

LEADING EDGE

PROPELLER CLUB LIVERPOOL



02/16

CREATING MARITIME COMMUNITIES

How can we bring different groups together locally?

FAREWELL TO SAFETY FATE

Ridding safety from fate, murphy's law and luck.

THE LATEST LUNCH MEETING REPORT

Looking back on the latest in our Lunch series of industry talks.

ONE FINE CITY AND A POOL OF TALENT

Liverpool and the region is winning the war on talent.

Fact Sheet: Maritime Security



MARITIME SECURITY  CORPORATE & EXECUTIVE SECURITY  SURVEILLANCE

MIRIS at a glance

-  Maritime Security Surveys
-  Onboard Crew Training
-  Passage Planning
-  Ship Protection Measures
-  Commercial Vessel Escort
-  Private Yacht Security



MIRIS provides both consultancy and operational security services to the maritime sector in the following areas:

CONSULTANCY SERVICES

MIRIS Maritime Security Consultants (MSC) can deliver a comprehensive solution with minimal notification that best suits our client's requirement.

Maritime Security Surveys

Conducting vessel security reviews aimed at piracy protection and maritime security, assessing requirements for protective measures.

Onboard Crew Training

Providing piracy and maritime security awareness briefings, hostile environment and incident management training, evacuation planning and scenario training.

Passage Planning

Assessing intelligence reports, preparing passage risk and threat assessments, and transit planning.

OPERATIONAL SERVICES

MIRIS Maritime Security Operatives (MSO) possess comprehensive experience and understanding of the maritime environment.

Ship Protection Measures

Preparing vessels for transit in high risk areas, implementing physical protection measures, testing and adapting existing ship emergency response systems.

Commercial Vessel Escort

Our commercial vessel protection teams liaise closely with the client and the captain to ensure that minimal disruption and maximum protection is achieved, monitoring radar and providing permanent observation in order to maintain a high alert state.

Private Yacht Security

Providing deterrence and protection measures during high risk transits and also alongside in sensitive marinas, ports and anchorages around the world.

Delivering a security solution which allows family, friends and clients to relax and enjoy the experience of being at sea.



AD13_C001

WE ARE BLESSED WITH A BUSY, SUCCESSFUL CITY - AND WE KNOW THE REASON WHY...

As our good friends at Crewtoo keep telling us, happiness really does matter - and we are pleased to find out that Liverpool has been voted one of the best places in the UK...

✓ Liverpool is one of the happiest places to work because of what the city and its people are like: friendly, collaborative, supportive,' says Matt Kennedy, centre manager at local startup incubator, Launch22. 'There is a cosmopolitan feel around the place. We have come a long way over the last decade, and I think there's an excitement about what the future holds.'

So said an article in The Guardian this month - it is no surprise to us - and the Propeller Club Liverpool stands as a testament to all those things.

We like to think we are a friendly bunch, and we seek to support each other...that just leaves collaboration. Leading us very nicely into one of our articles this issue.

There are many, many "maritime" groups in the city and area, and we want to start the process of bringing them all together, so that we can support each others events and aims, and to also ensure that we don't water down the potential audience.

So if you are part of another organisation let us know, and we will be pleased to reach out.

In this issue we look back on our latest lunch - which was a great success, despite "dry January"...or was it because of it. Anyway - read more of the event and the great speech from Phil Parry on careers, life and a whole host of issues.

If you missed that lunch, fear not we are in the process of confirming arrangements for our "Anniversary Charter Lunch" - and we hope you can make it.

Please enjoy this latest issue - looking at the many and varied maritime aspects to our city and surrounds - please do also make sure you pass it on to your friends and colleagues. We need to begin to grow our membership, and we need your help to do it.

We hope to also see you at the next First Thursdays - but in the meantime wish you a safe and successful year ahead.

PROPELLER CLUB LIVERPOOL

propellerclubliverpool@gmail.com
www.propellerclub.co.uk
@propellerists

CREATING A MARITIME COMMUNITY



Harald Blutooth was the name, robbing, raping, looting, killing and general mayhem was his game. It was something he was very, very good at, as were most Vikings.

Back in the nine hundreds he was up to some very naughty things, but this Danish king didn't stop at evil - he was also a visionary. He decided by bringing the various Viking clans together then they could achieve more - they could do more and gain more.

In short, he was all about bringing people together. So perhaps we can overlook the unpleasanties that a few villagers in far off lands had to suffer at his hand and chopper.

This bringing together of disparate Scandinavians was remembered when competing phone companies were looking at a unifying technology which would allow them to all talk together. Remembering their Viking roots they looked back to their king. So Blutooth was the name which is now synonymous with bring a sense of united purpose and shared vision.

This got the Propeller Club Liverpool Vice President, Steven Jones, thinking - which is a dangerous thing. He believes that there are so many maritime "tribes" in the area, that perhaps it is time that we all started talking together - finding out common goals and aims, and supporting each other. There are many groups - representing

different shipboard roles, different sectors of the industry, even different companies or ranks.

It is fantastic that so many different elements of the industry are catered for - but what about finding our "Blutooth" moment. Our means of talking together, sharing information, events and perhaps even a voice for the diverse local maritime community.

When attending events and functions held by the various maritime groups in the city, it has become increasingly clear that some means of aligning interests and activities would bring potential benefits for all.

Having the annual dinners of professional bodies on consecutive evenings for instance, or membership organisations hosting three events on days that we have two - well this all seems to be watering down all our potential audience. A lose-lose situation.

We think that we need to mix things up a little, and make sure that all parts of the maritime scene in Liverpool and the surrounding area are able to work things out, to talk and to find the common ground necessary to work together to best effect.

This is about finding a mechanism which allows each group to remain focused on its core activities, but which opens a whole host of others for their members, and for ours.

In the Propeller Club Liverpool we have many people who are members of multiple groups, clubs and organisations - so we already have a head start in trying to get people around the table.

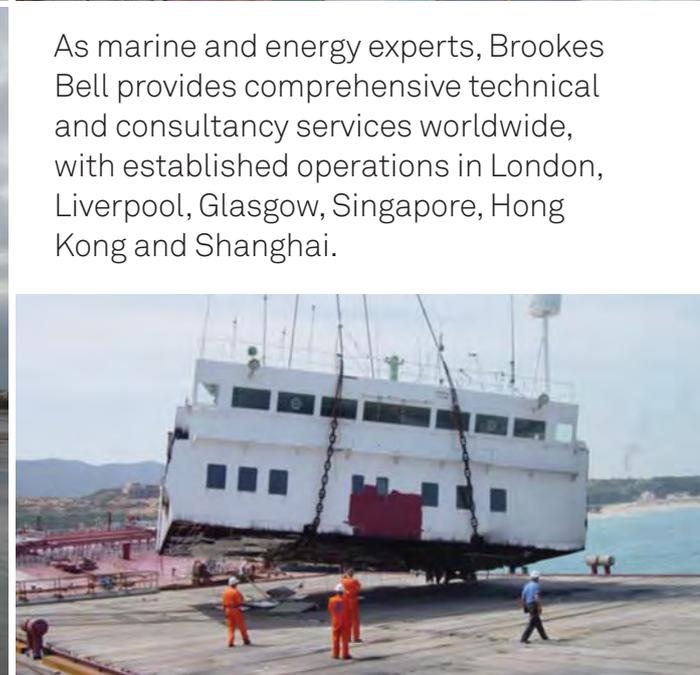
We have begun working with Pamela Brown, to map the stakeholders and to join the maritime dots. Pamela knows so many shipping people locally, and across the sectors and generations, and we are sure that we'll be able to create a map and links between all kinds of organisations.

