

INSIDE +

**IN THE
SPOTLIGHT**

Senior Lighthouse
Maintenance
Engineer Nick
Chappell tells
his story
P20

Flash

ISSUE

45

AUTUMN 2026

Bright futures

Our people have shared stories and updates, including
two employee profiles and big news about our Futures
Afloat project



Flash

AUTUMN 2026 | ISSUE 45



14



24



20



28

4
Review of the last six months

8
Fraternity news

12
The history of Trinity House's lighthouse cottages in Dovercourt

14
Futures afloat: Securing the future of maritime safety

20
Senior Lighthouse Maintenance Engineer Nick Chappell tells his story

24
Pendean Lighthouse optic shines once more

28
Third Engineer Jessie Traer-Goffe discusses her life at sea

32
From lighthouse explorers to the Travelling Pharology Archive

34
Charity update

41
Lighting up the airwaves

42
Book reviews

43
Around the service



TRINITY HOUSE

Editor's note

We have big news about our major project to procure two new ships to replace the long-serving THVs *Patricia* and *Galatea*. Now that the procurement phase is complete, we can start sharing stories about the design and build with more openness and regularity.

Our ships are not the only long-standing names at Trinity House; it was great to wave **Vince Lord** into retirement after 45 years and we have a great interview with Senior Lighthouse Maintenance Engineer **Nick Chappell** as he enters his fifth decade at Trinity House.

It has been a pleasure to work with the Republic of Korea's Ministry of Oceans and Fisheries to send the former Pendean Lighthouse optic on loan to their National Lighthouse Museum. With their meticulousness and zeal, they have built a fantastic replica pedestal to support and rotate the optic in pride of place in their museum, with help from **Cameron Davey** and **Lewis Pullen** from our Field Operations teams. Thanks are also due to former Deputy Master **Captain Sir Ian McNaught** for travelling to Korea to present the optic on behalf of Trinity House to the museum in July 2026, around the time of World Marine Aids to Navigation Day 2026.

Neil Jones
Editor



How to get in touch

For any feedback or questions, or to change your subscription details, please get in touch with us.

Trinity House, The Quay, Harwich, CO12 3JW

neil.jones@trinityhouse.co.uk

Deputy Master's introduction

Rear Admiral Iain Lower delivers news of a major milestone for Trinity House that will have a positive impact on our operations for decades to come; at the same time, we wave a colleague into retirement after an impressive 45 years of service.

Readers of *Flash* and supporters of Trinity House—as well as the UK's maritime sector in general—know all too well the case for replacing our ageing vessels THV *Patricia* and THV *Galatea*. In summary, as we have stretched the vessels beyond their expected working lives, availability is falling and response times are under pressure, which increases risk to shipping, to the environment and to our crews; the case is well-documented elsewhere, and so it just remains for me to give you the good news.

On 22 July, in one of the most momentous milestones in recent Trinity House history, we awarded a design and build contract to the Norwegian shipbuilders VARD for two new multi-function tenders. With delivery planned for Q2 and Q4 of 2029, these new vessels will strengthen our ability to protect lives, trade and the environment—at all times and in all conditions.

To ensure a high-quality, technically robust solution with strong UK content and clear value for money, we ran a rigorous, competitive procurement exercise. VARD came out as the strongest shipyard; their proposal gave us the most confidence—not

just on cost and schedule—but on performance, that these ships will do what we need them to do, in the conditions we need them to operate in.

Their design includes increased capacity to carry out our vital work to maintain marine buoyage and lighthouses and will be able to operate in low-emissions modes and in due course can be powered by zero-emission fuels. These new ships will give us greater availability, greater endurance and the ability to operate across a wider weather window. That means faster responses and fewer gaps in coverage.

Perhaps that is all to be expected; after all, THV *Patricia* was built in 1982, and ship performance has come a long way since. It really starts to hit home how exciting this is when we consider the much-improved living conditions for our people. These new vessels are designed around today's expectations—safer, quieter and more comfortable places to live and work. This is their home from home; as such, the Futures Afloat project team is working in close liaison with the ships' crews to get the specification absolutely right.

We will also be significantly reducing emissions and fuel

consumption, while being ready for future fuels and emerging technologies. We expect these ships to reduce carbon emissions by 90,000 tons over their expected life. They will cut virtually all noxious gases from the ships' exhausts, a challenge for older ships like our current fleet. The ship build is not the end of the story; we are equally excited about the opportunity this new contract will bring to the UK in the form of funded apprenticeships, partnerships with universities and long-term access to VARD's suppliers list for the UK's maritime industries. The new ships will be maintained in the UK drawing, where possible, on the UK's supply chains.

Finally, I would like to take this opportunity to bid a fine and happy farewell to AB Mechanic **Vince Lord**; Vince retired at the end of July after 45 years' service at Trinity House (and before that, five years in the Royal Navy). Surrounded by cheering colleagues in the Harwich Buoy Yard, I was delighted that we were able to mark his retirement by naming THV *Alert's* new searider in his honour.



Rear Admiral Iain Lower CB
Deputy Master



Review of the last six months

Looking back at highlights from Trinity House's calendar.

FEBRUARY

Vikki Muir celebrated at MNWB Awards

The Merchant Navy Welfare Board (MNWB) has announced the recipients of its 2026 MNWB Annual Awards for Services to Seafarers' Welfare, including our Head of Charitable Giving, **Vikki Muir**. The awards celebrate leaders, frontline workers and volunteers from across the maritime welfare sector.

The event, held at London's Trinity House on 18 February, highlighted the exceptional efforts of individuals and organisations working tirelessly to support seafarers and fishers across the UK.

HRH The Princess Royal, Patron of the MNWB, attended the ceremony and personally presented the awards. Her Royal Highness' presence underscored the significance of the contributions recognised on the day and the vital importance of welfare support across the maritime

community. Also present, as seen in the photo here, was Immediate Past Deputy Master **Captain Sir Ian McNaught**, who attended in his capacity as President of the MNWB.

Vikki was one of two individuals honoured as Team Member of the Year. She was recognised for her strong collaborative leadership and unwavering commitment to improving welfare outcomes. Her work overseeing charitable grants, combined with her significant role in the Equity, Diversity and Inclusion Pilot Project, has strengthened partnerships and fostered greater cohesion across the maritime welfare sector. Her professionalism, insight and dedication have positively shaped how support is delivered.

Commenting on the well-deserved award, Vikki said: "I am honoured and a little overwhelmed to receive this

MARCH

Trinity House exhibition at Harwich Museum

Harwich Museum opened its new Trinity House exhibition in March. For a 12-month period, residents and visitors can discover the story of Trinity House's role on the east coast over the past 500 years. Alongside historical artefacts from our collection, visitors will meet the people—past and present—who have helped keep our coastlines safe for centuries.

Head to the Harwich Museum website to start planning your trip. www.harwichmuseum.com

award. I have not received an award since Silver Brownie, in a year that I am not going to admit to! What makes it even more special is that it comes from my peers for doing a job that I love, supporting seafarers and their families, who are the real unsung heroes in our society. Thank you."



MARCH

Trinity Homes common room officially opened

The recently refurbished common room at the Trinity Homes almshouses in Walmer has been officially opened. Residents and staff were delighted to welcome a number of special guests for the occasion, along with colleagues from Trinity House in London.

Admiral Sir George Zambellas, Lord Warden of the Cinque Ports and Elder Brother of Trinity House, and his wife, **Lady Amanda**, attended as VIP guests, with Sir George formally opening the newly refurbished social space, which includes a library, dining and entertainment area.

A wonderful time was had by all who attended.



APRIL

Skerries Lighthouse project completion

Four years after the project team was first assembled, the Skerries Lighthouse modernisation project has been successfully completed.

The extensive programme of works included upgrading the station's solar power capability, removing mercury from the site, reinstating the lighthouse accommodation and installing new aids to navigation equipment.

Throughout the project, Trinity House's Projects and Field Operations teams worked tirelessly, with many team members spending months on the island to deliver the programme. Now modernised, Skerries Lighthouse once again shines brightly across the Irish Sea.

MAY

James Cook joins as Chief Financial Officer

James Cook joined the GLA Executive Team as Chief Financial Officer (CFO) on 18 May 2026. The CFO role replaces the Director of Business Services role.

James brings extensive public sector leadership experience, having spent his career delivering high-quality public services across several police forces and local authorities. Over many years, he has supported operational teams in high-risk environments and built a strong reputation for calm, credible leadership.

James also serves as a trustee of the Essex Recovery Foundation, a charity dedicated to improving services for people recovering from drug and alcohol addiction.

James commented: *"I am delighted to be joining Trinity House as its new CFO. Having spent my career in public service, I am excited to bring my experience to an organisation with such a proud history and important mission. I look forward to working*



with colleagues across Trinity House to support our financial strategy and contribute to the continued success of the organisation."

Michael Barnett, who had been covering the Director of Business Services role on an interim basis, remained with us for a short time to support a smooth and effective handover. We are grateful for the stability and leadership he provided during this period.

MAY

Pendeen optic at Korea's Lighthouse Museum

Lighthouse Engineers **Cameron Davey** and **Lewis Pullen** successfully reassembled the former Pendeen Lighthouse optic as a new display at the National Lighthouse Museum in South Korea.

They overcame every challenge during the installation with determination and professionalism while serving as outstanding ambassadors for Trinity House and showcasing our values on the world stage. The optic is on loan to the museum.

A message received from our contact at the Ministry of Oceans and Fisheries in South Korea to the Deputy Master applauded their achievement: *"I am delighted to share some wonderful news regarding our lighthouse lens exhibition project, which is progressing seamlessly thanks to your unwavering interest and enthusiastic support. Thanks to the exceptional professionalism and dedicated efforts of Mr Cameron Davey and Mr Lewis Pullen from Trinity House, the lighthouse lens has been perfectly and safely installed onto its substructure."*



MAY

International Day for Women in Maritime seminar

Trinity House and the Women's International Shipping and Trading Association (WISTA) hosted a special evening on 18 May themed 'Celebrating Five Years of International Day for Women in Maritime', sponsored by the Oil Companies International Marine Forum (OCIMF).

This year's theme asked an important question: Are we truly making an impact, and are we reaching 100% of the talent available to our industry?

MAY

Nick celebrates 40 years at Trinity House

Senior Technician **Nick Chappell**, Field Operations South, marked an incredible 40 years of service in May. Nick is pictured cutting his anniversary cake before heading off to carry out helicopter operations on Round Island Lighthouse.

Congratulations, Nick, on four decades of dedication and expertise!





The evening began with a high-energy seminar featuring a panel of senior leaders and future voices, setting the tone for an open and engaging discussion.

Panel:

- **Rear Admiral Jude Terry**, winner of the Maritime UK Maritime Ambassadors Award 2025
- **Paul Bristowe**, Chief of Staff, Associated British Ports; former Naval officer and diversity champion
- **Ursula Dockerty**, Shell, Designated Person Ashore, Company Security Officer and Fleet Compliance Lead Shipping.

The Trinity House and WISTA collaboration brings together maritime professionals committed to progress, inclusion and the future of the industry.



JULY

Surprise retirement ceremony for Vince Lord

Teams from the vessel crews, Harwich office and depot gathered at the Harwich Buoy Yard on 6 July to bid a fond farewell to **Vince Lord**, who retired at the end of July after an impressive 45 years and seven days with Trinity House.

To mark the occasion, THV *Alert*'s new Searider boat was named in Vince's honour. Vince unveiled the new vessel alongside his wife and daughter. Addressing those gathered around Vince and the new *Vincent Lord Searider*, the Deputy Master shared some of the stories provided by Mrs Sally Lord: *"People often say they've 'spent a lifetime at sea', but in Vince's case that's almost literally true. This year marks 50 years since he first went to sea, including an incredible 45 years and seven days with Trinity House. Since joining Trinity House in 1981, Vince has worked on almost every Trinity House vessel there is – Siren, Mermaid, Stella, Winston Churchill, Vectis, both Patricias and, of course, Alert. In fact, Vince has one claim that nobody else can make. He's the only person who has served on Alert throughout her entire working life. That's the sort of loyalty you don't see very often."*

JUNE

European Route of Lighthouses

Southwold Lighthouse officially joined the European Route of Lighthouses (EROL). To mark the occasion, Trinity House's Commercial team, the Adnams Visitor Centre team and the EROL team hosted a special ceremony during which the museum vessel *Gamle Oksøy* called at Southwold.

During the visit, the lighthouse was presented with a commemorative plaque recognising its place on the route. Following the ceremony, the Norwegian-flagged vessel continued its voyage to Scotland before returning to Norway in early July.





Fraternity news

A review of appointments, honours and obituaries.

New Younger Brethren

We welcome the following new Younger Brethren to the Fraternity:

Captain Christopher Blake OBE
Relief Captain, *Pelican of London*.

Ms Fena Boyle
Head of Safety Training and Compliance, City Cruises UK.

Captain Stephen Fairlie
Master Mariner, MFB Solicitors.

Captain Martel Jamie Fursdon
Deputy Captain, Cunard.

Mr Stephan Hennig
Secretary of State's Representative for Marine Salvage and Intervention (SoSRep).

Mrs Leanna Mary Lakes
Chief Operating Officer, RNLI.

