MARITIME UK
SOUTH WEST

navigator

Find your future

WHAT WILL YOU DO IN 2026?

Fix helicopters / build ships / map the ocean / skipper a boat / run a shipyard / refit nuclear submarines / clean up the sea / make robot boats

Issue 1
September 2025
maritimeuksw.org

Your future

We love it here. The best beaches. Surf on your doorstep. A lifestyle people move here for. Incredible countryside and outdoor space. But what about earning a living? And what do you do when you leave school?

Here's the good news. You don't have to leave the South West to find a good job, because there are loads of them right here. And that's what this magazine is about. Great jobs, all with a connection to our amazing seas and rivers.

We've filled it with people talking about these jobs, the jobs they do and enjoy doing. Jobs that pay well. Jobs that will become a career. Jobs that will take you places. Or just keep you here enjoying the good stuff.

starts here

Four reasons we love living and working in the South West

1. There are loads of great jobs in all sorts of interesting places

Inside this magazine you'll find jobs from fixing helicopters to mapping the oceans to skippering boats. And that's just what we could fit into 28 pages. There are so many opportunities here, working for exciting companies doing interesting things. Our rivers and seas support hundreds of businesses and tens of thousands of jobs, with opportunities for people just starting their careers.

2. And there's about to be a whole load more

Investment in the South West is creating masses of new jobs. Up to 5000 will be created by the biggest floating offshore wind project in the UK, which is getting under way in the Celtic Sea off the North Cornish and Devon coast. The nuclear submarine refit at Devonport in Plymouth will need 7500 employees in the next ten years. And our region is already a world leader in developing autonomous boats and submarines, which are set to revolutionise the shipping industry.

3. It's a lifestyle like no other

Why do so many people want to live in the South West? So many reasons. The beaches are the best in the country. The incredible variety of the landscape means you can be surfing in the morning and climbing a tor on Dartmoor in the afternoon. It's got good connections to the rest of the country. It's relaxed, beautiful and unique.

4. There are careers, not just jobs

It's not all seasonal jobs in hotels and restaurants. Every job in this magazine could become a career. Companies like to keep the staff they've trained and invested in, so if you've done an apprenticeship or training scheme, chances are you'll be able to make a career from it. Lot of businesses prefer people who've worked their way up, because they know how the company works.

Who are we? And what do we do?

We are Maritime UK South West, a network of businesses, schools, colleges, universities and institutions with a connection to the seas and rivers that make the South West such a special place.

We're champions of the maritime industries – that's any business or activity connected to our seas and rivers, from offshore wind to fishing to defence. We exist to help people do their jobs better and get better jobs.

Right now our region has a once-in-a-generation opportunity to create tens of thousands of new jobs. Four huge projects – Hinckley Point power station, Celtic Sea floating offshore wind, the nuclear submarine refit in Devonport and the Gigafactory in Somerset – are underway and will need up to 25,000 skilled workers over the next ten years. We're making sure you benefit from the investment these projects will bring.

I'm an aircraft engineering technician, specialising in mechanical engineering, and I'm on the Royal Navy's Fast Track promotion scheme which means I'm now a Leading Hand.

My job is to maintain and repair the Merlin's mechanical bits. My squadron is part of the Commando Helicopter Force and our Merlins are used for maritime counter terrorism work, which involves Special Forces. We're based at Yeovilton in Somerset.

I joined the Navy because I liked practical, hands-on work and I enjoyed physics and DT at school. When I heard about aircraft engineering I got really interested in the aircraft. How do they stay in the air? What makes them work? I didn't have any engineering experience but the Navy taught me loads. If you're willing to learn and ask questions, you can pick it up quickly.

Scan the code to find out more about joining the Royal Navy

Extra lift rotors

It's harder for helicopters to take off in very hot weather, as the density of warm air makes it tough to get the lift they need. The Merlin's rotors have a thicker tip to give 35% extra lift, so it can take off faster when it's hot.

Folding collapsible tail

The whole tail section folds back on itself using a big hinge, so the Merlin takes up less space on a ship. The main blades also fold, because they're over 18m in diameter and easily damaged if they're knocked.

Three Rolls-Royce engines

Each one puts out 2600hp which gives the Merlin 7800hp in total; that's over seven times the power of an F1 car. They mean the Merlin can do 160 knots (184mph). If one goes wrong we take it out and put a new one in, and send it back to the maker for repairs.

Flotation bags

These automatically inflate if the Merlin has to ditch in the sea, keeping it afloat for long enough for the crew to escape and get any crucial kit out. It weighs 13 tonnes so it needs four bags – two in the main undercarriage and two under the nose – to stay afloat.

Fast roping beam

This slides out from the helicopter with ropes attached, so Special Forces can slide down onto the decks of boats they're attacking. We've trained with Special Forces in hostage rescue situations – they strap dogs to their chests and bring them down the ropes onto the boats.

"IT'S MY JOB TO KEEP THIS FLYING"

Royal Navy aircraft technician Daisy de Glanville gives us the lowdown on the Merlin helicopter and how she makes sure it's always ready for action

Roboats!

Fancy a job working with self-driving robot boats? Here's all you need to know about this revolutionary new technology, and why the South West is where the action is

What's a robot boat about when it's at home (or at sea?)

They're the self-driving cars of the sea – boats (or submarines) that can drive themselves or be driven remotely, like a drone. They come in all sorts of shapes and sizes, from a 4ft long miniature submarine to a 14m twin-hull boat capable of carrying a shipping container.