Together we can then sit down and really create a maritime community, one that delivers for all the relevant members, but which also showcases the strength and depth of the industry in our area. One proposal is that we should have a "Maritime Ball" - which brings all these groups together in the planning and delivery, and which provides us with a chance to meet, get to know each other and to work together for the betterment of all.

The next phase is to develop our local "map" of all the various groups, and lead personnel within them. We need your help to do this - if you are a member of another maritime/shipping organisation locally please let us know and get involved. Email propellerclubliverpool@gmail.com with details.



The
right help,
in the
right place,
at the
right time.



As marine and energy experts, Brookes Bell provides comprehensive technical and consultancy services worldwide, with established operations in London, Liverpool, Glasgow, Singapore, Hong Kong and Shanghai.

www.brookesbell.com

 **Brookes
Bell Group**

Excellence • Integrity • Proficiency

Speaking at the Plumbers
Ball, the Annual Dinner of the
Liverpool Marine Engineers &
Naval Architects Guild, Propeller
Club Member Captain Terry Ogg
talked about safety and the need
to stop blaming fate...he also
stressed the need to mentor the
next generation and to learn from
the one which is about to take the
last ferry 'cross the Mersey.

FAREWELL FATE AND SO LONG SODS LAW

In the shipping industry, as with life, we all make mistakes. If it's not burning the toast, it's lashing a container ship up the beach. Mistakes are part of human error, which is an element within the broader classification of "human factors".

MISTAKES DO HAPPEN, DEAL WITH IT

While mistakes, of course happen, is it our attitude towards mishaps which is key? Alas when disaster strikes, we are often perplexed not only on a practical level but philosophically too. Some of us are drawn to wonder about the seeming perversity of a universe that, with the help of a bottomless bag of tricks, constantly attempts to thwart our designs and deny our plans, to corner us in the wrong place at the wrong time.

LEADINGEDGE

There is a temptation then to externalise the causes of our failures, and in doing so create what we consider anecdotal natural laws. Take, for instance, Murphy's Law, or Sod's Law as some call it. It's usually expressed as, "if anything can go wrong, it will".

Which suggests that despite our best efforts we will be undone by an arbitrary spanner lobbed randomly into the works due to some mysterious external agency. Which can be a handy excuse, but when things go wrong, it's usually us, and something we did or didn't do.

It's not just the last human in the chain. Sure, we can all admit "I burned the toast. It was me, mea culpa". But maybe, if the people who made the toaster could build a machine that didn't cause toast to go from golden to cremated in about 5 seconds, we'd have a chance.

Think about the conveyor toaster machines, the staple of international buffet breakfasts from Blackpool to Bangalore. Raw toast in at one end. One pass, it comes out as: raw toast. The minute you try a second pass, there's smoke, fire, alarm bells, electric shock and third degree burns. The toast arrives in the form of an ash deposit. Design matters...without a Murphy or Sod in sight.

ALFRED HOLT THE GREAT

These are not new concepts – Alfred Holt, (an accomplished consulting marine engineer, designer of the first compound tandem marine steam engine, who with his brother Philip founded, in Liverpool, the Ocean Steamship Company, or Blue Funnel Line) has a some amazing insight and thinking on the matter.

As far back as 1877 he was speaking of Murphy's Law - "It is found that anything that can go wrong at sea generally does go wrong sooner or later". This, Alfred went on to say is why ship owners prefer the "safe to the scientific...and the advantages of simplicity". Adding, with a freshness that could have been spoken today - "The human factor cannot be neglected in planning machinery."

So even back in 19th Century, Alfred Holt had an evident cast iron grasp of men, of machines and of how they interact. It's what we now call "ergonomics", a term that was first coined more than 70 years later. And the phrase "the human factor", he was using as would a present-day psychologist. To put this into context, it was only in the 1870s that psychology started to develop out of philosophy as an independent scientific discipline.

AN EYE TO DESIGN

What we see here is that Alfred Holt, was not proposing that things inevitably go wrong in mysterious ways due to external agencies, he was saying look no further than ourselves when it all turns to rat droppings. And don't point the finger at the last human in the chain, the cheerily disposed marine engineer, for example. Examine instead what was planned for. In other words, look at the designer, maker and tester of the defective toaster, rather than just the toaster.

Why is any of this significant? Well, because the greatest of all human errors, and the least forgivable if we are being hard on ourselves, is to fail to account properly for human factors.

So it is suggested that Murphy's law, or "Holt's law" as it should be called, is given the drop test. Like so many ideas, it has been removed from its original context, corrupted, and no longer serves a useful purpose. So what about a retort to Holt's Law, which we may consider Ogg's Rejoinder (as no-one else has claimed it) and it goes like this: "if it can go wrong, it will usually go right".

That is a truer and more helpful reflection of our everyday experience. It reminds us that at any given moment we could be but a flea's reproductive organ away from disaster: we simply aren't aware of it. It supports the view that much of what keeps us safe is the flip side of human error – our tremendous abilities to detect, compensate for and recover from earlier errors. And it cautions us against complacency, of the awful, "if it ain't broke, don't fix it" kind. Which is

especially troubling, as you don't know whether something is broken until it is too late.

STRIVE TO MAKE THINGS RIGHT

If we don't continuously strive to do and to make things better, we will surely consign our systems and our organisations to irrelevance and oblivion. This is especially important given that marine casualty investigation is often about seeing things people wouldn't believe – until they are seen.

The key to all this comes back to attitudes and understanding and perhaps avoiding the temptation to think that shipping is all about ships and the sea. Alfred Holt knew that that's not the case at all and most smart people would agree...and that is the point it is about people and personality, yes we return once more, back to the human factor.

In the shipping industry today, not least in the members of the likes of the Liverpool Marine Engineers & Naval Architects Guild, there is the professional DNA of brilliant men like Alfred Holt. But for how long. So how can we ensure that new comers, those learning the trade pick up and learn from them? We need to ensure that the knowledge, skill, experience and personality within our own industrial human chain is not lost.

We need to find the means to mentor and to encourage new people coming into what is a truly fascinating and people-rich industry. There are still giants in their respective maritime fields working today, with the kinds of expertise and experience that are very hard to replicate.

Many of them are getting on and it won't be that long before some will be taking the fiery long boat to Valhalla. Others are due to take a last ferry to the Wirral and well-earned retirement. Before they pay off, engage with them, learn from them, adapt and apply what you learn, express your individuality and never stop testing conventional wisdom.

Now take your toast out before it burns...



Marine training you can trust.