Mr Lars Lippuner
Director, UK Customer Maritime Services MCA.

Captain MacDonald Christie
Lucas BA PgDip AFNI MCMI
Captain, Merchant Navy.

Mrs Valerie E Le Vaillant
Past Non-Executive Director, Trinity House Lighthouse Board.

Mrs Petra Wilkinson CBE
former Director of Maritime at DfT and current Trustee of Seafarers UK.

Obituaries

It is with regret that we record the deaths of the following:

The Right Honourable James Peter Hymers Mackay, Baron Mackay of Clashfern KT PC FRSE on 7 July 2026, aged 99. Elder Brother. He was elected in 1989.

At Cambridge, he first became interested in the law. One obituarist recalled the intellectual similarity between legal and mathematical arguments. He had extensive careers in the judiciary in Scotland and England. Within the English Bar, he was a Lord of Appeal from 1985 to 1987 and Lord Chancellor from 1987 to 1997.

Widely regarded as a great reforming Lord Chancellor, he was known equally for his intellect, wisdom, integrity and decency. In the words of Commodore Martin Atherton, the Corporation's Secretary: *"He was certainly among the most distinguished of our distinguished Elder Brethren, who made a vital contribution at several significant moments in the Corporation's recent history. Although he had, just lately, stepped back from his public roles, we are much the poorer for his loss."*

Another reflection indicated his freedom from pomposity, a quality rare in a Lord Chancellor and one which earned him



▲ MV *Mair* in the background, owned and operated by the late Peter Binding.



respect and admiration.

As Speaker of the House of Lords on the Woolsack, he was firm but charming, thoughtful and popular. He was created a life peer in 1979.

From 1975 to 1984, he was a Commissioner to the Northern Lighthouse Board.

Peter James Binding on 3 April 2026, aged 77. Younger Brother. He was admitted in 2021.

From the home port of Barry Docks, Peter's family business, GJ Binding & Sons Ltd, had loyally supported Trinity House from at least 1940 until 2025, when Peter

retired. Trinity House was therefore a huge part of their life, with their vessels, including the *Mair* (a converted Fleet Tender), forming part of the Trinity House Risk Response assets, while their recently upgraded RIB was capable of being deployed anywhere in the UK and was often seen surveying rivers such as the Deben on the east coast, as well as being deployed for wreck location. Without doubt, Peter and his company contributed significantly to the Corporation's story over this period.

▲ MV *Mair*

Vessels owned by the Bindings were always named after the female members of the family: *Louise* after Peter's eldest daughter, *Lucia* after his youngest daughter, and *Mair* after his mother. *Louise* and *Burhou* were used for lightvessel crew transfers, personnel transfers, and water and fuel deliveries to Flatholm and the Bristol Channel lightvessels, as well as recharging acetylene gas-lit buoys. Over the years, it was a busy fleet with a radius of operation across the west, south and east coasts.



Captain Anthony David Braithwaite OBE RD FNI RNR on 13 May 2026, aged 94. Younger Brother No. 104. Admitted 1998.

He was a Conway Cadet from 1947 to 1949 and, until 1967, had continuous employment in Port Line vessels from Apprentice to Master. Commands included *Port Macquarie* in 1960 and, in 1966–67, *Port Montreal*.

During 1967–68, he was appointed Marine Superintendent of Port Line Limited and, until 1971, was employed by Blue Star Port Lines (Management) Limited, involved in cargo and general husbandry duties.

In 1971, he was appointed Marine Advisor to the Cunard Steam Ship Company with responsibility for safety and performance monitoring. This was followed by the post of Cargo Handling Manager with Cunard Shipping Services Limited from 1972 to 1975, with responsibility for stevedoring,

towage contracts and bulk carrier operations. By 1991, he was Fleet Personnel Manager of the Cunard Shipping Services Limited/Cunard Ellerman cargo fleets.

His charitable work included board, trustee and committee appointments with the Merchant Navy Welfare Board, the Mission to Seamen, King George's Fund for Sailors and the Royal Alfred Seafarers' Society, where he served from 1976 to 2013.

He was Past Master of the Honourable Company of Master Mariners and a Fellow and Founder Member of the Nautical Institute.

Joseph (Joe) Collins FRIN FNI on 10 June 2026, aged 71. Younger Brother No. 234. Admitted 2012.

Marine employment commenced in 1976 and he subsequently served with Shell Tankers (UK) Ltd, Dubai Maritime Transport, Seatrain

Pacific Service Inc and Mobil Shipping until the mid-1980s. He worked on hydrographic surveys and cable ships, followed by time in the P&O Ro-Pax service on the Irish Sea.

Ashore, from 1987 to 1989 and 1995 to 1997, he was a Senior BSc Maritime Studies Lecturer at Liverpool Polytechnic. From 1990 to 1992 and 1994 to 1995, he was Head of the School of Maritime and Fisheries Studies in the Solomon Islands.

From 1997 to 2008, he joined the then MSA/MCA as a Nautical Surveyor (to 2002) and later Principal Surveyor (to 2008), with responsibility for Port State Control, the examination of masters and mates, and as Head of the Navigation Safety Branch.

He worked with Trinity House on the development of new traffic routing measures: the Sunk Precautionary Area, Land's End TSS and Dover Strait TSS.

Honours

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

HM The King's Birthday Honours List 2026
Issued at noon on 12.06.26

The Fraternity

OBE
Guy Platten MNM, Younger Brother, former Secretary General of the International Chamber of Shipping.

MBE

William Thomas Reeves, Younger Brother, Chief Executive, Portland Port.

Individuals not of the Fraternity but awards to whom readers of *Flash* may wish to be aware:

KBE

Rear Admiral Andrew Kyte CB former Chief of Defence Logistics, currently chair of the Council of the Association of Royal Navy Officers.

DCVO

Leonora Mary, Countess of Lichfield CVO, Lady-in-Waiting to HRH The Master.

CVO

Jennifer Mary Tolhurst, Lord Lieutenant of the County of Essex.

Knight Batchelor

Alastair John King DL Lately Lord Mayor, City of London Corporation.

MBE

Anne Carr, Head of Grants Royal Navy and Royal Marines Charity.

Matthew Pavitt, Divisional Commander, East Anglia and South East England, HM Coastguard.

Jeremy John Harley

Penn, Chair, Marine Society and Sea Cadets

From time to time, his services were called upon by the IMO and the IHO for the development and promotion of electronic chart display and information systems (ECDIS).

Captain Robert Anthony (Tony) Gibbons FRIN FNI

At the end of 2025, aged 93. Younger Brother. He was admitted in 1976.

At the time of his admission, he was Haven Master of the Port of Bristol Authority. In 1981, he was appointed Head of Operations and Research at the British Ports Association. The latter remains the national trade and membership body for ports in the UK. It represents the interests of operators to Westminster, the devolved governments, and other national and international bodies. Members' traffic represents 86% of all UK port traffic.

Readers of *Flash* may wish to be aware of the deaths of the following, who were well known at Trinity House:

The Admiralty Court

On 16 April 2026, aged 82, Lord Clarke of Stone-cum-Ebony.

Anthony Peter Clarke, Lord Clarke of Stone-cum-Ebony, spent 27 years at the Bar, specialising in maritime and commercial law and undertaking a wide variety of cases in these areas. He became a Recorder in 1985, sitting in both criminal and civil courts, and was appointed to the High Court Bench in 1993. In April that year, he succeeded Mr Justice Sheen as the Admiralty Judge. He also sat in the Commercial Court and the Crown Court, trying commercial and criminal cases

Appointments and promotions

Royal Institute of Navigation

Rear Admiral Iain Lower

CB MA AFNI, Deputy Master, conferred Honorary Fellowship by the Royal Institute of Navigation (Hon FRIN).

New Elder Brother

Captain Des Donworth MA FRIN

FCMI RN Ret'd, Director of

Navigational Requirements and Policy, Trinity House, Younger Brother, was elected an Elder Brother and sworn in at the Quarterly Court of 12 May 2026.

The Mission to Seafarers

On 30 April 2026 The Mission to Seafarers announced the appointment of **Guy Platten MNM**, Younger Brother, as its new Chair.

respectively. Appointed to the Court of Appeal in 1998, he was called upon to conduct the Thames Safety Inquiry and, in the following year, the *Marchioness* and *Bowbelle* inquiries. On 1 October 2005, he was appointed Master of the Rolls and Head of Civil Justice, becoming the first Justice to be appointed directly to the Supreme Court. In the City of London, he was a Liveryman of the Worshipful Company of Shipwrights.

The Marine Society

On 23 April 2026, aged 93, Lieutenant Commander Richard Frampton FNI FRMetS RN.

He was instrumental in setting many seafarers on the path to advancement through education, in particular by encouraging them alongside Marine Society Director, Dr Ronald Hope. Dr Hope retired in 1986 and Richard Frampton succeeded him as General Secretary, a post he held until 1994, whereupon he served as Director until 1996. After a naval career, he served as Port Meteorological Officer in Liverpool.

In 1988, Brown, Son and Ferguson of Glasgow published the first edition of his *Meteorology for Seafarers*, now in its sixth edition. This technical book aims to explain the complexities of the atmosphere and provide the information needed by professional seafarers aspiring to first-class certificates of competency and students studying for degrees. The sixth edition incorporates recent examples of marine forecasts and charts, and figures have been updated.

Richard was instrumental in maintaining and expanding the Marine Society's exemplary naval and mercantile library, with its strong emphasis on history.

Until the end, he was known for his forthright views on the world as he saw it. Visits to 202 Lambeth Road during his tenure were always looked forward to. In later life, lengthy telephone calls to him may have commenced with an historical item needing clarification and concluded with observations on Whitehall and Westminster.

Keepers of the coast

Assistant Estates and Property Manager **Emma Mealing** writes up the history of Trinity House's lighthouse cottages in Dovercourt and their residents.

Trinity House's lighthouse cottages have a rich maritime history spanning over 200 years. Accommodation was required for the brave and isolated keepers who maintained the lights for the safety of all mariners.

Before keepers' cottages were built by Trinity House in the 1800s, lighthouse keepers often lived in nearby villages or within the lighthouse towers themselves. These dedicated keepers typically relied on rainwater cisterns for water, coal fires for heat and cooking, and paraffin for light. Their routines involved the constant upkeep of the lenses, fog horns and generators.

In 1836, the Lighthouse Act granted Trinity House compulsory powers to acquire, upgrade and maintain all remaining



▲ Trinity Cottages, Dovercourt, taken in 1913
© Harwichand Dovercourt.com

private lighthouses within its jurisdiction. This prompted a major modernisation programme, with Trinity House systematically building towers and adding adjacent, uniform cottages across its estate. Keepers could now comfortably live on site to manage regular maintenance, with family members playing important roles in caring for the lighthouse and running the homestead, as well as growing vegetables in the gardens and caring for livestock.

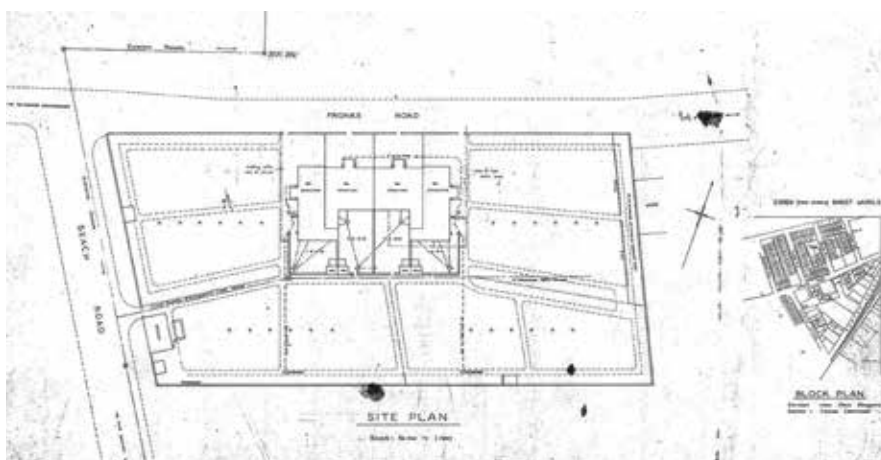
Dovercourt benefitted from a pair of leading lights, commissioned by Trinity House and built in 1863. Designed as a pair to safely guide ships around the Harwich Peninsula, these cast-iron-framed screw-pile structures utilised the engineering method invented by the blind Irish engineer Alexander Mitchell. They served as leading lights, meaning mariners would align the lights from the two towers, one above the other, to find the correct deep-water channel approach.

For 50 years they were tended by keepers who lived in Trinity Cottages, purpose-built accommodation a short walk away on Fronks Road, Dovercourt. Decommissioned in 1917, the leading lights were replaced by a system of lighted navigational marker buoys. Purchased in 1922 by Harwich

▼ Dovercourt Leading Lights, taken in 1911
© Harwichand Dovercourt.com



▲ Trinity Cottages, Dovercourt, taken in 2019 by Trinity House



Town Council, they underwent a major restoration in the 1980s. They are still standing today and are believed to be the only remaining pair of iron leading lights in England.

Trinity Cottages, purpose-built in 1863, is a terrace of four keepers' cottages close to the Dovercourt leading lights. The cottages had a direct line of sight to the two lighthouses from their rear windows. Fronks Road, once called Franks Lane in late Victorian times, was originally named after Sir William Fraunks, a notable 13th-century local merchant, landowner and shipowner recorded in local court rolls.