Some are powered by the action of the waves, some use electric motors and batteries, some have conventional diesel engines. Some are designed for short journeys, and some can stay at sea for months. There are nearly as many different types of autonomous craft as there are crewed ones.

Why do we need robot boats?

If it's a dirty, dangerous or dull job for a human, get a robot boat to do it.

Because they don't need a crew, they can get to (and stay in) locations that could be difficult or stressful for humans. They can spend much longer at sea than humans, without the need for food or fuel and they don't get tired, bored or hungry. Anything involving conditions that would be stressful and tiring for human crews could be carried out by a robot boat.

They're often small and silent, so they're less likely to disturb animals, which makes them ideal for monitoring seal life. Electric and kinetic-powered craft have no local emissions, so don't pollute the environment they're in.

All very interesting, but what's this got to do with getting a job?

The South West is the centre of the UK's robot boat industry. This is where it's all happening, with more of the skills needed to build them than anywhere else in the country. And this is where the jobs are.

Like AI was a couple of years ago, it's only just getting started, but it has the potential to be huge and create a whole load of new jobs.

Devon has its own specialist testing ground for autonomous craft (as they're officially called) in Plymouth Sound, and a new centre in Appledore for businesses wanting to build them. You can even study robot boats at college; City College Plymouth has its own foundation degree in marine autonomy, the only course of its type in the country.

Jobs in marine autonomy, as the industry is called, include engineers, data scientists, hydrographic surveyors and remote pilots, who drive the boats.

 Photo credit: iStock.com/Suphanat Khumsap

Three real-life robot boats made right here in the South West

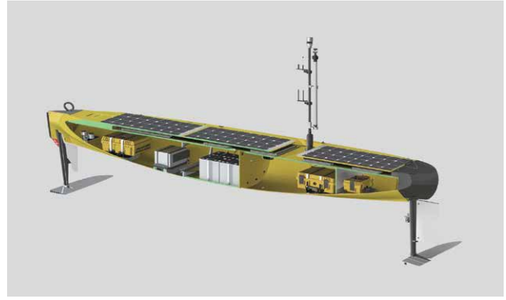
Uncrewed Survey Solutions Accession and Inception

Like perfectly-formed miniature versions of full-size boats, the Accession and Inception are built for working out at sea and around the coast. Because they're small, they can get to places larger, crewed boats can't, so they're much better for surveying hard-to-reach areas. USS, based in Hayle in Cornwall, operates its boats around the world, collecting and processing the data they generate.

USS Accession and Inception

Autonaut

Autonauts are powered by the action of the waves – they don't need a motor – so they're 100% emissions free and never need refuelling, which means they can stay at sea for months. Built at Autonaut HQ in Okehampton in Devon, a fleet of Autonauts is currently used as a hurricane early warning system off Barbados, where they can detect developing hurricanes earlier and more accurately than a satellite can.



Autonaut

Acua Ocean Pioneer

In its shining, polished aluminium finish, Acua Ocean's Pioneer looks more like something out of Star Wars than a boat built in Plymouth. But this 14.2m long twin-hulled machine is very real, capable of carrying a shipping container and a 6.5 tonne load. Its size means it can cope with waves up to 4m tall and stay at sea for up to 50 days.

Acua Ocean Pioneer

IMAGINE A JOB WHERE YOU'RE PAID TO LEARN. IMAGINE A JOB WHERE THE PEOPLE WHO DO IT SAY THE BEST THING IS THAT NO TWO DAYS ARE EVER THE SAME. IMAGINE A JOB WHERE (IF YOU'RE UP FOR IT) ONE DAY YOU MIGHT BE RUNNING THE PLACE, WHERE YOU GET THE CHANCE TO TRAVEL THE WORLD, WHERE THE SKILLS YOU LEARN COULD REALLY TAKE YOU PLACES. WELCOME TO THE WORLD OF SHIPBUILDING.

"I did well at school. So I became an apprentice" Will Beynon tells us why he became a design engineer apprentice at A&P Falmouth shipyard

You get paid from day one

I wanted to progress quickly without the debt issues from university; fees are expensive and living costs are high. Here you get paid from the moment you start, and you're learning every day.

I get to live and work in Cornwall

I'm from Cornwall and my family all live here. I like being around them and my friends, and I love going out cycling in the countryside, The variety of the landscape is amazing – woods, beaches, rivers, moorland – and it's all so close. I applied for jobs in other places, and I did work experience in Birmingham; there's nothing wrong with Birmingham but I much prefer it in Cornwall.

No two jobs are the same

The variety of work here is one of the best things about the job and what made me want to come to A&P Falmouth. In one day I could be showing contractors around, surveying a ship and doing college work. The ships are all different, and even on the same class of ship the layout's different, so you're always doing and learning something new.

It's for people who are good at school

I should know: I'm one of them. I did well at school. I got Grade 8 and 9 at GCSE and a triple distinction in the BTEC I did. I could have gone to university. But I chose this instead. You use your brain here; I'm always problem solving and thinking of new ways to approach things.

You (literally) learn something new every day

The variety of new words I hear people using here every day is amazing. And if you get stuck, someone will help you out. Everyone is good at helping, and you learn from that. I want to do some CAD work next year so I can get experience in the more complex jobs, which will take me into manufacturing engineering.