ISPS COMPANY SECURITY OFFICER (CSO)

MCA approved

February 23-26, Liverpool, price: £1220+VAT

June 7-10, London, price: £1220+VAT

ISM AND ISPS INTERNAL AUDITOR

March 1-3, Liverpool, price: £1105+VAT

ISM INTERNAL AUDITOR

March 30-31, Southampton, price: £885+VAT

May 4-5, Southampton, price: £885+VAT

ESSENTIAL DRY DOCKING

April 12-14, Glasgow, price: £1105+VAT

CLASSIFICATION AND STATUTORY SURVEYS

March 8-10, Glasgow, price: £1105+VAT

June 21-23, Southampton, price: £1105+VAT

LNG AS FUEL

May 17-18, Glasgow, price: £885+VAT

RISK MANAGEMENT & INCIDENT INVESTIGATION

March 15-17, London, £1105+VAT

June 28-29, Liverpool, price: £885+VAT

COMPUTATIONAL FLUID DYNAMICS

June 21-23, Southampton, price: £2100+VAT

HULL INSPECTION- DAMAGE AND REPAIR

February 23-25, Southampton, price: £1220+VAT

April 26-28, London, price: £1220+VAT

ISM AND THE LEAD AUDITOR

May 10-13, London, price: £1220+VAT

TANKER AND VETTING INSPECTION

April 5-6, Liverpool, price: £885+VAT

ISM AND THE DESIGNATED PERSON ASHORE

April 19-20, Southampton, price: £885+VAT

For more information contact us on **+44 (0)151 552 5214/5226**
or **ukmarinetraining.liverpool@lr.org** and quote ref. **MTS/01-16-02**

www.lr.org/training



Lloyd's
Register

Working together
for a safer world

THE PROPELLER CLUB OF THE UNITED STATES



This is to Certify that
THE PROPELLER CLUB OF THE UNITED STATES
Port of Liverpool

has been duly chartered as a member port of
THE PROPELLER CLUB OF THE UNITED STATES
An International Maritime Organization
and is entitled to all the privileges of such membership
as set forth in the Constitution and By-Laws

of the PROPELLER CLUB
of the United States

[Signature]
EXECUTIVE

YOU ARE
WELCOME TO
JOIN US
TODAY...

The Propeller Club Liverpool is your readymade maritime network in the region. We welcome all who work in shipping, or who have a passion for promoting it.

Membership links you to an amazing group of professionals - not just in Liverpool, but the world over. So join us today - it costs just £45 per year, and you will help us to deliver even more for the maritime community locally.

Enjoy our First Thursday evenings, golf days, tall ship visits and lunches. There is so much going on, and we want you to be part of it.

<http://propellerclub.co.uk/joining/>





THE WEIRD WORLD OF URBEX



Floor _____
SAFE LOAD WHICH THIS
FLOOR IS CAPABLE OF CARRYING
is _____ Cwts. _____ Lbs.
PER SUPERFICIAL FOOT.

Floor _____
SAFE LOAD WHICH THIS
FLOOR IS CAPABLE OF CARRYING
is _____ Cwts. _____ Lbs.
PER SUPERFICIAL FOOT.

Our good Youngship friends Mark and Steph of eMPty Productions have been capturing weird and spooky images of the abandoned docks and buildings in Liverpool. Their URBEX (urban exploring) adventures have featured in the Echo and have been capturing the imagination. To find out more see <http://www.emptypro.co.uk/>

MERSEY MONUMENT TO THE SHIPS WHICH MADE THE MEN

A competition has been launched to place a monument which will dominate the Mersey, and which will remember the training ships which launched the careers of thousands of seafarers. The organisers want a striking, individual design for an imposing public memorial to the Mersey training ships.

The monument will be located on a prominent hilltop position in the wonderful setting of the Port Sunlight River Park overlooking the River Mersey.

Why? For 139 years from 1855 to 1994 the ships trained approximately 45,000 young boys aged 11 to 18 years for a hard and dangerous life at sea in Britain's Royal and Merchant Navies.

Considerable numbers of them were disadvantaged or problem boys and these ships transformed their lives for the better, giving them a productive and rewarding future.

They gave a lifetime of loyalty and service to their country and significant numbers lost their lives at sea in peace and war.

The Mersey Training Ships Memorial Trust has launched a public design competition to produce a design for an imposing and individual public memorial to the Mersey training ships to be sited in a prominent position in the Port Sunlight River Park (PSRP). The closing date for design proposals is 31st March 2016.

The competition is open to everyone as individuals and/or in groups. Local

art, design, landscape architecture and architecture apprentices, trainees and students are particularly encouraged to submit proposals. A prize of £500 will be awarded to the winner(s) and their name(s) will appear on the memorial.

The organisers are seeking a striking and individual design that:

- Reflects the four ships and the boys' nautical training.
- Positively attracts and engages people, rather than being something they simply look at.
- Exploits its prominent position overlooking the river.
- Integrates the view of the Sloyne and the Mersey.
- It must also be safe in a Health & Safety context and robust, especially given its elevated and exposed waterside position.

Deadline: Thursday 31 March 2016.

For more information and the Design Brief, visit <http://www.merseytrainingshipsmemorialtrust.org/the-mersey-training-ships-memorial/the-memorial/design/>





THE LUNCH CLUB

LIFE, CAREERS AND THINGS THAT MATTER...

Propeller Club Liverpool hosted its first lunch of 2016, and once again a great turn out joined us in the Board Room of Aloft Hotel. Phil Parry of Spinnaker Global and the Maritime HR Association talked about how careers are built, and the importance of a foundation of a positive life.

The Propeller Club Liverpool lunch was extremely well attended, we had over 40 guests in the Board Room of Aloft Hotel. As is the norm, the venue did us proud with excellent food, exquisite surroundings and ample wet staff to keep the convivial conversation flowing. For those who like details, we started with ham terrine, followed by excellent beef, with pudding a delicious creamy cheesecake.

Phil Parry, our speaker, decided to take a slightly sideways look at the matter of careers, development and of the ways in which both people and organisations address their views of recruitment.

Our President, Jim Bellew, gavel in hand, presided - and he thanked our visitors in the traditional style. You wait years for a President and then two come along at once - as we were also joined by the President of The Athenaeum in Liverpool. So it was that he, Mike Shankland, gave us another special poem for the Grace.

Throughout the meal, looking around the room it was clear that the Propeller Club Lunches are really finding their feet. On each table you could see earnest debate, interested exchanges - and on the naughtiest table, even raucous laughter. It was so rewarding to see so many people enjoying themselves while networking.

Again there were a number of non-Propeller Club members in attendance, some brought as guests, hopefully we will be able to translate their enthusiasm into membership. There were a number of companies represented, and the feedback from all seemed to be overwhelmingly positive.

Once lunch was devoured it was time for Phil to begin his talk - after a fantastically irreverent scene setting by Jim. The first thing Phil addressed was that of expectation - and of how people expect their careers or businesses to grow and develop. Sadly all too often the nothing ever happens as planned.

For Phil, fresh out of Plymouth University, the idea had been to shake up maritime recruitment...he and his business partner laboured away over the dining room table. Creating a new service and product which they believed would blow the shipping industry away.