The land upon which Trinity Cottages stands was purchased by Trinity House in April 1862 from Henry Lee & Son. This building firm was

▲ Original Trinity House drawing of Trinity Cottages, circa 1955, showing the WC at the bottom of the large gardens



▲ Beach Road showing the extant Donkey House (Store) on the left of the photograph
© Harwichand Dovercourt.com

▼ Rear view of Trinity Cottages, Dovercourt, when occupied by tenants, taken in 2019 by Trinity House



instrumental in developing Dovercourt and was responsible for constructing the Harwich breakwater, deepening Harwich Harbour, and extending the sea wall, groyne and parade. They also built the terraced homes in Lee Road, Dovercourt, running parallel to Fronks Road.

Trinity Cottages were recognised in 1972 by Historic England and given

listed status for being of special architectural or historic interest. The protected status of a heritage property not only demands a certain level of care for the home, but also ensures that its maritime legacy remains intact.

The Store at the top of Beach Road was also Grade II listed and was originally part of the Trinity Cottages plot. It was familiarly known as the 'Donkey House' in connection with the local tourist attraction of donkeys, known as the Dovercourt Saints, that offered rides along Lower Marine Parade (colloquially known as 'Donkey Hill') for a few pence per person during the summer months.

Since the lighthouses were decommissioned in 1917, the cottages were no longer required for their original purpose. However, the cottages remained of value to Trinity House. Over the 160 years that they have been in Trinity House's possession, they have housed retired Trinity House staff, including former keepers, families in tenanted cottages, and one cottage was used as a Differential Global Positioning System base station, with a receiver aerial and equipment housed within.

When the decision was first taken to sell Trinity Cottages, plans were made to divide the title into four separate units. The private sales were completed during 2025 and 2026. These heritage homes will now begin the next chapter of their story, standing as a proud reminder of the important work carried out by the lighthouse keepers of yesterday, safeguarding shipping and seafarers through dangerous waters.

Futures Afloat: securing the future of maritime safety

Trinity House's landmark investment in two next-generation vessels marks a transformative moment for maritime safety, environmental response and the future resilience of the UK's critical shipping infrastructure.



For more than five centuries, Trinity House has played a vital role in safeguarding navigation around the coasts of England, Wales, the Channel Islands and Gibraltar. Today, that mission remains as important as ever. With around 90% of UK trade moving through ports, the nation's prosperity depends on safe, efficient and reliable maritime routes. Against a backdrop of increasing shipping density, evolving environmental requirements and ageing assets, Trinity House has launched one of the most significant fleet renewal programmes in its recent history: Futures Afloat. The programme will deliver two new state-of-the-art multi-function tenders to replace the long-serving THV *Patricia* and THV *Galatea*, ensuring Trinity House can continue to provide a world-class aids-to-navigation service for decades to come. Futures Afloat was established to build upon Trinity House's seagoing capabilities, enhance its support to the maritime community and invest in the future safety of shipping and seafarers.

Rising to a growing challenge

The shipping lanes of the English Channel and Southern North Sea are among the busiest and most economically important waterways in the world. Every day, thousands of vessels rely on Trinity House's network of buoys, beacons and lighthouses to navigate safely.

However, maintaining this vital infrastructure has become increasingly challenging. Trinity House's existing vessels have exceeded their original design life and, while they have continued to perform admirably, the organisation has recognised that relying on ageing assets is no longer sustainable.

Declining vessel availability, increasing maintenance requirements and growing operational pressures have highlighted the need for investment. The challenge is not simply replacing ships; it is ensuring Trinity House retains the capability to respond quickly, operate effectively in demanding conditions and continue protecting lives, trade and the marine environment.

Futures Afloat is Trinity House's answer to that challenge — a long-term investment in resilience, capability and national maritime infrastructure.

Choosing the right partner

A project of this scale required a rigorous procurement process to identify a partner capable of delivering the quality, innovation and reliability that Trinity House demands.

Following a competitive tender exercise, the contract was awarded to VARD, an internationally recognised shipbuilder with extensive experience in the design and construction of highly specialised vessels, owned by the Italian Fincantieri Group.

Trinity House highlighted VARD's technically robust proposal, strong commitment to UK content and excellent value for money as key factors in its selection.

Damien Oliver, Trinity House's Senior Responsible Owner for the Futures Afloat ship replacement programme, said: *"We are delighted to be partnering with VARD to deliver the next generation of multi-functional buoy-handling tenders for Trinity House. These new ships will ensure we can continue to fulfil our statutory responsibilities efficiently and effectively for decades to come."*

"Following a rigorous procurement process, VARD has demonstrated the expertise, innovation and capability required to design and build vessels that will support our mission while providing high-quality accommodation and facilities for our dedicated mariners. We look forward to working closely together as this landmark programme progresses."

Iain Lower, Deputy Master and Chief Executive Officer of Trinity House, said: *"Following a highly competitive tender process led by the Futures Afloat programme team, I am pleased that we have awarded the contract to VARD, a world-class shipbuilder with an outstanding reputation for quality and innovation, to deliver these vital new vessels."* 

“The replacement of our ageing fleet represents a significant investment in the future of Trinity House and the safety of those who rely on our services. These ships will enhance our ability to provide a reliable, efficient and cost-effective aids-to-navigation service, ensuring we continue to support the safety of mariners and the resilience of the maritime sector more generally for generations to come.”

Cathrine Kristiseter Marti, CEO of VARD Group, said: *“After a long and thorough process, we are thrilled to have been awarded the contract to renew Trinity House’s capabilities*

to maintain and modernise crucial marine infrastructure in UK waters. Their work is important, and VARD is looking forward to continuing the collaboration through developing maritime competence across borders. This is crucial for all partners involved.

“This contract truly emphasises the significant role VARD and our owner Fincantieri play in the future of the maritime industry. We thank Trinity House for the opportunity to be part of this and welcome them as a customer to VARD.”

The award provides confidence not only through a fixed-price design-and-build arrangement and robust governance structure, but also through VARD’s reputation for integrating advanced technologies into vessels specifically engineered for challenging operational environments.

For Trinity House, selecting the right partner was critical. These vessels are expected to serve the organisation and the wider maritime community for at least the next quarter of a century, making reliability and future adaptability central considerations throughout the procurement process.

Ships designed for the future

The new vessels will be far more than replacements. They represent a fundamental step change in capability.

Designed as highly flexible, multi-functional platforms, the ships will support Trinity House’s core responsibility of maintaining marine aids to navigation while also providing enhanced endurance, greater operational availability and wider weather operating windows. This means crews will be able to complete missions more

efficiently, minimise service interruptions and respond more effectively when urgent interventions are required.

The vessels will incorporate modern hybrid propulsion technology and advanced ship systems that reflect the changing needs of the maritime sector. They are being designed not only to meet current environmental regulations but also to accommodate future innovations, including the potential adoption of zero-emission fuels as those technologies mature and become commercially viable.

The result will be a fleet capable of supporting Trinity House’s mission well into the future while remaining adaptable to technological and regulatory developments that cannot yet be fully predicted.

Putting people at the heart of design

While operational capability is essential, Trinity House has been equally focused on the well-being of the people who serve aboard its vessels. The existing ships were designed and built during a





very different era, before many of today's workplace and welfare standards became commonplace. Futures Afloat therefore places crew experience at the centre of the design process.

The new vessels will feature significantly enhanced accommodation, reduced onboard noise and vibration levels, improved communal facilities and a more inclusive living and working environment. These improvements are intended not only to enhance day-to-day quality of life onboard but also to support recruitment and retention in an increasingly competitive maritime employment market.

For seafarers who often spend extended periods at sea maintaining critical navigation infrastructure in all seasons and weather conditions, the investment sends a clear message that their contribution is valued. By creating a safer, more comfortable and modern working environment, Trinity House is investing in the people who make its mission possible.

Beyond navigation: a national maritime asset

One of the most exciting aspects of the Futures Afloat programme is the versatility of the new vessels. While their primary role remains the maintenance of aids to navigation, the ships have been designed with additional capacity and flexibility that will enable them to support a wider range of maritime activities.

This includes the ability to work alongside public-sector partners on environmental response operations, hydrographic projects, maritime security activities and other government missions when required. Their enhanced capability transforms them from specialist support vessels into flexible national assets that can contribute across a range of maritime priorities.

In an era where collaboration and resilience are increasingly important, this broader operational capability represents significant value for both Trinity House and the wider public sector.



Delivering meaningful environmental benefits

Environmental responsibility is another cornerstone of the programme.

The shipping industry is undergoing a profound transition as organisations seek to reduce emissions and support national and international decarbonisation goals. Trinity House has ensured its new vessels will play a leading role in that transition.

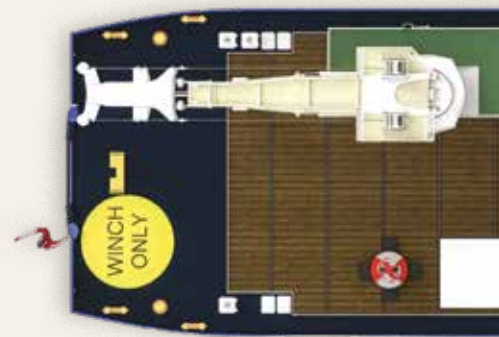
The hybrid designs are expected to significantly reduce fuel consumption and emissions throughout their operational lives. Trinity House estimates the vessels could reduce carbon emissions by approximately 90,000 tonnes over their lifetime while virtually eliminating many of the noxious exhaust

gases typically associated with older vessel designs.

Importantly, the ships will not simply meet today's environmental expectations. Their design philosophy embraces future readiness, ensuring they can adapt as cleaner fuels, alternative energy systems and emerging maritime technologies become more widely available. This forward-looking approach aligns closely with Trinity House's commitment to protecting both mariners and the marine environment on which they depend.

Meet VARD: the shipbuilder behind the vision

At the centre of the project is VARD, one of the world's leading designers and builders of specialised vessels.



Part of the Fincantieri Group, VARD has developed a global reputation for delivering advanced ships that combine innovation, efficiency and operational performance. The company describes shipbuilding as more than construction; it focuses on creating vessels that set new standards for efficiency, sustainability

We estimate the vessels could reduce carbon emissions by approximately 90,000 tonnes over their lifetime while virtually eliminating many of the noxious exhaust gases typically associated with older vessel designs.





and functionality through integrated design, technology and lifecycle expertise.

VARD's portfolio spans highly specialised sectors, including energy, security, fisheries, research and expedition vessels. The company has extensive experience designing ships capable of operating in some of the world's most demanding environments, from tropical seas to Arctic waters. Its expertise in integrating advanced technologies and customised solutions makes it particularly well suited to deliver modern, mission-critical vessels such as Trinity House's future fleet.

The shipbuilder also operates a network of modern shipyards across Norway, Romania, Vietnam and Brazil, providing substantial engineering, manufacturing and integration capabilities. This global experience, combined with its commitment to innovation and specialised vessel design, gives Trinity House confidence that the new ships will meet the demanding operational requirements expected of them over their decades-long service lives.

Fincantieri Oil & Gas S.p.A., a wholly owned subsidiary of FINCANTIERI S.p.A. headquartered in Trieste,

Italy, is the majority shareholder of VARD, with around 98% of the shares. FINCANTIERI is one of the world's largest shipbuilding groups and the only player active across all high-complexity marine industry sectors.

The Group is a global leader in the construction of cruise ships, naval vessels and offshore vessels, and stands out for its extensive experience in the development of underwater solutions, supported by an integrated industrial structure capable of managing and coordinating activities across the commercial, defence and dual-use sectors.

With more than 230 years of history and over 7,000 ships built, Fincantieri today has a production network of 18 shipyards operating worldwide and more than 24,000 employees.

Investing in the UK's maritime future

The benefits of Futures Afloat extend beyond the vessels themselves. The programme will create opportunities for apprenticeships, strengthen partnerships with universities and increase engagement with UK maritime industries.

Trinity House has also highlighted the potential for UK businesses to access VARD's wider supplier network, creating long-term opportunities across the maritime supply chain.

Future maintenance of the vessels will continue to take place in the UK wherever possible, helping to support domestic skills and expertise. As design work progresses and construction begins, the programme is already demonstrating how strategic public investment can generate wider economic and industrial benefits.

A platform for the next generation

Ultimately, Futures Afloat is about much more than two new ships. It is about ensuring the UK's maritime lifelines remain safe, resilient and dependable in an increasingly complex world. It is about equipping Trinity House with the tools it needs to continue delivering its safety-critical mission. And it is about preparing for the future, embracing new technologies, new environmental

standards and new ways of working. When the vessels enter service later this decade, they will represent the next chapter in Trinity House's long history of maritime excellence. More importantly, they will ensure that mariners, ports, businesses and coastal communities continue to benefit from a safe, reliable and efficient aids-to-navigation service for generations to come.

Forty years in the spotlight

From celebrating his 20th birthday on Eddystone Lighthouse to ringing in a 40-year career at Trinity House, Senior Lighthouse Maintenance Engineer **Nick Chappell** relays his story to **Sarah-Jane Lakshman**.

