AB
4 February 2026

Sandra Walters
Finance administrator
5 April 2026

Lighthouse Engineers say thanks with fundraiser for RNLI

Digital Engagement Lead **Sarah-Jane Lakshman** delves into the RNLI rescue operation at Skerries Lighthouse.

On Wednesday 2 April 2025, Lighthouse Maintenance Engineer **Jack Lawson** was injured while working on Skerries. With their remote location seven miles from Holyhead Breakwater and Jack suffering a suspected elbow dislocation, engineers **Scott Tacchi, Nick Chappell** and **Dan Chappell** leapt into action.

"Everyone jumped in straight to it and made me comfortable, asked me what I needed, all that sort of stuff. They were all really professional about it. It was about three hours until I came off [the island]. *They were all constantly with me,"* said Jack.

Ian Arthur, Senior Lighthouse Maintenance Engineer, reflected on the team's fast response: *"Their first aid at work training kicked in. They got him comfortable, got him into the safety of the lighthouse and then dealt with the injury. Then they made phone calls to the appropriate people to get him evacuated, in a timely manner."*

RNLI to the rescue

At 1700 hrs, the call came in to the Holyhead and Moelfre RNLI volunteers. Within minutes, the inshore lifeboat (ILB) had launched and all-weather lifeboat (ALB) volunteers were headed to their relief vessel, the *Frederick Storey Cockburn*, at Holyhead Port. Unfortunately, heavy traffic in the area delayed the crew from reaching the vessel, and the HM Coastguard made the call to request the launch of the ALB *Kiwi* from flank station Moelfre, 18 nautical miles from Skerries. Holyhead's inshore lifeboat, the *Mary and Archie Hooper*, reached the scene at approximately 1740 hrs and two casualty care-trained crewmen made it ashore to assess Jack's

condition. They placed his arm in a sling and got Jack safely aboard the *Kiwi* which had arrived on the scene. Onboard he was overseen by the Moelfre crew and one of the Holyhead volunteers.

As both lifeboat crews headed back to shore, they were met by the *Frederick Storey Cockburn* ALB, which then provided safety cover for the ILB due to blustery conditions. Jack was transported safely to Holyhead Marina, where he was met by volunteers from the local coastguard team, before being transferred to Ysbyty Gwynedd in Bangor.

Vince Jones, Coxwain in command of the Moelfre ALB and who attended that day, reflected on the rescue operation: *"The weather was fresh south westerly winds and, given the nature of the Skerries Lagoon and tidal currents, it wasn't safe for our larger ALB to enter the lagoon. Holyhead's volunteer crew stabilised Jack, got him aboard their ILB and brought him out to us just outside the lagoon at the skerries. We then carried out casualty care and transported him to the awaiting mobile coastguard team at Holyhead Marina.*

▲Ian Arthur and Jack Lawson back at Skerries Lighthouse to see through the end of the project

"This was a tricky rescue due to the residual westerly swell at the Skerries and was well executed by both lifeboat and coastguard team members."

"It all went really smoothly." Jack noted. "It was probably one of the smoothest port transfers I've had! We got into Holyhead Marina and the Coast Guard and other RNLI teams were there. They took me up to the station and gave me tea, biscuits, all sorts."

Return to work

Two operations and six months of rehabilitation later, Jack returned to Skerries to see through the end of the project as Site Supervisor.

Ian Arthur said: *"Being one of our ex-apprentices, it's just testimony to him* [Jack]*, his dedication, his strength, his character, his upbringing from his family, just a dedication to get back to fitness as soon as he could."*

Fundraising efforts at Trinity House

To thank the RNLI and its fast-acting crews, Ian and Jack set up a JustGiving fundraiser and raised £800 for Moelfre RNLI.

"I don't think it's perhaps shown enough, the bravery of these volunteers—because they're not paid, they're all volunteers, you know. They put themselves in some really challenging situations," said Jack.

Ian added: *"Jack and Iwould like to take this opportunity to thank all who have generously donated. We have had some fun along the way which goes to show the team ethic we have here in Field Operations West, and Trinity House as a whole."*

"Thanks again for all your efforts as a company in supporting Jack to raise money for the RNLI stations involved," added Coxwain Vince Jones, Moelfre RNLI.

STARTERS

PERMANENT

Hope Hawkins
Assistant Procurement Specialist
28 July 2025

Keith Lauffer
Seafarer AB
30 July 2025

Kevin Sheridan
Principal Radionavigation Engineer
3 September 2025

Des Donworth
Director of Navigational Requirements and Policy
15 September 2025

Rhys McCarthy
Engineering and Operations (Apprentice)
17 September 2025

Scott Jones
Project Engineer (Swansea)
6 October 2025

Owen Cokeley
Buoy Yard Team Member (Swansea)
10 November 2025

Warren Kiddy
Lighthouse Maintenance Engineer Electrical
1 December 2025

Callum Olive
Business Support Officer
15 December 2025

Joseph Black
Seafarer AB
24 December 2025

Ashton Frost
Cook
24 December 2025

Nicole Weldon
Business Support Officer Commercial Services
5 January 2026

Josie Robson
IT Digital Support
12 January 2026

Ashton McGill
Installation Supervisor
19 January 2026

FIXED TERM

Hayden Collis
Buoy Yard Team member
21 July 2025 – 21 January 2026

Glen Cartwright
People Advisor
4 August 2025 – 5 October 2026

Sebastian Hennessey
Light Dues Administrator
18 August – 18 February 2026

Nathan Arthur
Buoy Yard Team Member (Swansea)
8 September 2025 – 8 March 2026

Thomas Hills
Third Officer
10 September 2025

Louise Larter
Procurement and Contract Manager
15 September 2025 – 14 September 2027

Nathan Etheridge
IT Senior Service and Support Engineer
22 September 2025 – 22 September 2027

Kirsten Hughes
Light Dues Administrator,
25 September 2025 – 22 November 2025

For the benefit and safety of all mariners

The Corporation of Trinity House

Master

Her Royal Highness The Princess Royal KG KT GCVO

Corporate Board as at 31 March 2026

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
Commodore Robert Dorey RFA
Captain Andy Holt
Ms Sarah Kenny OBE
Mr Jeremy Bennett
Captain Des Donworth RN (Ret.)
Commodore Martin Atherton OBE RN (Secretary)

Lighthouse Board as at 31 March 2026

Rear Admiral Iain Lower CB (Chief Executive)
Captain Andy Holt
Captain Des Donworth RN (Ret.)
Michelle Major-Butler (non-voting)
Damien Oliver (non-voting)
Michael Barnett (non-voting)
Lance Batchelor RNR (Non-Executive Chair)
Alan Moore (Non-Executive Director)
Curtis Juman (Non-Executive Director)
Garry Copeland (Non-Executive Director)
Thomas Arculus (Board Secretary)

TRINITY HOUSE

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Editor

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For updates between issues, please visit:

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Printed on carbon balanced paper.

Produced by Headlines
www.headlines.uk.com

Cover image
Bishop Rock Lighthouse photograph by Senior Project Engineer Jim Veall