As they introduced it to the market they found out that they couldn't have been more wrong. The industry was resolutely underwhelmed and disinterested. Back to the drawing board...or dining room.

Over time this initial set back actually served them well - they were able to learn, to rethink and to reassess what people actually wanted. Eventually Spinnaker was born, and it has for the past 20 years been one of the leading names in recruitment.

This market leading position has now seen them branch out further, and they have served as the secretariat and home to the "Maritime HR Association", and organisation which is doing much to delve ever deeper into the real back stories behind shipping recruitment and retention.

From salary benchmarking, through to assessing new innovations - the Maritime HR Association is helping to provide information where once only guesses and rumours existed.

While Spinnaker has gone from strength to strength, Phil's life has not been without adversity, His first child, Oscar was struck down with not one, but two forms of leukemia - and the family, friends and business associates rallied to both support Oscar, but to find wider answers too.

This led to the establishment of a new charity "OSCAR" (Ocean and Shipping Community Advancing Children's Health and Research) campaign, an innovative fundraising partnership uniting the International Shipping Community under a philanthropic banner to raise significant funds towards areas of urgent need at Great Ormond Street Hospital and its research partner, the UCL Institute of Child Health.

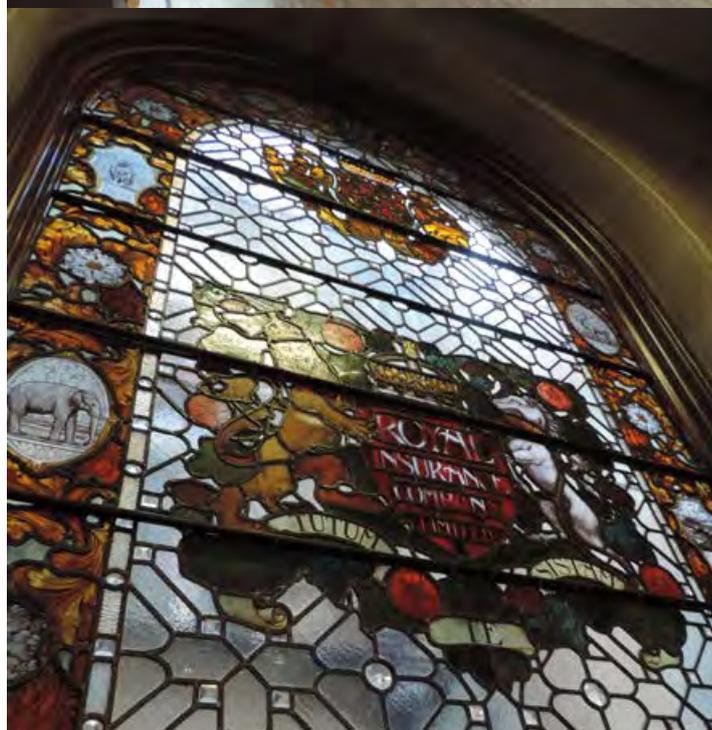
Oscar pulled through and is now a 16 year old with the world ahead of him - and this is something of which shipping should be pleased. It should perhaps be even more proud that the work of OSCAR has helped to fund ground breaking treatments which are saving lives and making a real difference. Shipping often gets a bad rap - but through this kind of charity initiative, then there is a chance to shine and make a good things happen.

Phil sees this as a metaphor for not just business, but for people too - to live life, to grab opportunities and to never be afraid of moving forward and making advancements. His words echoed with many, and there was a sense that by grabbing life, then good things can follow too.

Once again, none of this would have been possible without the hardwork of so many people - Sue Henney and Holly Savage of KVH Media Group - worked tirelessly to make sure everything went smoothly and who did a fantastic job of making our guests and members feel so welcome. While our Treasurer, Anneley Pickles (also of KVH Media) push so many people so hard to attend.

We are so grateful for the support of all members who were able to attend, and we look ahead to more events, more networking opportunities and to providing an ever stronger link between maritime professionals working in Liverpool and across the surrounding region.

Our next lunch is the Annual Charter celebration - April 22nd in Aloft - SAVE THE DATE and see website for details.



IN OUR MERSEY PARADISE



The Stone Roses got one thing right about the Mersey, the river does indeed splash against the rocks - even our jury is out on the "paradise" bit...but you would be surprised by some recent visitors to the "Pool of Life"...

ON THE OTHER SIDE...

We do have another river you know - we're not just about the Mersey. There is the delightful River Dee. From the Welsh hills it flows onwards, past Chester and out to the sea. Sometimes it gets delightful visitors - reknowned for its seal population, there are occasionally even dolphins spotted. As was the case last month when a lone cetacean was spotted off Connah's Quay. Poor thing.



ALBERT DOCK SOLD ON

Aberdeen Asset Management has purchased Liverpool's historic Albert Dock for £43m. The dock, which is central to the city's regeneration efforts along the waterfront, has become a tourist magnet with more than six million visitors every year.



MOVIE MAKERS ARRIVE

Liverpool is a favourite destination of film makers - its streets doubling for historic versions of New York and London. The past few months have seen a burst of movie and TV filming in the city - not least Peaky Blinders. The show has used various streets, the Pier Head and Port Sunlight as backdrops. Seacombe Ferry even became

We would love to have any photos or thoughts of events you have seen or attended locally. We are proud to live and work in such a vibrant maritime community and look forward to featuring some of the goings on here.



BIBBY PENS BIG WIND DEAL

Bibby Marine Services, part of Liverpool-based Bibby Line Group, has signed a major contract with Dutch shipbuilder, Damen, for a purpose-built Service Operations Vessel (SOV) to serve the offshore wind market. The new ship, 'Bibby WaveMaster 1' represents the first collaboration between the two market leading companies.



OUR LOCAL FIRST SEA LORD

Our very own local hero Vice Admiral Sir Philip Jones will be promoted to Admiral and will take over the role of First Sea Lord in April 2016. VAdm Jones is currently the fleet commander and deputy chief of naval staff, following a promotion to Vice Admiral in 2011. Born in Bebington, on the Wirral, he joined the navy in 1978.

Your Total Solution for Training, Entertainment, Operations, and Crew Connectivity

DELIVERED BY
KVH
IP-MobileCast™

Entertainment

TVlink™

MOVIElink™

SPORTSlink™

NEWSlink™

MUSIClink™

Operations

TRAININGlink™

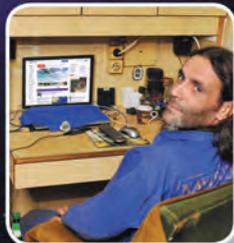
FORECASTlink™

CHARTlink™

VIDEOTEL
A KVH COMPANY
The Leader in Maritime e-Learning



TRAINING



INTERNET CAFÉ



ENTERTAINMENT



OPERATIONS



CREW CALLING



ONE FINE CITY

POOL OF MARITIME TALENT

There are some who fear the lure of London and other major cities on our local maritime talent - we think we should celebrate working here, especially as we were voted the 2nd UK Happiest City to work in...we demand a recount...

It is impossible to work in the shipping industry and escape talk of the world's biggest maritime centres jostling for position and pre-eminence. London, with its glitzy, Shipping Week likes to hoover up plaudits and talent alike, while Singapore and Dubai scream of their incredible credentials and potential.