Q Nick, congratulations on 40 years! Tell me about how you first came to join Trinity House?

A I came to Trinity House on 12 May 1986 as a labourer in Penzance Depot which has since closed. I used to live at Sennen years ago, so I had always known about lighthouses, and the job came up and I thought *"I'll do it for a year or two and see how I like it"*. Well 40 years later, I'm still here!

Q What did you start off as?

A I started as a labourer. We used to do all the lighthouse keepers from Penzance depot. All the lighthouses were still manned in 1986, so you had three men on the station and three men off, so you technically had six men for a lighthouse. And for lightships, you had five men on station and five men off.

I joined Trinity at 19 years and 11 months. My first trip to a lighthouse was to Eddystone, where I celebrated my 20th birthday on station.

Q How did you find this kind of career in the early days?

A It was different, it wasn't something I was used to. You had to cook for yourself. You shared a room with two other men in what were called the banana bunks—owing to their shape. And you finished work, but you were still at work, do you know what I mean? You couldn't go home or go down the pub or go to the football match or something like that. You were there until the helicopter came and picked you up 10 days later.

Q Tell me about how your career has changed over the years.

A After starting as a labourer, I became a Lighthouse Support Member, then Senior Support Member, Team Leader and eventually Senior Technician. It's one of the most interesting jobs that you can have in Trinity House as you don't know where you're going to be from day to day.



Work as a Senior Lighthouse Engineer

Q What does your work involve day to day?

A Most of my work involves helicopter operations and logistics. Different departments in Trinity House come to me for advice on how to carry out helicopter operations. I have worked on a lot of helicopter operations and last year alone I did five trips to Skerries Lighthouse. I find it

worthwhile. Alright, you do get your bad days, but most of the time you're away from the office and you can get on and do what you need to do.

Q You've done quite a bit of work with film productions on site, tell me more about that.

A Yeah, I've done film shoots. Martin Clunes and Toyah Wilcox are two that spring to mind. They come down with their crew, and we would then brief them on what they can do,

what they can't do. We would get them all suited up in survival suits, show them the briefing video and then fly them out. Martin Clunes was funny, I got out the helicopter, he got out and I went to get his bags out of the back and turned round to find he was gone. I didn't know where he was, then I saw he was down on his hands and knees! It turned out he didn't like heights. He's six feet, six inches, on top of Bishop Rock Lighthouse, and he walked on his hands and knees to the ladder!



◀ Nick and actor Martin Clunes while filming Islands of Britain

Q Has life on station changed much?

A Yes! When I joined Trinity, there was only one phone per lighthouse and one phone line for Wolf Rock, Bishop Rock, Longships, Round Island and Eddystone. Having just one phone line for five stations was tricky. When my kids were small, you would try to phone up, but somebody else was always on the phone. When you did eventually get through, my kids had gone to bed!

Nowadays, the guys have mobile phones and FaceTime. They can actually see and speak to their families face to face. It's completely different. Back then there was no internet either. You just had your TV on the lighthouse and that was it. So if somebody was watching the World Cup and you didn't like football, you'd have to go to your room and read a book! 📖

Life on station

Q What does it take to succeed in a role like yours?

A You need to be a team player. It's no good being a solo person because you will struggle. Especially if you're on a job for 21 days, you need to be able to mix in and not be a loner as such, you know? We all have our lives away from work and when you're stuck on a lighthouse and you get a phone call that something's happened and you can't get off, you need someone to talk to.

Q How do people spend their downtime on station?

A I do quite a bit of photography so I take my camera stuff with me. Years ago the lighthouse keepers would make ships in bottles, but they don't do that anymore. I've been to Round Island with a painting contractor and he brought out his saxophone. I have been to another land-based lighthouse, and I thought I heard thunder. I went down into the basement and one of the engineers had brought his drum kit with him. On island stations you can at least have a walk around, but on tower lighthouses like Wolf Rock, Longships, Eddystone, Smalls you can either go up the top or down the bottom. You really can't get away from people—it's part of the job. I have probably spent more time with my work colleagues than with my family over the last 40 years. They become your family.

Q What is the cooking situation like?

A We normally take it in turns to cook a roast for everyone. That's something you look forward to because there's nothing better than a nice bit of roast beef or roast pork at the end of a hard day's work on a project. It's nice if you've got somebody who's a good cook. Jamie our Lighthouse Maintenance Engineer has been all over the world on holiday and he carries his own spice box. He's got his own ingredients and knives. We also have Ian our Lighthouse Maintenance Engineer on the Welsh coast who does a number one hot curry.



▲ Nick celebrating at Round Island Lighthouse

Stories from the job

Q What has been the strangest thing to happen on station?

A One summer we were on Longships and we had the bottom door open to get some air to circulate up through the tower. The three of us were in the kitchen with the door shut when there was a knock at the door. I looked at the guy on my left, I looked at the guy on my right and I thought: *"Well, there's only three of us so who's banging on the door?"* So we just said, *"Come in?"* And there were three girls there! They were part of the Antarctic Survey and had canoed out from Sennen. They asked to use the toilet, had a picnic and then they came back the next day with some fruit and some newspapers for us.

Q Have you ever experienced anything unexplained?

A There was supposed to be a ghost on Longships years ago, hundreds of years ago. I was on station and we were doing the automation. We had a lighthouse keeper who would work from midnight until six in the morning, so we would get up and take over from him at six o'clock. We'd keep a visual for fog, put on the fog signal if needed and we would go on until midnight. At 10 o'clock one night I thought: *"I can hear footsteps"*. I just thought the lighthouse keeper must be getting up a bit early. The toilet is down in the bottom, and I heard the footsteps go down, then I heard the footsteps go back up. I thought, that is strange he didn't come in the kitchen and say *"I'll be there in half an hour or something like that."* I went into the bedroom and both of them were fast asleep.

When he did come down, I said, "Did you get up, Harry?" He said, "No, didn't get up in the night." So I don't know where those footsteps came from...

Q What has been your proudest achievement?

A Well, I'm still here after 40 years, that's an achievement I would have thought! Actually, yes. I was on Longships and I saw the dive boat come up and drop off six divers. We were all working up on the helipad at the time, and I saw these three orange sausages come up which are connected to the divers, but these three popped up behind the boat about half a mile down. The boatman couldn't see them, and I was 100 foot up looking down. We decided to call the boatman up on the radio and asked if he was missing three divers. He turned the boat round and we guided him in by radio to where the divers were. The next day he came out with 24 cans of beer for us which was quite nice.

Another time, one of our own Senior Technicians from St. Just came back from Pendeen, and I was asked to take him home because he was feeling unwell. Being a first aider you start asking these questions: "Have you had your tablets today? Have you eaten and had plenty to drink today?" You're eliminating the stuff as you go. As I was getting closer to Penzance, he was sweating really badly. I said: "Are you all right?" He said: "I'm feeling really faint. I've got pain in my arm." I drove him straight into Penzance Hospital. Probably six weeks later, he phoned me up. He said: "I'm really sorry, but I want to thank you for saving my life. If it wasn't for you diverting to the hospital, it may have been a different outcome."

Looking back

Q Do you have a favourite lighthouse?

A I think Eddystone would probably be my favourite lighthouse, because that was the first one I went to and had my 20th birthday on. The best birthday present I had was up at Bardsey when I was up there for three weeks during the automation. We had some of the senior managers coming out and they brought a cake and sang happy birthday. While we were busy having tea and cutting the cake the local boatman heard about it and brought up three lobsters and three crabs which was a nice birthday present!

Q How has Trinity House changed over the last 40 years?

A Obviously, lighthouses have changed. Mercury has been removed and the rotating optics have been replaced with the fixed lights. Manpower has

changed due to technology and automation. We had a big group of staff, but now we're just under 300. You no longer need lighthouse keepers. You used to go out twice a year to change the lamps but now some of them have a 10-year life! In my time, there have been six Deputy Masters. When I joined, the Duke of Edinburgh was our Master, and now we have Her Royal Highness The Princess Royal, so lots of changes have happened over the years.

Q What advice would you give to a new starter?

A Listen to the people that have been there before you, because they've got the experience. When I first came in, they were telling me what to do. Now, I've been here for 40 years and I've got my own staff and I'm telling them what to do. I've been with Trinity for 40 years, so what the guys were telling me back in 1986 is what I'm telling guys now.

I've been with Trinity for 40 years, so what the guys were telling me back in 1986 is what I'm telling guys now.







Pendeen Lighthouse optic shines once more

Hear from the Trinity House voices responsible for getting the Pendeen optic from the workshop to the Republic of Korea's National Lighthouse Museum.

Pendeen Lighthouse has watched vessels pass along miles of rugged shoreline in England's south since 1900—a concrete rubblestone tower crowned with a first-order Chance Brothers optic.

The rotating lens, made up of eight panels encircling a lamp that exhibited a group of four flashes every 15 seconds, remained in operation until 2023. It was at this point that Trinity House undertook a large-scale project to modernise the aid to navigation. Part of this project included the removal of mercury from the site—a significant achievement that resulted in the removal of the optic in 2025.

However, this was far from the end for the Pendeen optic.

An invitation arrived from the Republic of Korea to exhibit the optic in its new National Lighthouse Museum in Pohang—a space dedicated to showcasing the architecture, history and stories of lighthouses and their keepers.

In April 2025, a 10-year loan agreement was signed by the Director General of Maritime Affairs (Ministry of Oceans and Fisheries) and Deputy Master Rear Admiral Iain Lower.

A dedicated team within Trinity House was assembled to prepare the optic for transportation and display.

Nicholas Sharrock, Field Operations Technical Manager, writes about the arrival of the optic at Trinity House's Swansea Depot following its removal from site: "Upon the arrival of the

Pendeen optic at the Swansea Depot, it was unpacked and assessed for any damage that might have occurred during transport. The optic itself was in good condition—albeit tarnished after its years of service at the lighthouse.

"A team of representatives from the lighthouse museum in South Korea would be on site to assess and measure the optic so that an appropriate plinth and exhibition stand could be manufactured before delivery. The optic was assembled in the fabrication shop to allow the

team to conduct a 3D scan of the structure and for Sam to fabricate a new top ring, which had been lost during storage.

"Following this visit, and after conversations with members of the leadership team, it was decided that the optic should be restored prior to its impending

shipment to South Korea. Refurbishment of the metalwork and repairs to chips in the optic glazing would need to be undertaken before the optic was packed and shipped. It was also time-sensitive, as a contingent from the lighthouse museum would return to site to see the optic fully assembled and restored before it was disassembled and packed for shipping.

"I enlisted the services of an external company to polish the gunmetal. However, after two days on site, they had only managed to complete four pieces of the optic. We still had another 12 pieces to complete, and the additional cost was nearly £15,000 above the initial estimate. 

“What followed was a busy three weeks of in-house cleaning and polishing work by me and the team at Swansea, along with two visits from Miles from Glasstec to repair the glazing chips.

“Four crates were purchased and the optic was securely packaged among some of the most expensive foam I have ever seen, along with enough polystyrene balls to fill a Mercedes Vito to capacity.

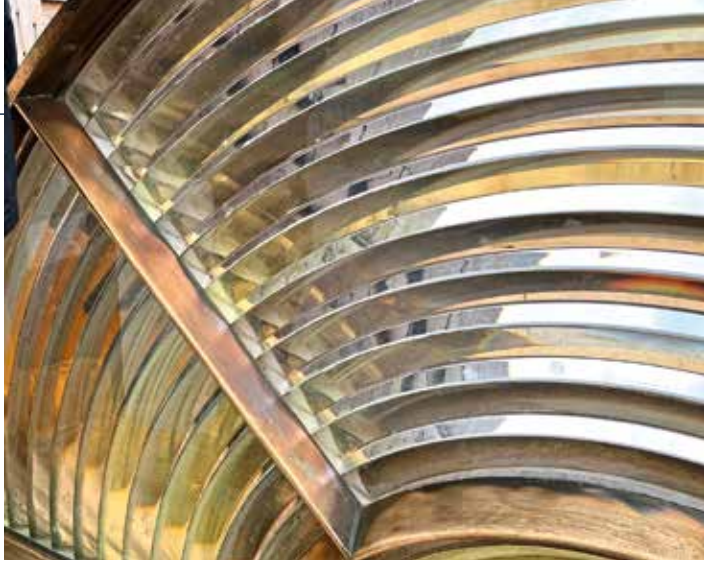
“We completed the task just in time for the haulage company to collect the optic and transport it to the port, where it was containerised and shipped to its destination.

“It was an excellent experience, and it was fantastic to see the finished article arrive and be assembled in South Korea, restored to its original state. It makes me proud to work for an institution that honours its heritage in such a positive way.”

Restoring the optic

Sam Longhurst, Field Operations Fabricator responsible for the repair works to the optic, reflected on the project: “When the Pendeen optic job originally came through the fabrication shop doors, it was readily accepted. There were essentially two elements to take on: firstly, the fabrication of the optic’s base ring out of steel, and secondly, the repair of the original bronze top ring, which was missing a section altogether.

“Starting with the base ring, the first issue encountered was obtaining the correct footprint of the optic frame itself. This was eventually achieved with the help of **Chris Harbour** in the Design team, who managed to export the dimensions from an old archived drawing and compile a cutting file that could then be programmed directly into Swansea’s CNC profile cutter.