We work on real ships

We look after lots of different ships, including four Royal Fleet Auxiliary ships and HMS Scott, the Royal Navy's ocean survey vessel, which is being refitted here at Falmouth. You get to know the ships well – I know my way around the RFA Argus well enough to navigate all the engineering spaces. I like going out on the ships even if I'm not working on them – you get a feeling for them.

It's a real job

Being an apprentice isn't just following someone around: I get to do the work. I do my own thing and it's checked, but I'm left to get on with it. I like how I can make the decisions, and making mistakes is part of the job.

Sound like your sort of job? Applications for A&P Falmouth's apprenticeships start in December 2026; scan the code to find out more

FUTURE BOSS IN TRAINING

Get an apprenticeship at Navantia's Appledore shipyard in North Devon and you could end up running the place

Jack Partridge
Apprentice fabricator

JACK PARTRIDGE KNOWS where he wants to be in five years. "I'll have finished my apprenticeship and I'll be moving into a management role."

He's been working at the Appledore shipyard since 2023, when he joined the apprenticeship scheme at the age of 16, and he knows it will equip him to do just about any job in the business.

As an apprentice fabricator, Jack is learning every stage of how a ship is built. Apprentices start on the first stages of the build, the easier fabrication work, then progress to the harder jobs.

Ships are built in stages; first the steel plates are cut, then the decks are made.

Smaller assemblies are built elsewhere, and the individual pieces are joined together to make units, like the bow. The units are joined together and then you have a ship.

"I loved design and tech and woodwork at school," Jack says. "I was offered a place to do A-levels but I wanted to do hands-on work, so I applied here. I'm from Appledore and this place is a big part of the area. I'd been here five minutes and it immediately felt like a big family."

Boss Mark Beer says Jack's on the right track. "In the past we've promoted people without the experience of working their way up, and it hasn't worked. You need to know how the job is done to tell other people how to do it. I started as an apprentice here and now I'm the construction manager; I look after all the steelwork in the yard, and I manage people, too. But I make time to be on the shop floor and talk to the team."

"I'm being paid to learn," says Jack. "When I've completed the apprenticeship, I'll be on £32,000 and I won't have any debt. If I want to do a course, the company pays for it. Why wouldn't you do this?

"The investment in my career is there for a reason: the company wants to keep me on. I feel like I could do anything and go anywhere with this business. Shipbuilding is a global trade so I could travel, and I can get all of this from working here in Appledore."

Want to become boss of the shipyard? Navantia Appledore is now recruiting apprentices for 2026. Scan the code to find out more.

Photo credit: Guy Harrop

Robot boats + clever paints + carbon sinks = cleaner oceans

At a high-tech laboratory in Plymouth, Sam Fawcett runs a centre investigating how to clean up the oceans and take carbon dioxide out of the atmosphere

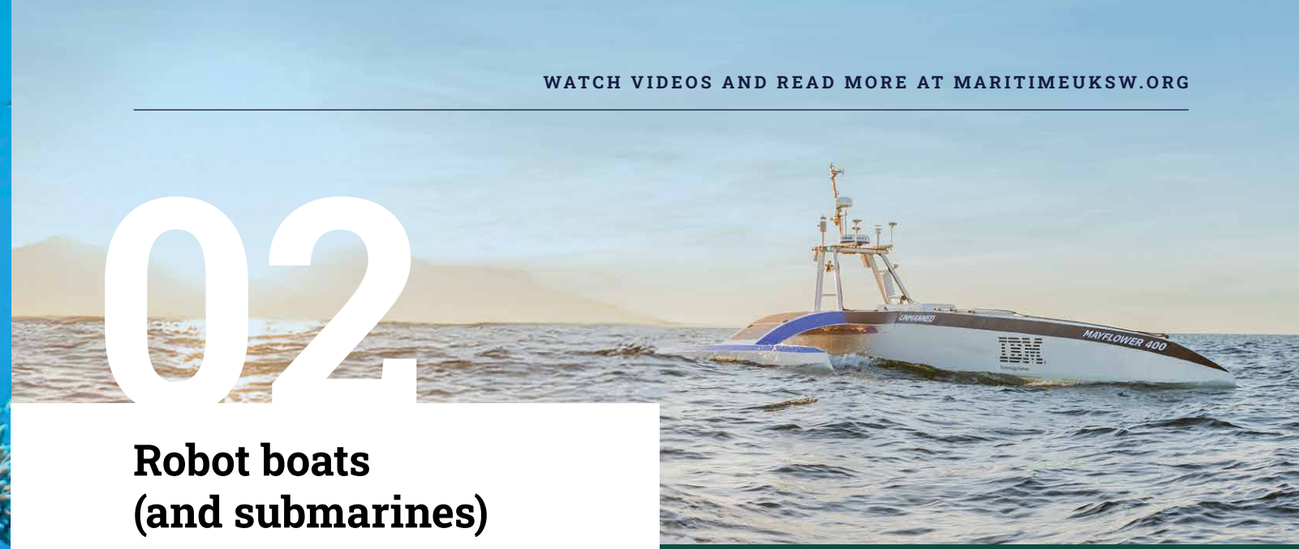
I work at PML Applications where I run the Centre for Coastal Technology. We do lots of things here, but some of our most important work involves experimenting with ways to make our oceans cleaner, and helping businesses use these ideas to minimise their impact on the environment.

01 Using the oceans to take carbon dioxide out of the atmosphere

The world's oceans are a really important part of how the planet regulates the atmosphere, and there's a lot of carbon dioxide locked up in the sea. We're looking at ways to use this to take more CO2 out of the atmosphere and keep it in or under the ocean, which we call ocean CO2 removal.