All three stalking the industry as the likes of Hamburg, Hong Kong and New York look on, stoking their own fires and desires to be number one. That is the modern world of shipping – the biggest cities soak up new companies, investment from old and draw in people like moths to a maritime flame.

Sometimes though, all the fuss and white noise of building, investment and bravado it can be possible to miss or overlook developments elsewhere and the changes, evolutions and occasional revolutions in other cities.

For the Propeller Club Liverpool, there is immense pride and satisfaction that the city of Liverpool and the area around it – from the northern wind farms, up the canal to Manchester and Salford, are beginning to buzz once more.

There is activity on and besides the Mersey the like of which hasn't been seen since John, Paul, George and Ringo were larvae. From the mouth of the river, and the incredible investment and development by Peel Ports, there is the new "Liverpool Two" container terminal. New cranes sit like Imperial AT-AT walkers waiting not for Luke Skywalker, but for ships –lots of them, and big ones too.

The docks are awash with activity, there are increased shipping movements, and there are companies leading so many national and international developments. From the likes of Bibby – and it's huge

and diverse interests, through to ACL. As ACL's smart new city centre headquarters take shape, their new Con-Ro vessels are garnering positive attention on both sides of the Atlantic.

Cruise Lines too are now embracing Liverpool. The cruise terminal has brought some of the most iconic ships into the city, and who can have missed the spectacle of three Queens dancing in the river. The city won an award as top cruise destination in 2015, and visitor numbers are set to rise further this year.

Over the river there is Cammell Laird, the yard becomes busier almost by the day. Where at one time it was only the grey funnels of the RFA which seemed to keep it alive now there are reds, greens and blues. There are ships of all sizes being refurbished, repaired and dry docked.

There is even an incredible new building project taking shape, as the yard recently won the contract to build the most advanced polar research vessel the world has ever seen. Supported by engineering excellence and classification input from the likes of Harris Pye and Lloyd's Register, there is big scale work going on - and we should be rightly proud.

The city also plays host to other massive global players – there is CMA-CGM and Maersk too, while Seadrill has also just moved to Liverpool. WEC Lines, brokered by Iberolinhas, will soon introduce a new service that establishes a direct link between the port of Setubal and Liverpool.

While Maersk subsidiary, Safmarine is moving from Felixstowe to Liverpool. While this does not necessarily mean that Safmarine or Maersk ships will start calling at Liverpool2, the timing is certainly interesting especially given that Safmarine's main services are the Indian Sub-continent and Africa.

Big companies are flocking to the city, while the long established are growing and developing constantly. The likes of Brookes Bell are a classic case in point – they have become one of the maritime world's leading consultancies, and have stayed true to their Scouse roots.

While KVH Media group is a hugely important part of the US tech giant's portfolio - and their Crewtoo network, the largest seafarer social network in the world is based out of Liverpool! We care a lot about seafarers here - we even have the country's largest Port Welfare Committee, and a Mission which does amazing work.

Big law firms and loss adjusters are here – Hill Dickinson, Weightmans and Charles Taylor Adjusting are important parts of the local shipping scene, and add to the vibrant mix. There are new and niche companies too – MIRIS International and Port 2 Port have been majorly influential players in the development of the maritime security industry – fighting pirates, and winning work too. While we have CTI Marine moving people and InXpress moving cargoes the world over.

Having established that there is a lot going on, that there are many companies doing great things, we can't ignore the one real asset that makes this all possible. That is the people – maritime professionals, with expertise, qualifications, skills, contacts, ideas and drive – these are the things that make a difference. That separate a city from being just office space, and make it a community.

Liverpool is growing because it's time has come around again. It is growing too because it is a great place to be, to live and to work. Over the river, just a few miles out on the Wirral peninsula are a number of places which were named within the top ten places to live in the UK. Apparently Woolton and Crosby aren't too shabby either. While Smithdown Road has an earthy charm.

To live close to Liverpool is not about long commutes, or battling through dreadful traffic – it is about a being part of a vibrant, energetic and wonderful city. House prices are low, food, drink and entertainment costs are all lower than many other maritime hotspots – and these things do matter.

But more than any of that, forget the ease of commute, the cheaper prices and wages going further. Forget even that its just 2 hours down to London on the train, or that Manchester airport is only about 45 minutes away. The real strength of a maritime city is the sense of community, vibrancy, passion and sense of belonging.

There is even one of the world's greatest football teams to watch...and a spare if you can't get into Anfield. Which reminds us of a song about our cathedrals. There is history and culture too – the oldest docks, and last wooden built British Schooner to name but two attractions. You can't move for shops, restaurants, great hotels and bars. The place is buzzing la.

In Liverpool and the surrounding area, there is all that and more – so, and yes we are biased, we believe that our city is one of the best places to do business, to get a job and to live. We look forward to welcoming you with open arms to our free maritime networking events on the First Thursday of each month – so you can find out what all the fuss is about.

See www.propellerclub.co.uk to find out more.



Four lads who shook the world...



Queen Victoria and "Prince Albert"



CALENDAR OF EVENTS

SPRING 2016

4 FEB

First Thursday

Rococo, Lord Street

Hosts: OGG Expert

Ok, so this has probably passed by the time you read this. However, I am sure we will have had a wonderful night to remember, I hope you managed to join us. If not, then fear not - like buses the next FT will be along soon.

29 FEB

Committee Meeting

KVH Media, Derby Square

Yawn and stretch - time for another committee meeting. But this is what clubs do, so we have to have one. This is your chance to make a difference to the way things are done and to shape the Propeller Club Liverpool's future.

3 MAR

First Thursday

TBC

There are rumours afoot that Sue Henney wants to break free of the Rococo shackles and embrace her own URBEX project. So we may be hosting somewhere else. See the invite for details.

7 APR

First Thursday

TBC

Depending on the success or otherwise of March, then we could likely be back in Rococo - tail 'twixt legs. We shall see - we'll keep you posted, so look out for emails, invites and on the website.

22 APR

Anniversary Lunch

Aloft Hotel, Liverpool.

To celebrate our first year since our charter we will be once more inviting the great and good to come celebrate with us for lunch. This time around we are holding it on a Friday - because Saturday mornings are kinder.

5 MAY

First Thursday

TBC

By the 5th of May, we could well be seeing wonderful spring weather. The flowers will be in bloom, and Propeller Club Liverpool will be in playful mood once more. See website for details of who is sponsoring and where we'll be.



24 Peaks Challenge

**SUPPORT
TEAM KVH**



LAIRD SLIPWAY BRINGS ALL THE BUOYS TO THE YARD



Cammell Laird
continues to
innovate and grow...

Cammell Laird saw turnover rise but profits fall during its last financial year. According to reports in the Liverpool Echo, the shipbuilder and marine engineering group saw turnover rise almost 5% to reach £114.7m for the 12 months to March 2015.

Unfortunately, this meant that pre-tax profit for the year fell from £10.7m in the previous year to £10m last year, despite the rise in sales.