▲ Close up of Pendeen lens

“This had to be made in two halves, given the large scale of the ring itself and the size limitations of the cutter bed. It was then simply a matter of rebuilding the optic (again) to obtain the fixing holes to be drilled, as these were not included on the archived drawing.

“Next was the more complex task of repairing the existing top ring, which was missing approximately 300 millimetres of material. However, after much research and testing of the optic frame material, a suitable match—lead gunmetal bronze (LG2)—was identified and a piece was eventually acquired.

“It was then worked into the required shape of the missing element, and finally TIG brazing was undertaken in situ so as not to lose the critical fixing points joining the top ring to the optic panels.

“This was particularly difficult with regards to controlling the heat-affected zone (HAZ), which can result in issues such as potential cracking. However, after a little patience (and some hair pulling), the end goal was achieved.

“Overall, it was a nice little project to be part of. I especially liked the nostalgia it brought back from when I was blacksmithing many moons ago and restoring old and listed properties’ metalwork, while trying to be as sympathetic as possible to the original piece. I also enjoyed the investigative element and the opportunity to learn on the job.

“I must say as well that, on every visit the Korean delegation made to Swansea, they would bring a treat of some description for everyone. As such, I thought it was a good opportunity to try to develop my skills on the profile cutter by producing a Trinity House logo gift, which we then placed in one of the crates before the optic was transported to South Korea.”

Reassembling the optic in Pohang

Once the optic arrived safely in Pohang, Field Operations Engineers **Cameron Davey** and **Lewis Pullen** travelled to the National



Lighthouse Museum to reassemble the optic for display. Cameron writes: “Back in May this year, Lewis and I were given the once-in-a-lifetime opportunity to collaborate with the Ministry of Oceans and Fisheries to reassemble the Pendeen Lighthouse optic.

“After its long-awaited arrival, assembly was completed within just a few days.

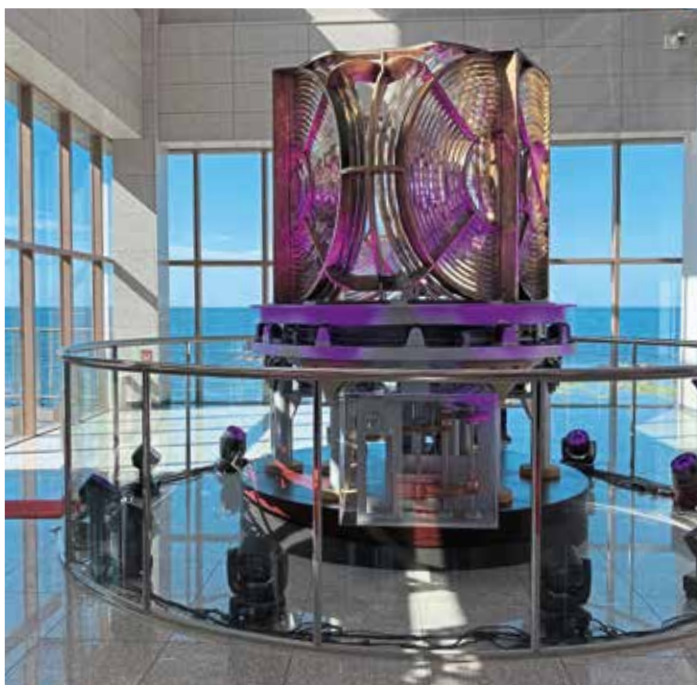
“It was an unforgettable experience, beginning with our flight into Incheon International Airport in Seoul, followed by a five-hour journey east to Pohang, where we checked into our beachside hotel.

“The language barrier made little difference as we immersed ourselves in the culture, particularly through trying traditional Korean cuisine at a variety of authentic restaurants and visiting historic Korean temples.

“Building the optic came with its challenges, particularly as the installation was taking place inside a museum with marble flooring rather than in a traditional lighthouse lantern room.

“However, as a small team of engineers, we worked efficiently and completed the build smoothly, leaving the exhibition ready for its final touches ahead of the grand opening.

“The team we worked with gave us a fantastic welcome, ensured we were well looked after and, above all, made sure we enjoyed our time together.”



The Pendeen optic was illuminated for the first time on 15 July 2026 as part of the 2026 World Marine Aids to Navigation Day celebrations.



Engineering a life at sea

Third Engineer **Jessie Traer-Goffe** sits aboard THV *Patricia*. The Swansea-bound vessel is in South Portland, and a buoy can be heard ringing in the background. As the crew prepares to start the journey around Land's End, Jessie tells Digital Engagement Lead **Sarah-Jane Lakshman** about life on board.



Q Jessie, you are one of our engineers on board THV *Patricia*—tell me about your role!

A I'm a third engineer on *Patricia*'s starboard watch, but I have been acting as a second engineer for the last six months. My role is to assist the Chief Engineer in running the engine room. This mainly involves the day-to-day maintenance of the vessel, managing the engineers' time and liaising with the electrical department and the bridge to keep the vessel running.

Q What drew you to a career at sea?

A At school I liked science. I was looking at different engineering disciplines and thought, "What's the biggest thing you can work on?" And the answer to that is a very big ship!

I lived in Cambridgeshire at the time—nowhere near the sea—and I was doing my A-levels. I got the grades I wanted and went to Newcastle University, where I did a degree in marine technology with a speciality in marine engineering.

I really enjoyed it, and as part of that I was interning for companies shoreside. I'd spent so much time looking at ships on a computer, so I decided I'd like to go to sea for a bit.

I applied for a cadetship and did an accelerated programme. Most cadets go back to college, but I already had the qualifications. I thought: "I'll just do this for as long as I find it interesting." And I just kept finding it interesting!

Q How did you first find out about Trinity House?

A Through the cadetship. My cadetship was unusual because it was during COVID—it was only me and one other person in a workshop. Workshop time lasted for three months before I went to sea for about 10 months. Most cadets work over three years, but my training was about 18 months in total.

When I worked for the Royal Fleet Auxiliary, we'd see Trinity House out and about. I saw a job opportunity come up and thought: "Well, it's a similar environment to what I'm in now, just on a smaller scale." That's what I was looking for. I didn't like walking onto a ship of 180 people and knowing no one—it's quite intimidating. The shorter trips being offered were also an advantage. I applied for the third engineer role and came to Harwich for an interview. THV *Patricia* was alongside at the time and I thought: "Cool!"

Q What does a typical day at sea look like for you?

A The days are always different! Usually, I start work at eight o'clock and have a meeting with the team. We'll have a chat, see if anything has happened overnight, discuss what the priorities are and start from there.

That could involve undertaking planned maintenance or breakdown maintenance—we always have a list of defects that we're trying to get through. At the moment, we have contractors on board carrying out a 10,000-hour engine service. We're liaising with them and checking they're on track. We check in with different departments, see if they have any problems and then work through those issues.

Q How have you found acting as a second engineer?

A It's been good—sometimes it's been a lot! As soon as I joined the vessel, my line manager said: "Go do your seconds and see where it goes."

I did my seconds last year, which involved three months at college. The first trip back, I was acting as second engineer for a week. I have a really good relationship with everyone on board—the crew is very supportive. We've experienced big things recently. We were in dry dock for the first couple of trips, and then there was the refit—that was the first one I'd been involved with. To experience that for the first time, and as a second engineer too, was a lot to take on! There were a lot of people to manage, but it was very interesting.

Q What are some of the engineering systems you and your team oversee on board?

A Think about ship systems as being split into three separate areas.

You've got the main propulsion generation that makes the ship move through the water. That includes the engines producing electricity that drives the motors to move the propellers, as well as the compressors, pumps and cooling systems that support them. Then you've got everything on board for the people—hotel services, boilers creating hot water, sewage treatment plants and refrigeration systems. The third area is the deck machinery—anything that allows THV *Patricia* to carry out buoy work. We have our cranes, towing winch and deck hydraulics.





Q How different is maintaining these systems at sea compared to on land?

▲ Jessie at work

A The first difference is the remoteness. On land, you can get someone in if you can't cope with a problem. We can do that, but when you're at sea, you've got to mitigate that problem in the meantime. You've also got to think about a problem in the context of a ship. You can't always turn something off, even if it's a small thing.

Yesterday, we were on standby coming out of Southampton when we found out about a water leak on deck from our freshwater system. The only way to isolate that was to turn off all the water to the vessel, which I couldn't do because the catering department was cooking.

So I asked: "Is the water going to hit anything dangerous?" We'll talk to the catering department, we'll let the deck department get us out of Southampton Water—it's about managing the situation. It was a five-minute job to stop the water. It's knowing that what you do impacts other people.

Q What is it like working aboard a ship of THV Patricia's age?

▼ Jessie with fellow crew

A In some ways, it's great fun because everything is very mechanical. As an engineer, it means you can see what you're doing, and it's easy to identify a problem. It's not like the problem is a programming issue that gets fixed by a programmer ashore. Here, you can open a piece of equipment up and see what's wrong. That's the best bit about working on an old ship.

The challenge is information: who knows what anyone has done, and who knows what's original? There's so much information that isn't digitalised.



Some of the drawings are massive and printed on tracing paper that you have to fold out onto the wall to look at. The different systems can break, and a lot of them are very old—trying to find information about them is quite difficult.

Trying to find spare parts can also be challenging. I'm emailing companies who tell me that a specific pump spare part stopped being made 10 years ago and doesn't exist anymore. We have to find workarounds.

Q How do you prepare for equipment failures proactively?

A That's where our planned maintenance comes in. It's a mix between that and good watchkeeping.

Each day, one of the engineers will carry out a full set of rounds of the vessel in the morning and evening. We keep an eye out for anything going wrong. If you're walking up the funnel and you can hear the belt squeaking on one of the fans, you'll look into it. Good watchkeeping practices catch things before they go catastrophically wrong.

Q How does the crew maintain morale when you are at sea for long periods?

A I've been on this watch for three years—I've been with the same team throughout that time. People come and go, but everyone knows each other's names—everyone talks to each other.

We have social areas on the ship—there's a bar, a lounge and, as the engineering department, we like to watch box sets of TV together. When we're alongside, we'll go out to dinner or have a bit of downtime and talk about life.

Q What advice would you give someone considering engineering at sea?

A Just try it! With a cadetship or an apprenticeship, it's low risk and high reward. We get a lot of cadets through, and the ones who are curious and want to learn things do well. This role has made me quite confident and resilient. I work with a lot of different people in a lot of different environments, and I like high-pressure situations. Knowing I can do it has been a real confidence boost for me. I like working for Trinity House, and I like working with all my crew!



How to order

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



Trinity House Calendar 2027

Celebrate the legacy and beauty of Trinity House with the 2027 Calendar, featuring a stunning selection of photographs submitted to our annual Photography Competition.

Each image captures a unique aspect of our vital work—majestic lighthouses in dramatic settings, the capability and dedication of our vessels.

This year's calendar includes beautiful images of Godrevy, Longstone and an unusual image capturing Beachy Head and Belle Tout lighthouse. Beachy Head

Lighthouse was built in 1902 to replace the decommissioned Belle Tout Lighthouse that was abandoned due to being frequently shrouded in mist and threatened with collapse from cliff erosion.

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

**Prices from £11.50
(excluding postage).**



Godrevy Lighthouse
by Simon Smith



Strumble Head
Lighthouse by
Elizabeth Mason



Longstone Lighthouse
by Chris Clayton



Flamborough Head Lighthouse
by Steve Robinson



Peninnis Lighthouse
by Stephen Green



From lighthouse explorers to the Travelling Pharology Archive

What happens when maritime heritage is interpreted not only through towers, lenses and engineering achievements, but through the stories of the people whose lives they have touched?

My name is Annie Spencer, and I am a heritage researcher and practitioner with a particular interest in lighthouses, lighthouse communities and the stories that connect people to place.

For the past several years, I have run Lighthouse Explorers, a community project dedicated to making lighthouse heritage more accessible and bringing people together through a shared interest in maritime history. Through organised group visits,

digital storytelling and online content, Lighthouse Explorers has taken visitors to lighthouse sites across England and Wales, creating opportunities to explore Britain's rich lighthouse heritage.

At the heart of Lighthouse Explorers has always been the belief that heritage benefits from participation. The Travelling Pharology Archive has grown directly from this approach.

The Archive is a community-generated heritage project that collects and shares memories, photographs, documents and objects connected to Britain's

▲ The group near Beachy Head Lighthouse

lighthouses. Contributors include lighthouse keepers, engineers, family members and others whose lives have been connected with lighthouse communities.

The project reflects wider developments across the museum and heritage sector, where increasing emphasis is being placed on community participation, lived experience and shared authority. Alongside the history of lighthouse engineering and navigation, the Archive considers the people who maintained these sites, lived



alongside them and developed lasting connections with them.

Rather than existing as a traditional archive in permanent storage, the project takes the form of a travelling pop-up exhibition that visits museums, heritage sites and community venues around the United Kingdom. Through photographs, archival material, oral histories, objects and live interpretation, it provides opportunities for visitors to engage with lighthouse heritage in different ways.

Alongside the display, I interpret the collection through the character of 17th-century engineer Henry Winstanley, whose work on the first Eddystone Lighthouse provides an accessible starting point for conversations about lighthouse history.