There are lots of things we can do. Special habitats like mangrove swamps and seagrass meadows are really good at storing CO2, so finding ways to preserve what we have is important. We can encourage plants that absorb lots of CO2 to grow in the water, and we can change how alkaline the water is, because alkaline water can absorb more CO2.

Ocean CO2 removal is new, and needs a lot more work before we know if it's the right thing to do on a large scale. So we also look at how these techniques affect the plants and animals that live in the ocean, as well as the ocean itself.



02 Robot boats (and submarines)

We do a lot of work with the development and testing of remote operated boats and subs, and ones that are self-driving.

They don't need a crew and when you remove the need for a crew from a boat you can make it much smaller and lighter. That means you can use a smaller engine or motor, or get rid of them completely. One of the boats we work with, the Autonaut, doesn't have an engine or a motor: it's powered by the movement of the waves.

They're low or no emissions and they're quiet, so they're don't pollute the ocean and they're less likely than a conventional boat to disturb animals living in the sea.

They can stay at sea for months at a time, which makes them great at long-term monitoring of the ocean, especially in places that are too dangerous for humans. These boats will give us a much better idea of the state of our oceans.

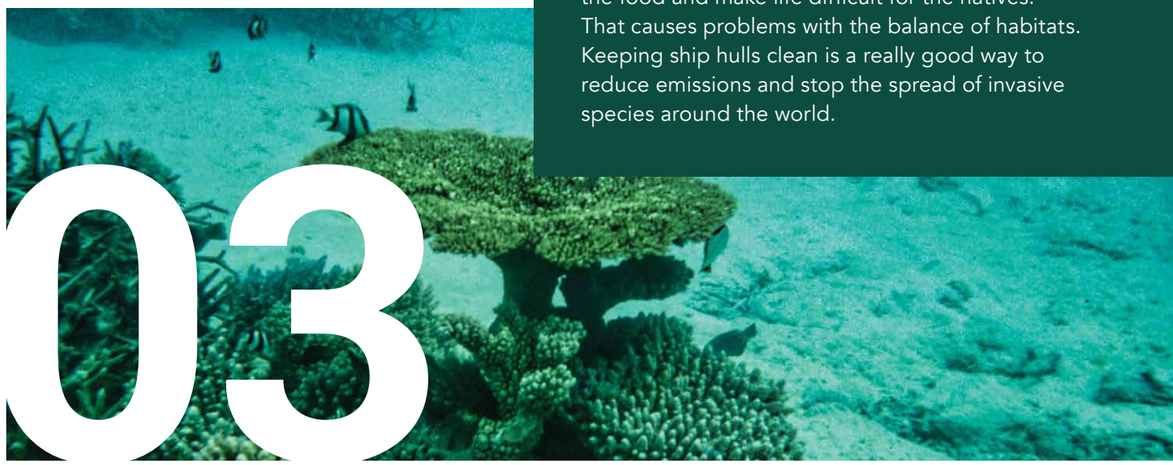
Keeping ships clean keeps oceans clean

We help companies make and use new paints that stop plants and animals growing on ships, which is a problem for the ships but also for the oceans.

It's called biofouling – you might have seen it on boats as a line of seaweed or barnacles growing below the water line. It's a problem because it adds weight, and the growth makes it harder for the ship to cut through the water. That slows the ships down and makes them use more fuel, increasing the engines' emissions of carbon and pollutants.

The other problem is moving plants and animals around the world to places they're not supposed to be. Sometimes a plant or an animal from one place will be more aggressive than the creatures from another place.

When they turn up they can grow faster, eat all the food and make life difficult for the natives. That causes problems with the balance of habitats. Keeping ship hulls clean is a really good way to reduce emissions and stop the spread of invasive species around the world.



03

THE APPLIANCE OF SCIENCE

If working at PML Applications sounds like your sort of future, here are Sam's tips of how to get in on the action

01

You don't have to do a degree or A-levels

If you want to do something more applied you don't have to have a degree.

Apprenticeships and T-levels can be just as useful and experience counts for a lot. And an apprenticeship trains you without the debt you can get from university.

We don't need 100 scientists to run this business. We need skilled people who can solve problems.

02

Get a job and work your way up

You can start here on a casual basis and if you like it, and you're a good fit, you can move to a contract and make it more permanent.