While profits may be slightly harder to come by, the rise in activity shows just how attractive the facilities are to owners. Something which has been patently obvious whenever you drive past the yard – there are many vessels being repaired, maintained and worked on.

Like the golden days before – when the rush of workers comes out to cross the road you can be waiting some time – now though, instead of heading for a pint of mild, they are more likely off to McDonald's.

The polar research vessel, which will replace "RRS James Clark Ross" and the "RRS Ernest Shackleton", will be constructed at Cammell Laird with a launch date scheduled for 2018. A project expected to keep 400 workers in work.

That though is not enough, and the yard wants to take advantage of the container vessels visiting Liverpool 2 at Seaforth. In order to be ready for a the biggest container vessels in the world, Cammell Laird is considering investing more than £100m to build a massive new dry dock capable of taking the world's biggest ships. The project could create jobs for hundreds of workers.

The yard is already home to the biggest dry dock on the west coast of Britain, but they need to go bigger if they are to be ready for the post-Panamax box giants.

If built, Cammell Laird's new dry dock would be 400-metres long and 60-metres wide. Enabling the shipyard to carry out repairs and maintenance

work on vessels that can transport up to 20,000 containers at a time. Don't get too excited just yet – this is many years away – but it shows the energy, drive and entrepreneurial spirit which has breathed new life into the yard.

In the meantime, Cammell Laird is reportedly on standby to help fix the major engine troubles afflicting the Royal Navy's fleet of six Type-45 destroyers.

The offer of help came after it emerged the Royal Navy is planning a major overhaul of the engines used aboard its latest generation of destroyers because they keep breaking down at sea.

Chief executive John Syvret told the media, the Birkenhead yard is hoping to help repair the warships, each of which were built at a cost to the taxpayer of £1bn.

Cammell Laird has a long-standing relationship with the Ministry of Defence (MoD) as it currently carries out long-term maintenance contracts on part of its fleet of Royal Navy Auxiliary vessels. The yard has also constructed the flight decks for two new aircraft carriers.

While the massive dry dock may or not come to fruition, and while the Navy may look elsewhere for answers - there is one area which is definitely set to boom locally is wind farm support.

Wind giant Dong is to use the Cammell Laird site in Birkenhead, northwest England as the construction base for its 258MW Burbo Bank 2 offshore wind farm - using Vestas turbines.

The Danish company said the facility, to be leased from Peel Land and Property, will employ up to 50 people during realisation of the Round 2.5 project in Liverpool Bay.

Onshore construction at Burbo 2 got underway last year. The yard previously filled a similar role for RWE's 576MW Gwynt y Mor wind farm off Wales.



FULL STEAM AHEAD

THE SS DANNY IS

ALMOST DONE



PETER ELSON OF THE DANIEL ADAMSON PRESERVATION SOCIETY TELLS OF THE BATTLE TO SAVE A HIGHLY IMPORTANT VESSEL:

When the furnaces of the “SS Daniel Adamson” are lit at Cammell Laird, in Birkenhead, and steam wafts through this historic vessel’s newly refitted pipework, it will be the first time in more than 30 years that the UK’s last surviving tug tender has felt fire in her belly.

But this isn’t so much as waking a sleeping beauty, but a full-scale Lazarus-type resurrection of one Britain’s most historic ships, which many people believed to be

an impossible task. Withdrawn in 1984 with boiler problems and laid-up, it seemed that the only future for the increasingly derelict vessel was the scrapyard.

Yet this venerable old ship rated as “highly important” on the UK National Register of Historic Vessels, which has been a fixture on the River Mersey and Manchester Ship Canal for an astounding 113 years, is now entering the final stage of a £3.8m, six month restoration at the shipyard where the vessel was built more than a century ago.

That this stage has been achieved is due to the dedication of the ship’s owner, the



Daniel Adamson Preservation Society (DAPS). Led by DAPS' stoic founder and chairman, Capt Dan Cross, the ship was bought for £1 from the Manchester Ship Canal Co days before being sold for scrap. Even before entering Cammell Laird, 150 DAPS volunteers spent 100,000 hours on basic restoration since 2004.

Soon Daniel Adamson will be moved from Cammell Laird shipyard's 'Alabama' No 4 Drydock to the Fitting Out Berth, which is almost where the ship was launched in 1903.

'The Danny' was built by a Cammell Laird subsidiary, Tranmere Bay Development Co, for the Shropshire Union Railway & Canal Co.

Originally named "Ralph Brocklebank", she served as a ferry on the River Mersey between Ellesmere Port and Liverpool's Manchester Dock, carrying up to 200 passengers and towing barges, later being sold to the Manchester Ship Canal Co.

After being elevated to become the MSC directors' inspection vessel, the passenger accommodation required a major upgrade. A board member had sailed on the new Cunard flagship "RMS Queen Mary", in 1936, and was so impressed that the superliner's builder, John Brown & Co, of

Clydebank, was invited to refit the little Edwardian ship's double deck saloon in art deco ocean liner style.

In this form, the coal-fired ship hosted numerous VIPs, including King Fuad of Egypt, the King of Denmark and Gen Dwight D Eisenhower when he inspected D-Day preparations at Salford Docks. The stylish saloon will be a big attraction in Daniel Adamson's future public cruising role from May 2016, when she will return to passenger service for the first time since 1921.

The restoration, paid for by a Heritage Lottery Fund £3.8m grant (which also covers support and start-up costs), is now 80 per cent complete. Major steelwork has been completed (including 200sq ft of new hull plates), the twin propeller shafts overhauled, new sea valves fitted, plus the boiler refurbished and hydraulically tested.

The 150 gross ton ship's restoration must comply both with the Heritage Lottery Fund's grant terms to ensure historical authenticity and the stringent contemporary safety requirements to receive the Maritime & Coastguard Agency (MCA) Class V certificate for carrying 100 passengers. While, sub-contractor MPE Interiors is entirely restoring the art deco saloon, bridge, wheelhouse and other woodwork. A new

electrical power supply system is being installed.

Trials in the River Mersey will then take place during March, 2016, under the supervision of the Maritime & Coastguard Agency. Once approved by the Agency, Daniel Adamson will be handed over to DAPS.

The vessel will be formally relaunched at a special ceremony at Canning Half-Tide Dock, in the Albert Dock complex, Liverpool, on Friday, 6 May, 2016, followed by opening to the public at the Steam In The Dock event, with traction engines on the quayside and other historic vessels.

Capt Dan Cross, DAPS chairman, said: "For any shipyard, a vessel such as Daniel Adamson, with its heritage and complicated issues would have been a major challenge, but Cammell Laird has risen to that challenge.

"However, it's been a steep learning curve at time for all parties and we're indebted to Cammell Laird managing director Linton Roberts and his team, and our marine surveyor John Pope, of Braemar Technical Services.

"I'm very impressed with the excellent progress that Cammell Laird's highly skilled shipyard staff have made in bringing this priceless ship back to life. Cammell Laird still has staff with amazing shipwright skills, even though it doesn't crow about it.

"For example, we bought a 45ft long square section of spruce tree trunk and within a week this had been turned into a perfectly formed, tapered pole mast, which is a testament to the skills based at the yard."