The Archive made its public debut on 18 July 2026 at Trinity Buoy Wharf, where it was displayed on the first floor of the lighthouse. It was an appropriate setting for the first outing, bringing the project into a working heritage environment with a steady flow of visitors throughout the day.



▲ The archive in situ

The exhibition was organised around the theme of community across four sections. One explored Newhaven Lighthouse through photographs and research into the skateboarders and fishermen who have developed their own relationship with an otherwise inaccessible site.

Another presented an oral history interview with Ed Peppitt, who cycled to every lighthouse in England and Wales, demonstrating how personal journeys can become part of lighthouse heritage.

A third section drew on material from the Trinity House archive, including historic maps of the Harwich lighthouses, technical drawings and published research, placing contemporary stories alongside historical records. The final section consisted of a small reference library containing books including *Sentinels of the Sea*, Ed Peppitt's *The Beacon Bike* and Gerald Butler's *The Lightkeeper*, encouraging visitors to explore the subject further.

Alongside the Archive, I was also dressed as Henry Winstanley, the engineer, inventor and designer of the first Eddystone Lighthouse. Winstanley is one of the most colourful figures in lighthouse history, and he proved to be an excellent way of drawing visitors into that world. The event also reinforced one of the

central ideas behind the project. The personal collection, as well as the interpretation of the collection, helped to break down walls between visitors and the heritage on display.

Many shared memories of lighthouse visits, family members who had worked at sea or favourite coastal places. These conversations are becoming part of the Archive itself, allowing the collection to develop through public participation rather than remaining fixed.

The Travelling Pharology Archive also forms part of my MA research in Cultural Heritage Studies at University College London. My dissertation, *How can a community-generated travelling lighthouse archive contribute to the presentation of maritime heritage within museums?*, uses the project as a case study to examine how community-generated collections can contribute to museum interpretation and public engagement.

Following its debut at Trinity Buoy Wharf, the Archive travelled to Harwich Maritime Museum on 15 and 16 August 2026, where it continued collecting stories and exploring how visitors engage with this approach to interpreting lighthouse heritage.

The project is continuing to seek contributions from former lighthouse keepers, engineers, family members and anyone with photographs, documents, objects or memories connected to Britain's lighthouses. As the Archive travels, these contributions will continue to shape its development, ensuring that alongside the history of the towers themselves, the experiences of the people connected with them are also recorded.

▼ Winstanley outside Trinity Buoy Wharf





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.

Scotty's – The Military Bereavement Charity

Highlighting another charity that we are proud to support, Scotty's founder Nikki Scott describes how support for bereaved military children has grown into a charity for the wider Armed Forces community—and why anyone affected should know they don't have to face it alone.

When my husband, Corporal Lee Scott, was killed in Afghanistan

in 2009, our son Kai was five years old, and our baby daughter Brooke was just seven months old. Like many bereaved military families, we suddenly found ourselves trying to navigate a future we had never imagined. Alongside our grief came practical questions, worries about the children and a feeling that, despite being surrounded

by people who cared, there were some experiences that only other military families could truly understand.

As a mum, I worried most about my children. How would they cope as they grew older? Who would understand the unique challenges they faced as children bereaved of a military parent? Where could they turn when grief resurfaced at birthdays, school milestones and major life events? I couldn't find the kind of support I felt

bereaved military children needed so, in 2010, I started a charity—Scotty's Little Soldiers.

It began around my kitchen table with a simple aim: to make sure bereaved military children and young people had the chance to smile again, rebuild their confidence and know they were not alone.

Over the last 16 years, Scotty's has combined lived experience with professional expertise, learning from the families



▲ Scotty's at the Tower of London

we support and adapting to meet their changing needs. While grief changes over time, it doesn't simply disappear.

Military-connected bereavement doesn't end when childhood does. Research suggests that more than 100,000 people in the Armed Forces community experience bereavement each year. Greenwich Hospital-funded research by RAND Europe has also highlighted pressures facing Royal Navy and Royal Marines families, including loneliness, poorer mental well-being and the tendency to delay seeking support until reaching crisis point. It echoed something we've learned through our own lived experience at Scotty's: people often carry on because they feel they have to, but nobody should have to navigate bereavement alone.

The child who joins Scotty's at seven may still need support as they navigate university, become a parent or mark significant anniversaries years later. Partners, parents and siblings can also find themselves searching for support that recognises the

unique realities of military life. That learning has led us to our next chapter. What started as Scotty's Little Soldiers is now Scotty's, the military bereavement charity supporting and empowering anyone affected by military-connected bereavement. Children and young people will always remain at the heart of our work through Scotty's Little Soldiers, but we have begun extending support to adults too, enabling more members of the Armed Forces community to access help when they need it most.

We support people from all branches of the British Armed Forces community, whether their loved one was serving or a veteran, regardless of their relationship to the person who died or the cause of death. We also support those who serve or have served and are experiencing a bereavement of their own. If military-connected bereavement has touched your life, please know that Scotty's is here for you.

Over the last 16 years, I have seen extraordinary resilience in the people we support. I've seen young people build

lifelong friendships with others who simply understand, and adults find comfort in not having to explain the military part of their story. I've also seen the relief when people realise Scotty's can help them navigate entitlements after a death: pensions, housing and the practical matters that can feel overwhelming during an already difficult time.

Time and again, I have witnessed the power of connection. When people realise they are not alone, isolation begins to lift. Confidence grows. The future feels a little less overwhelming. None of this would be possible without organisations that choose to stand alongside bereaved military families.

Trinity House has been one of those supporters over the years, helping us provide dedicated support to Royal Navy and Royal Marines families within our community. Although Scotty's supports families from all Services, we are incredibly grateful for Trinity House's continued, year-on-year commitment to ensuring bereaved naval families receive the support they deserve. As we look ahead, our ambition is to empower a community of more than 25,000 people affected by military-connected bereavement by 2035. Yet the purpose at the heart of Scotty's remains exactly the same as it was around my kitchen table in 2010: making sure nobody in the Armed Forces community has to face bereavement alone.

If you or someone you know could benefit from Scotty's support, please get in touch. We'd love to hear from you.

Contact Scotty's:
Email: Welcome@scottys.org.uk
Website: www.scottys.org.uk
Tel: 0800 092 8571

Bristol Dockyards – Future Brunels

This is our first year supporting Bristol Dockyards (formerly known as SS Great Britain Trust), so we asked them to describe the work they are doing to engage young people on a number of fronts.

We at Bristol Dockyards were thrilled to be awarded a grant this year from the Trinity House Maritime Charity (THMC) towards our Future Brunels programme, which provides long-term STEM engagement for promising secondary school children in and around Bristol.

Formerly known as the SS Great Britain Trust, Bristol Dockyards is an organisation celebrating all kinds of maritime history, heritage, skills and people. Our famous historic ship still sits at the centre of our site, showcasing the pioneering design by Victorian STEM superstar Isambard Kingdom Brunel; but our recent name change means we can draw more attention to other areas of our work, like our all-important education programmes.

The Future Brunels Programme

Launched in 2011, the Future Brunels programme is a transformative, five-year journey that inspires secondary school students to engage with STEM and creativity in bold, hands-

on ways. Over a five-year period, each Future Brunel is released from their school schedule to take part in 36 immersive days hosted either by us on our historic dockyard site or by companies on their own sites through our corporate partnership programmes, allowing students to gain practical insight and experience of real-world STEM environments.

The programme is designed around five themes, taking inspiration from the multi-disciplinary talents of Brunel himself: scientist, polymath, magician, engineer and human being. This programme builds confidence, ambition and a lasting connection to STEM, especially for students who may not see themselves widely represented in these fields. With sustained mentoring and support across five years, our Future Brunels don't just learn about STEM; they begin to see a future in it.

At any one time, the Future Brunels programme supports 120 students aged 11 to 16. Each year group includes 24 students, selected from eight different schools, who stay together throughout their five-year journey. Typically, children of primary school age exhibit a natural enthusiasm and broadly positive attitudes towards STEM subjects, but following this there is a sharp decline, with unconscious biases and misconceptions understood to play a significant role. The Future Brunels programme supports children at a critical point, helping them keep STEM careers as a possibility.

Gender is a particularly important focus for us: women are still very underrepresented in STEM careers, and we want to help change that. Not only do we make sure to have a gender-balanced set of Future Brunels, but we

It is so much better seeing these things in real life than being told about them by a teacher. It's shown me a future career that I never thought about before. – Future Brunel



Introducing the Seafarer Pledge

A new national initiative is putting seafarers firmly back in focus, aiming to strengthen how the maritime sector and wider society recognise and support those who keep global trade moving.

The Seafarer Pledge sets out a clear ambition to ensure that seafarers are recognised, respected, valued and celebrated throughout their careers and beyond. The pilot and development phase was supported through funding from the Merchant Navy Welfare Board (MNWB), Trinity House and the Merchant Navy Association, all of which are also among the first signatories to the Pledge. At its heart, the Pledge is built on a simple but powerful principle: that those who work at sea should not sit at the margins of the industry they sustain. Seafarers underpin global trade, national resilience and economic prosperity, yet their role is often least visible

when everything is working well. The Pledge seeks to address this imbalance by creating a clear and shared framework through which organisations can demonstrate their commitment in ways that are both visible and meaningful. At its core, the Seafarer Pledge is a voluntary framework intended to translate intent into action. Rather than introducing unnecessary bureaucracy or rigid compliance measures, it has been deliberately designed to be accessible, practical and adaptable. It encourages organisations, including employers, ports, charities, training providers and service organisations, to reflect on their

relationship with seafarers and take practical, proportionate steps to strengthen support in line with their role and influence within the sector.

This includes improving welfare and well-being, strengthening career pathways, supporting transitions between sea and shore roles, and promoting a deeper understanding of maritime skills and experience. Just as importantly, the Pledge encourages organisations to think more broadly about awareness and culture: who within their organisation truly understands seafaring, where knowledge gaps exist, and how greater visibility and recognition can be embedded into everyday practice.



▲ On site at the Bristol Dockyards

also practise what we preach, demonstrating inspirational female STEM leadership through our all-female Education Team and female Ship's Conservation Engineer.

Activity days

Our company partners include many organisations which have large maritime engineering sections within their businesses. Hosted activity days have included looking at work

on submarines, investigating naval architecture, and surveying our own ship to see what would happen if our dry dock flooded (!). Recent activity days have included an exclusive hard-hat tour of areas of our site not accessible to the public, revealing insights into our historic ship's construction and the modern conservation techniques used to maintain and care for her. Students have also met the new Bridgemaster of the Clifton Suspension Bridge in Bristol (another of Brunel's most famous creations), who shared his engineering experiences to encourage the Future Brunels on their own STEM journeys.

Coming from a background with no professional influences, and no family having pursued higher education, the Future Brunels Programme really was my entry into early career progression. – Future Brunel Graduate

Dr Rachel Roberts, our Director of Education and STEM, commented: *"Seeing the students so engaged is a clear demonstration of the power of learning directly from practising engineers."*

While our Future Brunels programme is the focus of this grant, other educational activities across our organisation also explore maritime STEM themes. We distribute maritime 'activity boxes' about model boats and maritime navigation, and school workshops explore themes such as how exactly our *SS Great Britain* was built, what specialist nautical terms mean, and creative activities such as writing ship's log entries or crew diaries. Our newly refreshed main museum has a section focusing on the crew of the ship, and includes interactive knot-tying activities and displays of historic sail-making items.

Case study: Ollie-May
Former Future Brunel Ollie-May

faced a significant hurdle in her journey to becoming an engineer. Despite wanting to study Maths at A Level, her school initially refused to let her take the subject due to her GCSE grades. However, through the mentoring and industry experience we offer through the programme, she gained the confidence and evidence needed to successfully appeal the decision. She was eventually allowed to take Maths A Level the following year, enabling her to pursue Engineering at university. She is now studying engineering at Master's level.

This work simply could not happen without the support of grant-makers like THMC, as well as the companies that offer practical and/or financial support and our community of individual donors. We are always happy to welcome new supporters into the fold, so if you would like to discuss this possibility, please contact Caroline Halls (Development Manager) at supportus@bristoldockyards.org

The Pledge

We pledge to recognise and respect seafarers whose skill, professionalism and service sustain our way of life and connect us to the world.

Seafarers work globally, often far from home and under demanding conditions. Their actions underpin global trade, national resilience and the prosperity of our communities.

We honour the service, heritage and continuing importance of the Merchant Navy and those at sea, and pledge to promote safe, fair and respectful working environments founded on equality, teamwork and mutual support. Through this Pledge, we affirm the vital role of seafarers in global commerce and society, committing ourselves to enhancing their

dignity, opportunity, well-being and long-term prospects.

Putting the Pledge into practice

Recognising that signatory organisations differ in role, scale and influence, we will take practical steps, where we are able, to:

- improve seafarer welfare
- strengthen employment and career pathways
- support transition between sea and shore employment
- promote recognition of maritime skills and experience
- increase awareness of the value and importance of seafaring.

Each year, we will reflect on our progress, share lessons learned openly and seek to learn from good practice across the maritime community.

▼ Pledge roundtable event at Trinity House



Royal Alfred Seafarers' Society

We are proud to have supported RASS for many years; we asked them to write about the completion of a major project.