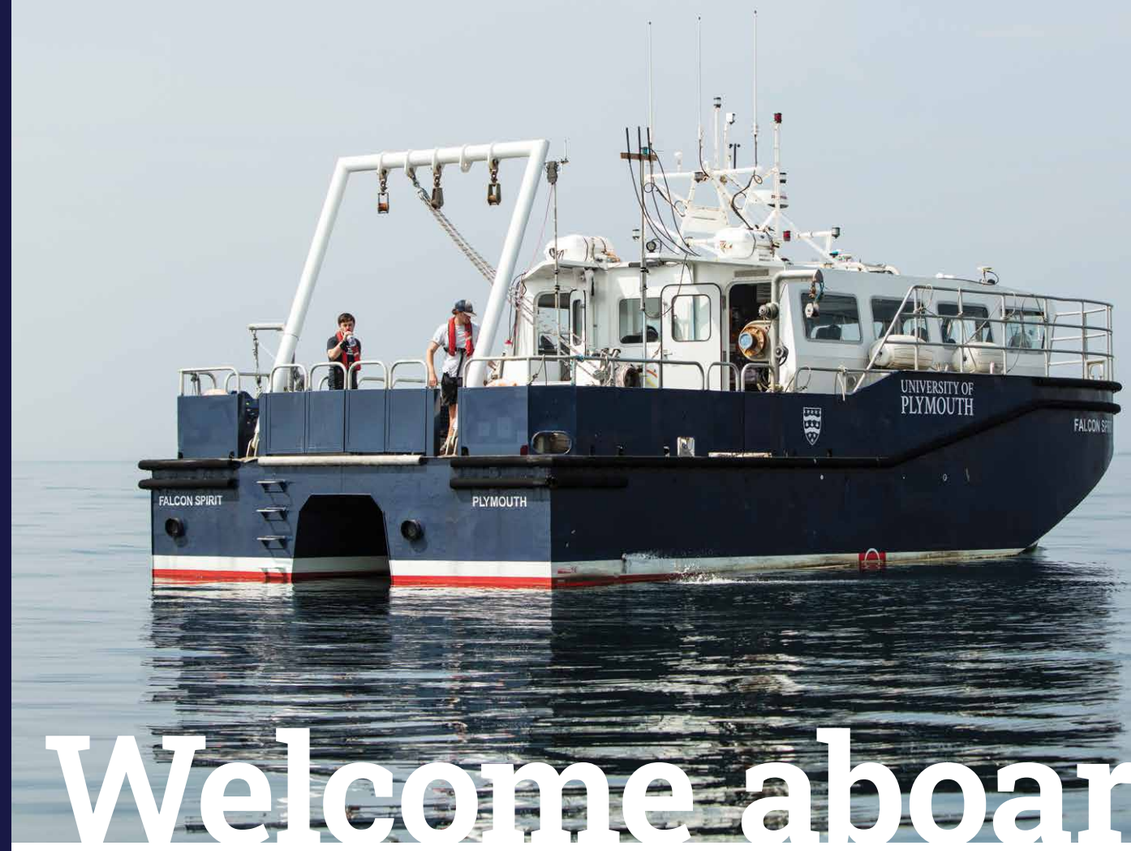
We like taking people on early in their career and bringing them up through the business. I started here six years ago in an entry level job and now I manage this centre.

03

All experience is good experience

I've got a degree in marine biology but I've also worked in accountancy and I ran a business printing art on canvas. It sounds odd but accountancy and marine biology share fundamental principles; data analysis and presenting numbers in a way that can be easily understood.

The art business was a disaster but I learnt a lot about business and failure, which has been really useful in learning about the commercial side of what we do here.



Welcome aboard!

Find out how to become captain of your own boat with apprentice skipper Honey Bowker from the University of Plymouth

SINCE I WAS a kid I've been close to the sea. I grew up in Cornwall and when I was a kid, somebody suggested I could do a marine biology degree when I was older. I thought that meant dolphin training.

I did the degree at the University of Plymouth, and then I got a job as a marine environmental scientist working on boats. Three years at sea taught me a lot about working and living on boats, as well as realising I wanted to spend more time at home.

This apprenticeship gives me that. I'm training to be a qualified skipper, which means I will captain boats – ultimately I'll be in charge of the boat and responsible for everyone on it. When I qualify I've got a job lined up with the university skippering a boat, but there are plenty of opportunities for skippers. Dive boats, fishing, harbour and port authorities, tour companies, even companies like Princess Yachts are always looking for skippers. And it's a globally recognised qualification, so I could work anywhere in the world.

I work on two boats here at the University; the 11m Wavedancer, which is used a dive boat, and the 14m RV Falcon Spirit. They're both catamarans, and they're comfortable, clean and modern. They're good boats to crew. I love the challenge of driving different boats and how the sea is always changing. It keeps your brain busy. I also really enjoy the maintenance and practical, hands-on part of the apprenticeship.

Turn the page to join Honey and her crew for a day at sea →

A day at sea

Join Honey and her crew as they take student divers out into Plymouth Sound

8.30am
Arrive at the boat and get it ready for today's trip. I'll check the oil, fuel and coolant, then start the engines and let them run to warm up. Today we're taking dive students on a commercial diving course.

9am
The students arrive and we get them on board. Everyone gets a safety briefing, we check our passage plans which tell us where we're going, and get ready to cast off.

9.30am
I'll pilot the boat out of the harbour and head out into Plymouth Sound to our destination.

10.15am
Arrive at the dive site and get it ready. We put out dive flags to warn boats there are divers in the water and drop a shot line for the divers, a weighted line that helps them get to the sea bed and back up to the boat.

11am
With the divers in the water, we have to keep watch for other boats getting too close. Even with the flags up, people will ignore the warning signs or just want to have a look.

1pm
The divers are back on board so we radio harbour control to tell them the dive ops are finished and we're packing up.

2pm
On our way back we get a call from one of our other boats – her steering has developed a fault and she needs a tow. We get a line on, raft the two boats together and tow her back to the harbour.

3pm
Back in the harbour we moor the other boat first and then return to our own mooring. I run through the shut-down procedure – I'll fill in the log, shut down the engines, plug in to shore power and have a general tidy up.

