

LEADINGEDGE

PROPELLER
· CLUB ·
LIVERPOOL

PROPELLER CLUB LIVERPOOL

Autumn/Winter 2020



Courtesy of Al Disley

A WORD FROM WHITTLE

President, Adam Whittle thinks about the better times to come

FIRST THURSDAY: WE MISS YOU BADLY

We look astern at a bad year, but ahead to the excitement of 2021

CARING FOR CREW IN TRAUMA

An amazing new industry initiative is set to be launched...

YELLOW FLAGS AND QUARANTINE

Jim Bellew asks why society ignores seafarers and all they do

OUR MUSICAL MATE RELEASES AN ALBUM

Bibby is a real shipping name, but also a major talent

LONDON CALLING FOR 2021

We look ahead to London International Shipping Week

HENNEY ACROSS THE MERSEY

Our intrepid reporter tells us of the joys of riverine transport

LIVERPOOL MARITIME BUSINESS

Our supporting businesses talk about the COVID effect



WE SHALL RISE AS THE TIDE, LIFTING ALL ONCE MORE

Propeller Club Liverpool, the place to virtually meet maritime professionals, to engage with the local shipping industry and to support maritime charities.

One lockdown is bad, but to be soldiering on through a second seems clumsy, but there we go, it is what it is. As we edge closer to the prospect of a COVID vaccine, we dream of 2021 being the year 2020 simply refused to be.

For a social networking organisation there can be few worse things than being banned from meeting with friends and colleagues, business contacts and the whole local maritime scene. However, we have tried so hard to remain vibrant, relevant and to remain true to what Propeller Club Liverpool has always vowed to be, the people who smile and do business come what may.

This year has seen so much of life placed on hold, and with people being kept from family and loved ones it feels almost trite to talk of what we have missed out on has a club and community. However, it is true, we have missed our lunches, quiz, football, golf and so many gatherings. We are so sorry that we have not been able to deliver for you our members, but we would like to thank you so much for your loyalty, positivity and ongoing support.

We are determined that the future will make up for the rubbish year we have had, but we hope too in these pages you will see how lively and optimistic your club and fellow members have remained. Business is still being done, people are still making things happen and we salute you all for doing so.

Liverpool has been hit hard, but it has taken it on the chin and is bouncing back. We look forward to doing more things in more places, supporting local causes and businesses. Together we will rise from the darkness of COVID, and so as the tide always returns, so too will life, love, laughter and prosperity to our wonderful city and region.

We miss you, we miss being us, and our times together, but we do these things so that we can be Propellerists once more. So one more time we say, stay safe, stay sane and be assured we are here for you. In the meantime enjoy this latest issue of Leading Edge, where we will bring you up to date with the maritime goings on (such that they are) in and around Liverpool. If you have any stories you would like to submit for future editions, or for our website - please do get in touch.

PROPELLER CLUB LIVERPOOL
propellerclubliverpool@gmail.com
www.propellerclub.co.uk
@propellerists



Last time I wrote my welcome for Leading Edge, I was six weeks into Lockdown 1.0...well here I am two weeks into Lockdown 2.0 writing again !

2020 has been a challenging year for us all. Those of us who travelled regularly with work have been grounded and we have all had to adapt to the challenges of working from home. Despite managing to squeeze one or two First Thursdays in, most social events had to be cancelled. The irony is that 2020 was a bumper year of social events for Propeller Club Liverpool and a lot of the planning had already been done.

That said, smoko and Virtual First Thursdays have kept us going and I would like to thank Steven and Sue respectively for the time and effort they put into making them happen, but also a huge thank you to you for taking part and ensuring that our Propeller Club family remains connected.

As November zooms past into December, there are still things going on. Sue launched our "Lock Down Clean Up" beach clean competition. During November, we are encouraging you and your family / bubble to take a walk on your local beach with a pair of gloves and a bag and remove any rubbish you find. Send your haul to propellerclubliverpool@gmail.com and we will be awarding prizes for the most entertaining entry, the quirkiest bit of rubbish and the best nautical piece.