Nestled in the heart of Surrey, within reach of the Port of London, the Royal Alfred Seafarers' Society (RASS) has provided care, comfort and community to seafarers and their families since 1865. We understand the unique needs of ageing mariners, ensuring that the next stage of their voyage is lived with dignity, purpose and fulfilment.

Modern care in a modern home

Following a comprehensive, state-of-the-art refurbishment, funded through carefully built reserves, Belvedere House Care Home now offers exceptional facilities designed to deliver high-quality, person-centred nursing and dementia care tailored to the needs of seafarers. Uniquely, this care provision is co-located with our subsidised housing, creating a cohesive and supportive community.

The continued support of maritime charities and the wider maritime sector remains vital. It enables the Society to rebuild long-term resilience while maximising the number of seafarers and their

loved ones whom we can support, regardless of their financial circumstances.

Supporting more mariners

Since completing the modernisation of Belvedere House, the Society's focus has been on consolidation, steadily restoring occupancy and strengthening organisational resilience to ensure sustainable support for future generations of seafarers.

It has been heartening to see Belvedere House once again filled with life, alongside the return to full occupancy of our Weston Acres Housing. Alongside this recovery, we are delivering a structured improvement programme to strengthen our organisational model, enhance team capabilities and evolve our services.

These efforts are essential not only to meet changing regulatory and clinical demands, but also to respond to the growing need for dementia care. At the same time,

we are refining how we operate to ensure financial sustainability, strengthen resilience and protect the high standards of care on which residents and their families depend. Every improvement, whether in training, process or structure, is an investment in the dignity, safety and well-being of those we serve.

Our aim throughout is to ensure that the care ageing seafarers and their loved ones deserve remains available to them irrespective of their means. This is increasingly challenging in the current strategic environment.

The strategic environment

Like many care providers, the Society continues to operate within a challenging financial environment. While inflation slowed in 2025, salary costs continue to rise. Sector analysis indicates that cost pressures are driving sustained fee increases across the care market.

The average weekly fee for nursing care across Great Britain reached £1,696 in 2025—an increase of 8.3% year on year—driven largely by staff cost increases of 6.3%. In London, the average fee rose to £1,949 (up 8.2%), while in the South East it reached £1,848 (up 6.4%).





At the same time, growing pressure on local authority budgets is widening the gap between the true cost of care and publicly funded rates. Against this backdrop, the Society has worked hard to maintain fees below market levels.

Progress since 2023

The Society has made significant progress. Average annual occupancy has risen from 37 residents in 2023 to 57 in 2025. In 2025, the Society supported 80 seafarers and 19 Army and RAF veterans and their families. We were delighted to welcome 35 new residents during the year.

As is the nature of care, this joy was accompanied by sadness as we said goodbye to 29 of our wonderful residents as they embarked on their final voyage. Each of them leaves a lasting mark on our Society, and we were honoured to play a small part in their lives well lived.

In total, 502,474 hours of care were delivered in 2025, compared with 324,120 in 2023. Behind each of these hours lies a moment of compassion, dignity and reassurance delivered by our dedicated colleagues, whose commitment defines the character of Royal Alfred.

Sheltered Housing occupancy also increased from 15 to 21 residents, with total occupancy days rising from 5,475 to 7,300.

Financial performance reflects a strong recovery. Total income increased from £3.16 million to £5.26 million, with income from charitable activities rising from £2.7 million to

£4.93 million. The operational deficit reduced significantly—from £1.52 million to £105,608—while payroll costs fell from 98% to 74% of income, demonstrating improved efficiency.

Building on the refurbishment, which delivered 68 modern en-suite rooms and the Queen Elizabeth Memorial Lounge as a vibrant communal hub, we continue to enhance residents' independence and well-being. Digital tools, interactive screens and a new sensory room promote stimulation and engagement, while our Memory Café connects residents with the wider community and attracts local support.

The generosity of maritime charities and supporters has been instrumental in enabling this recovery, helping to restore occupancy, reduce the deficit and rebuild reserves.

More than care—a community

Royal Alfred is more than a care home; it is a thriving community rooted in shared experience. Co-located with the Society's housing, our lively café and bar provide a welcoming space where stories are shared, friendships are forged and maritime traditions are celebrated.

Set within 14 acres in Banstead, our peaceful grounds offer a calm and restorative environment designed around the needs of residents and tenants.

Central to this community is our commitment to engagement. By actively listening to residents, we ensure their voices shape daily life, from activities and dining to future

improvements. This resident-led approach fosters pride, ownership and a strong sense of belonging.

Growing and improving our services

Alongside rebuilding resilience, we continue to enhance our service offering. The introduction of a new sensory room, interactive screens and a 'magic table' has expanded opportunities for stimulation and engagement, particularly for residents living with dementia.

Combined with the additional communal spaces created during the refurbishment, these developments allow us to deliver more personalised care and enrich the daily lives of our residents.

In partnership with Surrey Heartlands, we have also launched a Memory Café, welcoming members of the local community living with memory loss and their carers, and providing a safe, supportive environment beyond our resident population.

Here for the journey ahead

Looking ahead, our approach is one of ambitious evolution. Following a review of changes in the care market, we updated our operating model in 2024 and aim to increase average occupancy to between 60 and 64 residents over time. Our target for 2026 is 60, with an ambition to reach 63 by 2027.

We will also continue to strengthen our dementia care provision, including a planned fundraising campaign to introduce sleep technology designed to support residents experiencing distress or disrupted sleep. Having invested in the future, Royal Alfred is well placed to meet the growing demand for specialist nursing and, particularly, dementia care. Our safe haven will continue to provide a true "home from home" for seafarers and their loved ones, delivering high-quality care within a unique maritime community. We remain a charity with heart, committed to ensuring that exceptional care remains accessible to those who have served at sea, regardless of their financial circumstances.

Anchored in a proud legacy of service, Royal Alfred stands ready to support mariners and their families through the next chapter of their lives.

www.royalalfredseafarers.co.uk

REGIONAL GRANT SUPPORT

Seaview Sailing Trust

It will be a surprise to many readers that most children on the Isle of Wight have never sailed a boat. Some have never even been to the beach. The Isle of Wight is globally famed as a sailing paradise, but island children rarely get to take part.

The Seaview Sailing Trust was set up in 2022 to address this. The Trust works with local primary schools to offer free sailing lessons to children in Year 5 (aged 9/10), incorporated into their school curriculum. Through generous donations from the sailing community in Seaview and beyond, the lessons are provided free of charge, including bringing the children to the training in buses from across the island.

We decided right from the start that we wanted to go beyond 'taster sessions' to deliver a structured RYA sailing programme, with a full morning or afternoon of lessons each week during the school summer term. The children then finish the course with an official RYA sailing qualification and a certificate to show their friends and family.

The impact of this programme goes beyond sailing. When children come back for their sailing lessons week after week, something changes. Their teamwork improves. Their resilience grows. They become better communicators. They develop skills that children need for life. And the schoolteachers whose children we teach fully support this view.

We've seen children who can be shy and lack confidence at school become stars on the water, and they take that confidence back into the classroom too. Recently, we extended the provision of sailing lessons to include home-schooled children as well, who join classes with their peers, sailing Picos under professional instruction from RYA trainers.

There are so many stories of children who nervously climb into their wetsuits on their first day and are reluctant to jump into a boat, but qualify a few weeks later with their RYA Stage 1 or 2 dinghy sailing certificate, having won an informal race or two along the way!



The charity has been running for just a few years, but we've grown our provision to include all primary schools in the East and Central Wight area. In 2025, we delivered an amazing 4,446 sailing lessons to 723 children, drawn from 20 participating schools and home-schooled children.

Our 2027 plan is to expand provision to the whole of the Isle of Wight, all 37 primary schools, in collaboration with the Sea View Yacht Club and our new service provider for West Wight, the UKSA. We are also trialling different ways to offer continuing training to children beyond Year 5, so that these happy lessons are not their last chance to sail.

Of course, the funding required to support these efforts is significant. The Trust has been fortunate to have received support from many private individuals and an increasing number of trusts and foundations, including a generous grant in 2025 from the Trinity House Maritime Charity. But to continue to offer this free sailing tuition, and to open it to all island Year 5 children, we of course need to look for more support where we can.

We run a very tight ship regarding costs, with no full-time staff but a team of enthusiastic trustees. Trust costs represented under five per cent of charitable spend in 2025. This means we can focus our funds on giving children their first taste of sailing.

The impact of this programme is very real. The Isle of Wight again came bottom in England in 2025 for GCSE results, comes bottom in England for average earnings and has the highest percentage of children with Special Educational Needs and children on EHC Plans. The need for inclusive, confidence-building outdoor education has never been greater. Helping children from the birthplace of the America's Cup, the home of sailing, to be confident in their environment is the goal for our charity.

seavIEWSAILINGTRUST.ORG.UK/





Lighting up the airwaves

This September BBC Radio 3 will dedicate a day-long live broadcast to the nation's lighthouses. Presenter **Petroc Trelawny** reveals what is in store.

Lighthouses were a constant presence in my West Cornish childhood. My piano teacher, Betty Siday, lived on Bass Point—winter visits to her cliff-top house were illuminated by the steady flash of the Lizard Lighthouse just across Housel Bay. On murky nights, the bass-profundo call of its foghorn was audible six miles away at our house in St Martin. From St Keverne, where my grandparents had been the local doctors, you could see the light at St Anthony Head, built to ensure safe passage into Falmouth Harbour and the Carrick Roads.

In stormy weather, my father would make up stories about the resident keepers living on the Bishop Rock Lighthouse off the Scillies. On one day trip to Plymouth, I persuaded my brother to take me up the tower that stands on the Hoe, part of a lighthouse that had once guarded the Eddystone Rocks, rebuilt on dry land in honour of its architect, John Smeaton, the man often called the father of civil engineering.

Last year, BBC Radio 3 dedicated a day to the railways to mark the bicentenary of the first train between Stockton and Darlington. I spent the day broadcasting from an express running between Inverness and London. The sheer number of connections between

classical music and the railways surprised many listeners, and it feels as though there is a wealth of material linking music and lighthouses too.

Their rich and romantic history, the remarkable technical challenges overcome in their construction, the tales of those who manned them and those whose lives were saved by them will help build a rich day of storytelling, with no shortage of music to provide accompaniment. Doreen Carwithen painted Bishop Rock in an overture, Peter Maxwell Davies used a lighthouse as the setting for an opera. A myriad of composers have found inspiration in the sea, from Debussy in *La Mer* to Wagner in *The Flying Dutchman*.

The dark colours of the Suffolk coast inspired Benjamin Britten to write *Peter Grimes*; trips to the beach at Barry in South Wales led Grace Williams to evoke the play of the waves in the Bristol Channel. For 12 hours from eight o'clock, we will tell tales, recount history, marvel at masterpieces of coastal engineering and revel in a great palette of music performed by opera companies, orchestras, soloists, singers, brass band players and folk musicians.

I've seen the map of where we are broadcasting from—six well-storied lighthouses across the four nations of the United Kingdom. I'll even spend some of the day broadcasting from a ship bound west-south-west, with several lights to admire during my voyage.

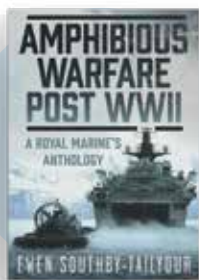
The exact geography of the day is being kept under wraps for now, but I hope you will be able to join me and my colleagues for what will be a remarkable broadcast, joyfully celebrating the lighthouses of our island nation.





Book reviews

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



Amphibious Warfare Post-WWII: A Royal Marine's Anthology

By Ewen Southby-Tailyour
Published by Pen & Sword
288 pages
ISBN: 978 1 03614 544 6

Here is a collection of essays and articles written for various military publications during the author's 32 years' service in the Royal Marines. A Younger Brother he tells of an astounding list of detachments, for from 1960 to 1992, he specialised as a landing craft officer involved with amphibious warfare. He was privileged to have been attached to the French Navy's *Commandos Marine*, the Sultan of Muscat's Armed Forces' regiments and the US Marine Corps in a possibly unrivalled career that included working in, or with, British, Dutch, French, Norwegian, German and US amphibious ships, giving him an extraordinary depth of experience.

Following retirement, he was able to express his opinions and views in a forthright manner as Editor of *Jane's Amphibious and Special Forces*. Much of what he has to say remains relevant to this day. Some of the theatres in which he found himself will be recalled by those who devour the broadsheet press.



The Irish Lightkeeper's Legacy

By Martha Power Baxter
Published by Whittles Publishing
185 pages
ISBN 978 184995 605 5

It is always a pleasure to read the histories and particularly social histories of our sister organisations and their people. Here is the remarkable story of a 19th century Irish peasant who managed to become a lighthouse keeper against tremendous odds. Martha Baxter delivers the Irish Lightkeeping Service, its history, importance and development chronicled through the life story of a keeper, his family and the stations at which they served (no fewer than 12).

The book describes the lot of 19th century keepers amid the political scene by way of the Royal Commission on Lighthouses of 1861 and the Dublin Port Act of 1867 of which the latter established the Commissioners of Irish Lights as the sole authority for managing fixed and floating aids to navigation around the coasts of Ireland. *Legacy* demonstrates the importance of family life. Well illustrated, with many photographs and charming watercolours by the author. Amply supplied with footnotes and endnotes. A masterpiece in research.