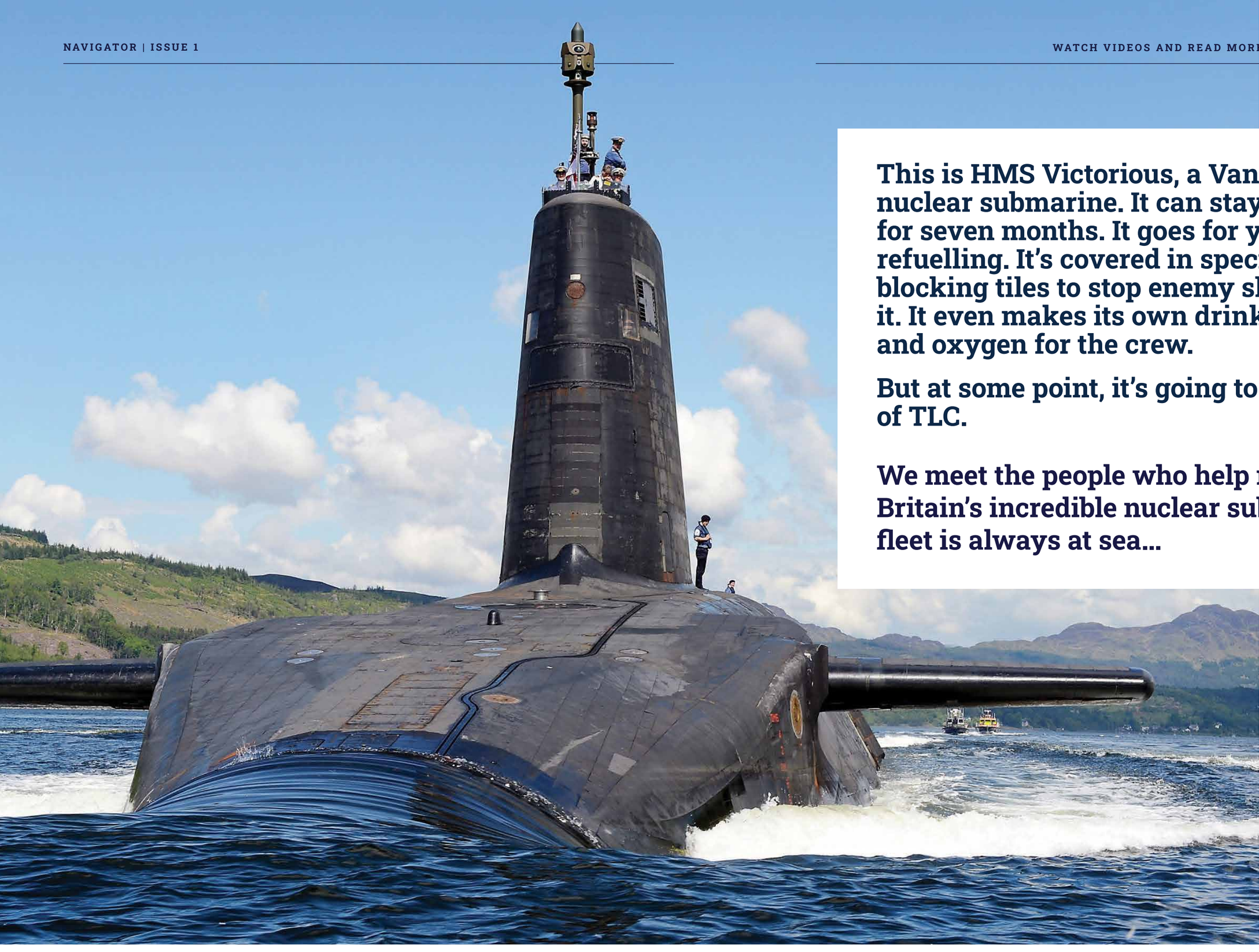
4pm
I'm on my way home now. One of the best bits about this job is that unlike offshore crew work, I'm not away from home for weeks at a time, and I always get to sleep in my own bed.

Tell us about your apprenticeship...

The apprenticeship I'm doing is called Technical Specialist Skipper, and it teaches you everything you need to become a qualified lead skipper. It's an 18-month course and it's available all over the country, not just here at the University of Plymouth.

About 50% of my time is spent at sea and the other 50% is shore-based training. We cover every aspect of running a boat – we do engine maintenance, legislation, ropework, mooring – and at the end we do the RYA Yachtmaster exam which will qualify me as a skipper. While I'm doing the apprenticeship I'm doing coursework too, on subjects like weather and collision regulations, and that will count towards the final result.