Without doubt this exemplary representative of the British shipbuilders' art and craft is destined to become one of the nation's premier maritime attractions, both for sailings and as a static museum ship on the River Mersey, River Weaver and Manchester Ship Canal.

Anyone interested in volunteering to help run SS Daniel Adamson, in jobs ranging from shoveling coal in the engine room to stewarding on deck, will be warmly welcomed. Professional skippers and officers are also required. Please contact: Georgia.Hayes@danieladamson.co.uk

A Folk & Shanty Concert starring Hughie Jones, ex-The Spinners, to raise funds for "SS Daniel Adamson" will be held on Saturday, 5 March, at 7.45pm; at the Florence Institute, Liverpool, L8 4RF; tickets £8, or £7.52 at www.eventbrite.co.uk



REMEMBERING

LIVERPOOL'S

CHINESE CONNECTION

The Sound Agents John Campbell and Moira Kenny aim to create a museum in Chinatown to celebrate the lives of merchant seamen and their families. Funded by Heritage Lottery Fund in 2014 the artist/researchers recorded the Liverpool Chinatown Oral History. The audio/visual archive includes stories of the lives of Chinese sailors who came to Liverpool just after WW2 following in their fathers, uncles or brother's footsteps.

The proposed first phase of the project is to work from Shipping Containers to create a temporary Chinatown Museum in Great George Square working in

partnership with the Open Eye Gallery, LCC and Austin Smith Lord Architects.

Tale of Sing Zhay Woo

Mr Sing Zhay Woo is 92 and looking forward to seeing his story in the Museum, Mr Woo was a seafarer and is keen to share his life journey for younger generations to understand Maritime heritage and the role Chinese seafarers played in shipping.

He came to Liverpool via London from Shanghai in 1947 after his brother Too Pay, a Blue Funnel Bosun, went to China after WW2 to take Mr Woo back with

him to England to provide for his family. Mr Woo's father died when he was five years old, the family were poor and relied on farming to survive. He did not want to leave his mother and wife at the age of 20, but knew that the allotment he would earn at Blue Funnel would ensure they would survive. He travelled on the Glen Line to London

"I did not like seafaring, it was very hard work at sea but what could I do? Both the Glen Line and Blue Funnel fleets were part of the Alfred Holt Group.

When I came to Liverpool I worked on coasting, when the ships came here the



Mr Woo and Pat Thomas



Alan Koo



Tale of Pat Thomas

crew needed relief. They had to go to Lifeboat School. I would relieve the crew that were working. They would go and get their certificates. My brother Too Pay was the Lifeboat Instructor. When he became ill I took over as Lifeboat Instructor.

I lived in the Seaman's Boarding house in Nile Street. The rooms were big and slept 16 or 20 people, all Chinese. The boarding was paid for by the Blue Funnel Company we didn't pay anything. All the men in the boarding house were on the same ship. On board the ship there was the deck department, the engine room department and the steward department, the steward looked after the officer just like a waiter.

The engine room looked after the ship. I was on the deck, I cleaned and painted the ship. Sometimes we carried passengers sometimes ten sometimes two. Sunday we did not work, it was very small money on the ship. I worked from 8 to 5. I worked for Blue Funnel from 1948 to 1970. I left when the office moved back to India Buildings".

The Blue Funnel Chinese office was based in Nelson Street in the now "New Capital Restaurant" the Chinese sailors socialised in The Nook Pub.

By WW2 between 15-20,000 Chinese seamen had made Liverpool their home.

Pat Thomas is the only other living worker of the Blue Funnel Chinese Office. Pat joined the Alfred Holt company as a young girl working in the post room, she worked her way up to the accounts department and did the book keeping in India Buildings before moving to the Blue Funnel office in Nelson Street.

"Miss Hirst was in charge and was very strict. Blue Funnel was a good firm to work for. I didn't see the Holt family, George Holt was there, he lived in Sudley House. We had a yearly bonus, I got £10 per month, by the time I had paid my bus fares and my mum and dad there was not much money left.

The Blue Funnel crews were on very low wages. I did all of the accounts and the cargo freights it was quite interesting. They paid the young men low salaries, they did not let the young lads get married but they did have the chance to go out to Hong Kong".

The Nelson Street Office was just a house, people played bowls at the side of the house in Great George Square, Miss Pew paid out the allotments and the wages to the Asian Staff. Mr Smith when he turned up, had an office with Johnny Johnson and Mr Lane. There was a switch

board and I was upstairs. A doctor came in every now and again, the doctor was based in India Buildings for the staff and crews. Mr Woo was one of the group, he spoke English better than some of them. He was so kind".

The second generation of Chinese followed the seafaring tradition. Alan Koo was born in 1945, his father came to Liverpool on the Blue Funnel Line

Tale of Alan Koo

"My father left China when the Chinese/Japanese war was taking place he did not want to go in the army so he ran away to sea, in those days it was easy to get on a ship. He could not speak English he was a peasant. He started as a grease monkey working down the engine room, he ended up as a fitter. When he left the Blue Funnel line he worked ashore, he was trained by then, all the fitters and greasers were Chinese on Blue Funnel Line the English were officers.

I worked for the Blue Funnel line, the only reason I went to sea was because everyone else was going. My dad took me down to Nelson Street to see Mr Smith and Mr Lane and they took me on as a learner Galley Boy. I was a galley boy when I first started and ended up second cook and baker. I joined in 1960 and lasted until 1966. We had a separate identity how can I explain? We got paid more than the Chinese because we were not full Chinese, it was like three lots of people in one company.

All my old fellers mates were all fitters or greasers they are all dead now. I ended up working on the Isle of Man boats".

In 2014 The Sound Agents erected a blue plaque on the site of the old Blue Funnel Office in Nelson Street, many first and second generation seafarers turned up to pay respects to the all those who had sailed. The event was both joyous and reflective bringing back memories of all the men who had lost their lives at sea.

The Chinatown Museum will create contemporary audio/visual exhibitions relating to Maritime heritage and the new technologies that are used today to ensure the reminiscences and stories are kept alive.

If anyone would like to get involved in any way to create the Chinatown Museum, please contact The Sound Agents via Steven or you can get hold of Moira & John directly:
Thesoundagents@gmx.co.uk
www.soundagents.blogspot.com

port2port Maritime Security

+44 (0) 161 837 6220
info@port2portuk.com
www.Port2PortUK.com
www.Port2PortWestAfrica.com