A Life Under Sail: The Aquatic Adventures of a Royal Marine

By Ewen Southby-Tailyour
Published by Pen & Sword
240 pages
ISBN 978 1 03614 856 0

Old Pangbournian Ewen Southby-Tailyour's lifetime involvement with small boats—both civilian and military—lasted until he sold his final vessel on his 80th birthday. Over the years he went deep water cruising and exploring and navigated in six Fastnet Races and skippered six two-handed Round Britain races among others. In his introduction he advises that here is a collection of essays and stories written over the years to amuse, enlighten, instruct and—perhaps—warn. Some come as a reminder to other seafarers of the pitfalls and joys that attend a life at sea under sail and motor, both privately and professionally. Some stories are light-hearted, others rather less so. Many offer advice and lessons learned, while also warning of unexpected consequences. A fair few have a moral undertone. He sailed extensively in colder, seldom-visited climes; most notably the Falkland Islands and among Iceland's and Northern Norway's unsurveyed fjords in winter. In the Falkland Islands he found that the charts had not altered since the 19th century and his surveys assisted 1982's amphibious planning.



TRINITY HOUSE

AUTUMN 2026 | ISSUE 45

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

Abby McCarthy

Health, Safety and Environment Advisor
4 November 2025

Ian Bailey

Second Officer Auxiliary
18 March 2026

Nathan Arthur

Lighthouse Maintenance Engineer
1 April 2026

Warren Clarke

Head of Planning and Commercial
28 May 2026

SECONDMENTS

Danny Potter

Buoy Yard Team Leader
1 April 2026

Gay Race

Acting Head of IT
7 April 2026



LEAVERS

Nicole Weldon

Business Support Officer
10 March 2026

Robert

Torrington-Black
Leading Seafarer Auxiliary
18 March 2026

Kevin Dace

Head of IT
5 April 2026

Christopher Pearson

Project Engineer
10 April 2026

Glen Cartwright

People Advisor
24 April 2026

Daniel Volkaerts

Boatswain
29 April 2026

Michael Barnett

Interim Director of Business Services
30 April 2026

Edward Timpson

Seafarer—Auxiliary
1 May 2026

Ben Edwards

Petty Officer Deck
4 May 2026

Andrew Johnson

Senior Civil Maintenance Engineer
31 May 2026

Rachel Coles

People and Culture Apprentice
5 June 2026

Joseph Bardy

Seafarer—Auxiliary
5 June 2026

Owen Cokeley

Buoy Yard Team Member
7 June 2026

Kevin Gregory

Head of Planning and Commercial
9 June 2026

Jacquie Bennett

People Business Partner
10 July 2026

John Bradley

Buoy Yard Team Member
12 July 2026

Vincent Lord

Mechanic AB
29 July 2026



STARTERS

PERMANENT

Paul Burrows

Buoy Yard Electrical Technician
9 March 2026

Andrew Clarke,

ETO
18 March 2026

Jamie Roberts

Seafarer
18 March 2026

Mark Macleod

Seafarer—Auxiliary
18 March 2026

Edward Timpson

Seafarer
8 April 2026

James Dingle

Lighthouse Maintenance Engineer St Just
27 April 2026

George Dobson

Chief Engineer
29 April 2026

Terence Harman

Buoy Yard Team Member
5 May 2026

James Cook

Chief Financial Officer
18 May 2026

Rhianna Lawrie

Business Support Officer
18 May 2026

Jenny Cuthbert

Finance Technician
8 June 2026

FIXED TERM

Elsa McCartney

Navigation Administrator
24 February 2026 –
23 February 2027

Mary Sunderland

Digital Transformation Lead
13 April 2026 –
12 April 2028

Lucas Moll

Buoy Yard Team Member
20 April 2026 –
19 October 2026

Nicola Croft

People Advisor
11 May 2026 –
31 January 2027

FIXED TERM

TO PERMANENT

Emma Mealing

Assistant Estates and Property Manager
1 April 2026

Ieuan Clark

Inspector of Seamarks
1 April 2026

Dionne Benfield

People Systems Manager
1 April 2026

APPRENTICE

Liam McAfee

Electrical Technical Officer
25 February 2026



OBITUARIES

Vaughan

Williams died on 8 January 2026 at the age of 78, having worked on our vessels as a carpenter from 1983 to 2010. Vaughan completed 27 years of service with Trinity House.



How to report obituaries for Around the Service

If you would like this publication to mark the passing of a former Trinity House staff member, please provide us with details of their full name, final job title in service, date of death, age and length of service.

@ Email:

neil.jones@trinityhouse.co.uk

✉ Write:

Neil Jones, Trinity House, The Quay, Harwich, Essex, CO12 3JW



Employee Awards 2026

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

We held our annual award ceremony on 22 July 2026, hosted by **Deputy Master Rear Admiral Iain Lower**.

LONG-SERVICE AWARDS

10 YEARS



▲ Clive Bond

Nathan Durrans

Jared Seeley

Jennifer Smith

Robert Mitchell

20 YEARS



▲ Robert Fenwick



▲ Benjamin Lankester



▲ Shaun Phillips



▲ Barry Nunn



▲ Neil Jones



▲ Christopher Wroe



▲ Sally Stacey

Jo Trueman

Steve Page



▲ Jonathan Turnbull



▲ John Chilvers



▲ Michelle Tindall

Robert Race



▲ Nick Chappell

Karen Hanton

30 YEARS

40 YEARS

SUSTAINED QUALITY OF SERVICE

Paul Bailey

Consistently embodies the organisation's values through his genuine care for colleagues, his positive and approachable attitude and his willingness to support others in any situation.

**Catherine Bransby**

An exceptional contribution by stepping forward to cover a critical role for 12 months, ensuring continuity of service for over 500 Local Lighthouse Authority stakeholders at a time when external recruitment would have caused significant delay. She embraced the challenge with no financial incentive, learning new skills, job sharing effectively and adapting quickly to a major shift in focus toward direct Local AtoN support.

**Hayley Doyle**

Exceptional dedication and leadership in driving the successful introduction of Portfolio Management across Trinity House, consistently giving far more than what is expected of her role. Her commitment has been extraordinary—working late evenings, weekends and even sacrificing personal milestones—to ensure colleagues are supported, engaged, and confident in the new processes.

Heather Fleming

Exceptional and sustained leadership on THV *Alert*, becoming the driving force behind engineering consistency during a period marked by staffing gaps, complex technical issues and significant operational pressure. As the sole permanent Chief Engineer for much of this time, she stepped up without hesitation—most notably during the 2024 docking works—showing professionalism, responsibility and unwavering commitment to her crew and the vessel.

Antonella**Ramacciotti-Santos** (right, top) and **Sonja Lewis**

As the Corporate Charity's main source of income, Trinity House Events Ltd pays for the upkeep of the House itself, so its success is vital to us. In a short time, they have quietly transformed its output, significantly enhancing its reputation; not with grand gestures, but with tireless dedication, with late nights, early starts and a refusal to cut corners. They do much more than just run events: they build trust in the Trinity House brand and strengthen community relations, one handshake at a time.



SIGNIFICANT CONTRIBUTION

Paul Briggs (right, top),
Claire Healy, Tracy Dale, Sandie Williams, Harry Cook (middle),
Hope Hawkins (bottom),
Gemma Lowe and
Natalie Harris

When the Harwich Social Club was on the brink of closure, this group stepped forward at a critical moment to save and revitalise it, recognising the vital role it plays in well-being, morale and connection across the organisation. In an incredibly short timeframe—just before the busiest social period of the year—they relaunched the club, delivered multiple successful events, and created an inclusive, welcoming programme that has since rebuilt membership, strengthened relationships and restored a sense of community.



INNOVATIVE IDEAS OR SOLUTIONS

Jim Veall

Demonstrated exceptional initiative and engineering leadership through his work on the helideck survey programme, most notably during the urgent situation at Wolf Rock. When critical structural degradation was identified—threatening helicopter access, AtoN maintenance and mariner safety—he acted immediately and independently, designing a practical, rapidly deployable structural solution that enabled safe operations to continue.

**Sarah Belsey**

Played a crucial role in bringing the vessel classification society agreement into effect, securing long-term organisational savings of approximately £17-19k per year. Working closely with procurement, delivered a complex and largely unseen piece of work that will benefit Trinity House year after year, strengthening both financial efficiency and operational assurance.

ENHANCEMENTS OF WAYS OF WORKING

Rebecca Roberts

Exceptional role model who consistently lives the organisation's values through her leadership, empathy and commitment to others. She creates a supportive environment where well-being and psychological safety are prioritised, checking in with colleagues, listening deeply and ensuring people feel valued and able to thrive.

**Mariia Skepska**

Demonstrated exceptional commitment, collaboration, and a genuine dedication to improving the working environment for others. Their contributions range from revitalising the Social Club and strengthening workplace well-being, to enhancing financial and budget processes, supporting new colleagues to thrive and consistently modelling our values through kindness, professionalism and a willingness to go above and beyond.



EXCEPTIONAL ONE-OFF

David Fernandez McGurk, Keith Lauffer, Robin Stephens, Thomas Sanders, Robin Appleton-Why, Nicky Boak, Jamie Campbell, Alice Prout, Nicholas Tudor, Samuel Jones and Bradley Thomas

The starboard crew of THV *Patricia* demonstrated exceptional professionalism and rapid emergency response when they rescued a man overboard following a MAYDAY call in Bathside Bay, Harwich. The boat crew launched immediately and recovered the casualty within minutes, while the bridge team coordinated emergency services and the medical team delivered primary care until the ambulance arrived. Thanks to the coordinated actions of the boat, bridge, medical and deck teams, the casualty—and a second individual—made a full recovery, marking a clear and outstanding example of life-saving action at sea.

Joe Anderson

Joe significantly expanded the local aids to navigation audit regime, completing more than 300 audits in a year once the new Inspector of Seamarks team was in place. This proactive effort strengthened engagement with stakeholders we rarely interacted with and elevated

the profile of Trinity House and Local AtoN superintendence, delivering meaningful organisational benefit.

Abby McCarthy, Lucy Mulford and Gareth Scrine (right)

Members of the Health and Safety team showed exceptional professionalism and commitment during an asbestos incident aboard THV *Patricia*, coordinating contractors, supporting vessel personnel, and maintaining clear communication under intense pressure. Working outside their usual environment and giving personal time, they handled the situation with calm efficiency, resilience and dedication, ensuring an effective and well-managed response.



Cameron Davey (right, top) and **Lewis Pullen** For contributions made in the assembly of the Pendeen Lighthouse optic at the National Lighthouse Museum in South Korea.

VALUES IN ACTION

Jessie Traer-Goffe

Despite having only recently gained their Second Engineer licence and minimal experience in the role, Jessie stepped up under intense pressure to act as Second Engineer and then as stand-in Chief Engineer during a period of significant disruption. Jessie rose to the challenge with professionalism and determination, leading the engine room team, restoring the vessel to safe generator power, and maintaining stability until a permanent Chief Engineer could join.



Adam Keen

During an exceptionally challenging period onboard *Patricia*, Captain Keen demonstrated outstanding leadership, providing stability, clarity and unwavering support to his crew. Despite significant pressure and a demanding workload, he maintained high standards, prioritised well-being, and guided the team through complex operational difficulties with calm professionalism.

Chris Bannister

Chris consistently supports the engineering team, freely sharing his knowledge and giving his time even when off-duty. His flexibility during dry dock and later ensuring the vessel retained a Chief Engineer's licence provided vital continuity during periods of reduced experience. His mentoring and commitment have had a significant positive impact on vessel operations

PROFESSIONAL QUALIFICATION



▲ **Jessica Ashforth**
CIPS Level 4

Rachel Coles
CIPD Level 3



▲ **Lauren Wright**
Business Admin Level 3

Tiree Withers
CoC Second Engineer



▲ **Harry Cook**
CIPS Level 5

Jon Cuthburt
ILM Level 3 Leadership and Management



▲ **Evan Cleaver**
Business Admin Level 3

Abby McCarthy
Level 3 Safety, Health and Environment Technician



▲ **Paul Briggs**
MSc Engineering Management

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 30 September 2026

Deputy Master: Rear Admiral Iain Lower CB
Captain Nigel Hope RD* MNM RNR
Commodore William Walworth CBE MNM RFA
Commodore Robert Dorey RFA
Rear Admiral Ian Moncrieff CBE DL
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 30 September 2026

Rear Admiral Iain Lower CB (Chief Executive)
Captain Andy Holt
Captain Des Donworth RN (Ret.)
James Cook
Michelle Major-Butler (non-voting)
Damien Oliver (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

Trinity House

Tower Hill
London
EC3N 4DH

Tel: 0207 481 6900

Editor

 neil.jones@trinityhouse.co.uk

For updates between issues, please visit:

 www.trinityhouse.co.uk

 [trinityhouseuk](https://www.instagram.com/trinityhouseuk)

 [trinityhouseuk](https://www.facebook.com/trinityhouseuk)

When you have finished with this magazine, please pass it on or recycle it.

Printed on carbon balanced paper.

Produced by Headlines
www.headlines.uk.com

Cover image
Skerries Lighthouse, Anglesey.