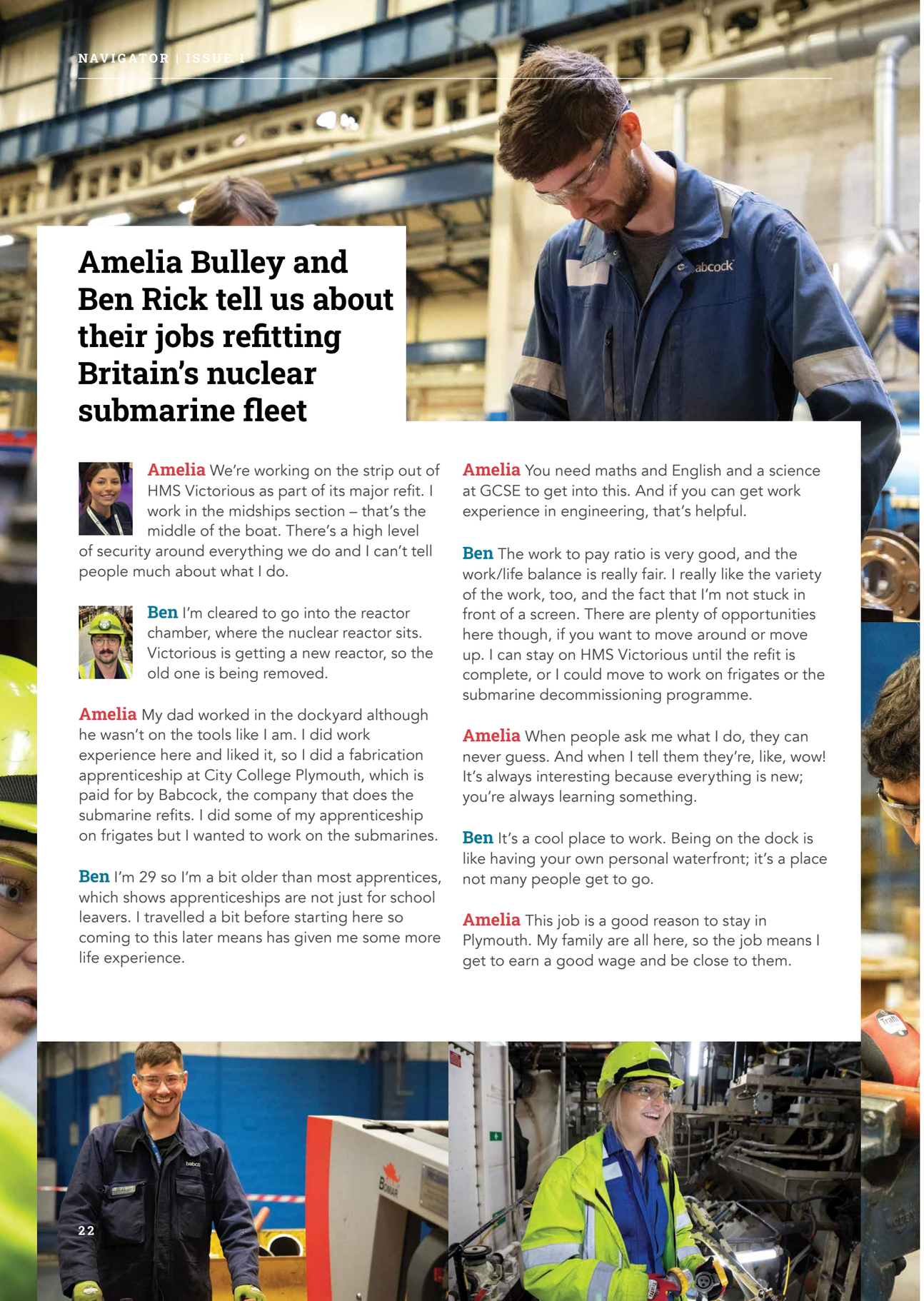
Scan the code to find out more about life at the University of Plymouth



This is HMS Victorious, a Vanguard Class nuclear submarine. It can stay underwater for seven months. It goes for years without refuelling. It's covered in special sonar-blocking tiles to stop enemy ships finding it. It even makes its own drinking water and oxygen for the crew.

But at some point, it's going to need a bit of TLC.

We meet the people who help make sure Britain's incredible nuclear submarine fleet is always at sea...



Amelia Bulley and Ben Rick tell us about their jobs refitting Britain's nuclear submarine fleet

Amelia We're working on the strip out of HMS Victorious as part of its major refit. I work in the midships section – that's the middle of the boat. There's a high level of security around everything we do and I can't tell people much about what I do.

Ben I'm cleared to go into the reactor chamber, where the nuclear reactor sits. Victorious is getting a new reactor, so the old one is being removed.

Amelia My dad worked in the dockyard although he wasn't on the tools like I am. I did work experience here and liked it, so I did a fabrication apprenticeship at City College Plymouth, which is paid for by Babcock, the company that does the submarine refits. I did some of my apprenticeship on frigates but I wanted to work on the submarines.

Ben I'm 29 so I'm a bit older than most apprentices, which shows apprenticeships are not just for school leavers. I travelled a bit before starting here so coming to this later means has given me some more life experience.

Amelia You need maths and English and a science at GCSE to get into this. And if you can get work experience in engineering, that's helpful.

Ben The work to pay ratio is very good, and the work/life balance is really fair. I really like the variety of the work, too, and the fact that I'm not stuck in front of a screen. There are plenty of opportunities here though, if you want to move around or move up. I can stay on HMS Victorious until the refit is complete, or I could move to work on frigates or the submarine decommissioning programme.

Amelia When people ask me what I do, they can never guess. And when I tell them they're, like, wow! It's always interesting because everything is new; you're always learning something.

Ben It's a cool place to work. Being on the dock is like having your own personal waterfront; it's a place not many people get to go.

Amelia This job is a good reason to stay in Plymouth. My family are all here, so the job means I get to earn a good wage and be close to them.

Devon: where nuclear submarines go on holiday

Being under water for six months is tough on a submarine; when the Vanguard boats return to their base in Scotland they're covered in algae, barnacles and rust. But it's when they get to Devonport Royal Dockyard in Plymouth that the submarines finally get a rest.

Right now it's HMS Victorious receiving the refit treatment. The sub is kept in a huge dry dock, supported by a giant cradle, and teams of Babcock's skilled workers have been working inside and outside the enormous 16,000-tonne boat. The initial strip-out works include depressurising the nuclear reactor and removing the missile firing tubes.

The work will give Victorious a new lease of life, enabling her to stay in service until the early 2030s when the Vanguards will be replaced by the new Dreadnought class. It also supports around 1000 jobs in the South West.