94% client satisfaction rate from past transits

100% success rate on securing safe transits



24/7 AROUND THE GLOBE

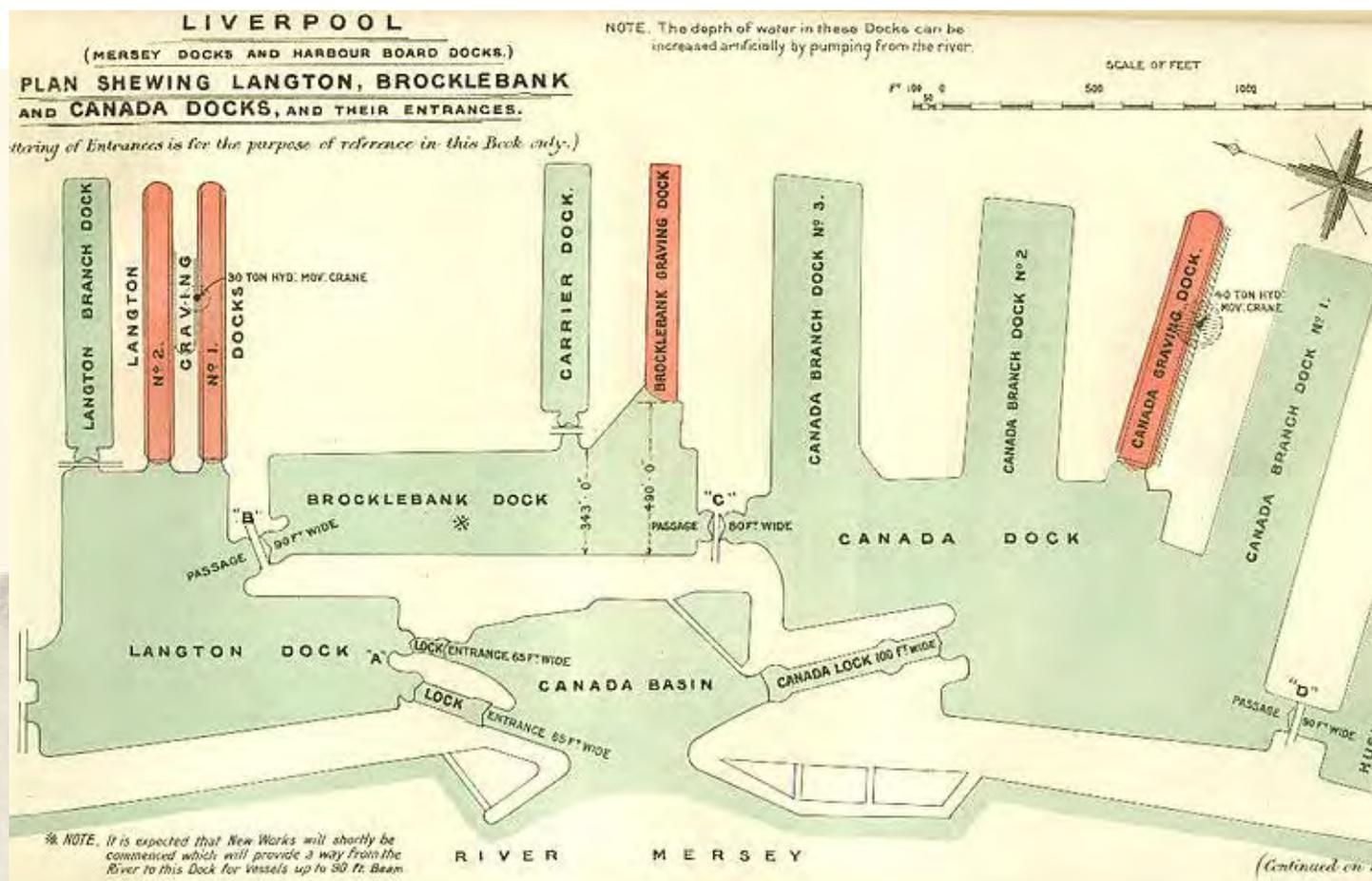
OFFICES IN GHANA, INDIA, NIGERIA, SINGAPORE, UAE AND UK

PORT2PORT ENSURES A SAFE VOYAGE EVERY TIME

**"Port2Port has delivered above and beyond during transits on our vessels through the HRA."
Shipping company using Port2Port since 2011**

**"Port2Port has a track record of forming excellent working relationship within the shipping community."
Captain & Head of Tanker Operations using Port2Port for two years**





REMEMBERING SAILORSTOWN

As Liverpool Two container terminal readies itself, the city has been looking back at the key developments which have done so much to shape our maritime past, present and future.

Last month maritime Archivist, Sarah Starkey and Liverpool 'sailor town' history expert, Dr Graeme Milne (University of Liverpool) gathered people together to explore the the collections of the Maritime Archives & Library.

A chance to reveal and share the incredible growth of the Liverpool Docks from the eighteenth to the twentieth century. A particular highlight was a rare opportunity to view a huge and beautiful hand-drawn plan of a proposed scheme for dock extensions dated 1765.

The event was a chance for visitors to also share knowledge or memories of the Liverpool Docks, as part of the Sailortown project which has been hosted at the Merseyside Maritime Museum. Sailors Town was Liverpool's vibrant seafaring district, where mariners would relax, shop and do business.

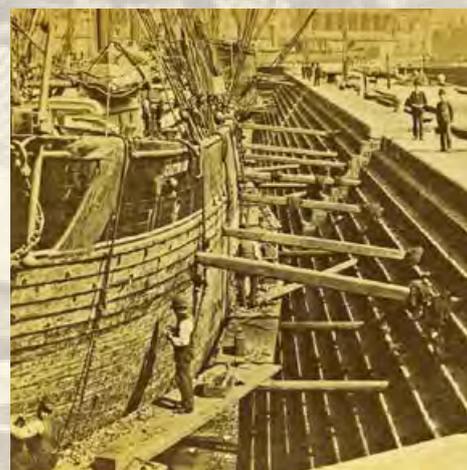
Much of Liverpool's Sailortown area was clustered around the city centre, extending inland from Albert, Canning and Salthouse Docks.

Liverpool One now stands at the site of Sailortown which remained there until the 1970s.

Ships would spend several days in port while cargoes were loaded and unloaded so the crews had time to come ashore. The area had everything from a Sailor's Home and Seamen's Mission to dance halls, bars, boarding houses and shops with most connected to the port.

The area has changed dramatically in recent years and the only remaining Sailortown landmarks are the Baltic Fleet pub, the Scandinavian Church and the warehouse behind Queen's dock.

Historians, museum curators and filmmakers have all been working together on the Mapping Memory of the Waterfront project which tells of life in the area. So far the project has heard from retired seafarers, craftsmen, office workers and other people



OFFICERS

President: Jim Bellew
Port Secretary: Sue Henney
Vice President: Steven Jones
Vice President: Paul Georgeson
Treasurer: Anneley Pickles

COMMITTEE MEMBERS

Bill Carter, InXpress
Terry Ogg, OGG Expert
Adam Whittle, Charles Taylor Adjusting
Andrew Barlow, Independent
David Corkish, Colossal Training
Colin Kershaw, Brookes Bell
Chris Farrell, Port2Port
Geoff Cowap, Independent
Linda Cotton, RLSOI
Holly Savage, KVH Media Group

LEADING EDGE PRODUCTION

Content, Editor, Design: Steven Jones

CORRESPONDENCE

Correspondence Address:
C/O KVH Media Group
One Derby Square,
Liverpool, L2 9XX
United Kingdom

Email:
propellerclubliverpool@gmail.com



PROPELLER CLUB LIVERPOOL IS PROUDLY SUPPORTED BY:



The International Propeller Club of the United States - Liverpool & North West

A global business network dedicated to the promotion of the maritime industry, commerce and global trade.

www.propellerclub.co.uk

@propellerists