Defenders of the sea

The four Vanguard class submarines make up the UK's continuous at sea deterrent; that means there's always at least one of them patrolling the world's oceans, with one always being maintained or refitted.

They travel the globe – their locations are always secret – and they stay submerged for the whole time they're on patrol.

The Vanguards' nuclear reactor never needs refuelling, and the sub makes its own drinking water and oxygenated air, so the only time it would surface would be if it needed parts for repairs or to take on more food.

Scan the code to find out about Babcock's 2026 apprenticeship programme

"Somewhere out at sea, people are being kept safe by the charts I help to make"

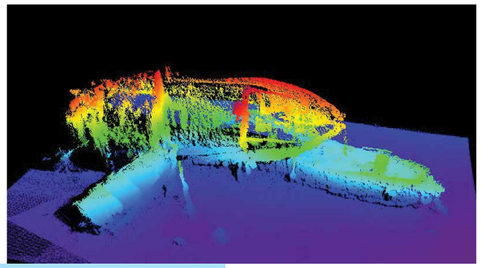
A childhood fascination with maps led Lizzie Davis to her career building three-dimensional models of the ocean floor

It's like we're draining the water out of the sea to see what's at the bottom

I'VE ALWAYS LOVED maps. When I was a kid, I was fascinated by them and loved it when we got the maps out at school. I enjoyed seeing the relationships between places and figuring out how to get to them. They gave me an awareness of where I was. Now I'm lucky enough to have a job making maps.

I didn't know I wanted to do this when I was at school or even when I was at university. I studied physical geography at university, and we had a module on reconstructing the ocean floor. We were looking at all these amazing underwater glacial channels, and my course leader said I might like working as a bathymetrist.

Bathymetry is the study of underwater depths, and when you know how deep the water is, you can use that information to make charts of the ocean floor. A chart is a special type of map which visualises the landscape beneath the sea. Which is what I now do.



Left: This is what a shipwreck at the bottom of the ocean looks like when it's been modelled

Right: Lizzie's job helps create these charts, used by sailors across the planet to navigate

I work for the UK Hydrographic Office (UKHO) in Taunton as a senior geospatial information specialist. That's a complicated way of saying I look at the data produced by surveys of the ocean and turn it into charts.

I create three-dimensional surfaces of the ocean floor which are then used to make the charts. If it's down there, it's on our chart – everything from shipwrecks to mountains to trenches. It's like we're draining the water out of the sea to see what's at the bottom.

You don't need any knowledge of hydrographic surveying to start – the UKHO will train you on the job. I worked on a survey boat straight after university, doing the surveys I now use to create the charts. I'd say to anyone thinking about it, if you can, go to sea. You don't have to, but it was a great experience for me.

The work always has a purpose. We're making charts for a reason; maybe for a customer, like a Caribbean island that wanted to extend its port, or for Kiribati in the Pacific, a country of 32 islands spread across 3.5 million square kilometres of ocean. They wanted to improve the connectivity between the islands, so we helped create charts of previously uncharted oceans.

Whatever and whoever we're doing it for, somewhere at sea there will be a mariner on a boat who's staying safe because of a chart I helped make.

Want to chart the world's oceans? Scan the code to find out more

What exactly does a bathymetrist do?

Bathymetrists study how deep the ocean is

You create 3D models of the ocean floor

Those models are used to make charts

The charts help people to navigate safely

No experience needed – the UKHO will train you

Join us!

If you're involved in the South West's maritime industries, join us on our mission to tackle the region's skills and recruitment crisis

THIS MAGAZINE EXISTS to tackle the skills and recruitment crisis currently affecting the jobs market in the South West. There are plenty of opportunities; what we lack is the talent to fill the positions. It's too easy for young people to leave the South West in search of a career, and it's almost become a mantra. To get a good job, you have to leave.

At Maritime UK South West we don't think that's true. As this magazine proves, there are lots of great jobs here, jobs that can and do become careers. As a not-for-profit partnership between government, business and research, we want to match those careers with local talent and take on the skills crisis.

Scan the code to find out about our work in skills and development

How to get involved with our work

We're always keen to talk to businesses and careers leads about how we can help each other promote careers in the maritime industries.

If you're a careers lead, join our network of members and contacts and benefit from regular meetings, knowledge transfer and networking sessions. We can send you copies of this magazine to distribute, and we can help you build lesson plans to help explain the importance of the maritime industries.

For businesses, there's the chance to become a careers mentor. We can help produce videos showcasing career opportunities in your business, and we offer partnerships between you and Maritime UK South West.

Feature and advertise in the next edition of Navigator

We're already planning the next edition of this magazine. If there's a story about great jobs in the maritime industry we should be talking about, get in touch.

We'll also offer the chance to advertise, which will get your organisation's name in front of thousands of readers. Email Kate Whitta **Kate.whitta@maritimeuksw.org** for more details.

Navigator issue 1 2025
A Maritime UK South West production

Editor Dan Stevens

Design Troy Woodhouse at Gammaray Creative

Print St Austell Printing Company

Proudly made in the South West

Thanks to A&P Falmouth, Babcock International, City College Plymouth, Navantia Appledore, Plymouth Marine Laboratory Applications, Plymouth University, Royal Navy, Seiche, South Devon College, UK Hydrographic Office

For more information about MUKSW's skills and training work, visit maritimeuksw.org

There's loads more about careers on our website, including videos and how we're improving training provision in the South West.
Visit maritimeuksw.org