We also welcome any Movember updates on Facebook or Twitter.

I really hope that we can get together for a drink before Christmas and that the Hostelry Tour can happen in some way.

Keep safe, everyone, and if you need to get in touch with us please drop us an email at the address above.

Thank you all for your continuing support.

Adam

President, Propeller Club Liverpool



PROPELLER
· CLUB ·
LIVERPOOL

COME AND
JOIN US
TODAY...



We may not be meeting as we did, but The Propeller Club Liverpool is still 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 virtual networking, and eventually our First Thursday evenings, golf days, events and lunches - when life returns to normal. There is so much going on, and we want you to be part of it. We need your support now more than ever...

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



PROPELLER
• **CLUB** •
LIVERPOOL



FIRST THURSDAY WE'LL MEET AGAIN...

Amazing as it may seem, we actually managed to get four live action First Thursdays in during 2020. We gathered optimistically in February and March, before the shutters came down. We then slowly edged towards some form of normality in August and September.

It was amazing to see so many of you in the flesh once more, as it were, and our hearts soared at the idea of more networking with people not through Zoom.

Both times we were welcomed back into Baby E with open (though appropriately distanced arms), and the sunshine of August took us outside. While we returned indoors for September, and it felt like old times to see so many friends and even some new members.

Alas we all know how things played out, and as we edge into another lockdown (at the time of writing) it seems far from clear when next we shall all meet. Though the hopelessly optimistic and romantic of us still harbor some hopes of something good coming out of December.

Usually, we have our corporate supporters sponsor each First Thursday - but in August and September we didn't think that would be fair on them, so Propeller Club dug deep and Anneley dusted off her wallet and we picked up the tab.

We are so sorry that we cannot meet at the moment, but we thank you for your patience and the messages of support we have had from so many of you. Time to sit it out, and we can't wait to see you all again before too long.





CARING FOR CREW IN TIMES OF TRAUMA

Propellerists Terry Ogg and Rachel Glyn-Williams have been developing a new means of getting answers when things go wrong at sea, but while also caring for the crew...they tell us all about it

The power of Propeller Club networking has been highlighted by recent news of an exciting collaboration between two of our members.

Captain Terry Ogg and Dr Rachel Glynn-Williams met during last December's legendary Propeller Club Hostelry Tour. "By the time we reached The Grapes, I was on the Cuba Libres and no longer my usual reticent self", says Terry. "I met Rachel and her husband Andrew (another shipping professional) at the bar. Not only did we get along, we found we had a common interest – crew wellbeing."

Terry has been a marine investigator and consultant for 30 years. A major part of his work is investigating marine casualties, which has involved interviewing and taking witness statements from over 1,500 seafarers. Rachel is a clinical psychologist with over twenty years' experience in the NHS, and subsequently in independent practice with organisations and workplaces, specialising in psychological trauma and seafarer wellbeing. As part of her clinical work and medico-legal work for the civil courts, she assesses and provides psychological therapies for people following their involvement in accidents and critical incidents.

"I was delighted to find myself speaking with Terry, who clearly has great experience of dealing with critical incidents at sea, and such passion for understanding more about the human element of these events. We found we had a lot to talk about. It was really energising to find ourselves coming from our different disciplines and different roles, and yet to identify such solid common ground on the issue of crew wellbeing", says Rachel.

"I was fortunate to have met Rachel when I did", says Terry. "For a number of years, I had been looking for training and guidance for dealing with the ongoing stress and trauma experienced by witnesses in an investigative interview setting, following on from a casualty. I don't think there is sufficient appreciation in our industry about how devastating marine casualties can be to the people involved. And also how detrimental it can be for the wellbeing of the wider crew, and efficiency of operations on board, especially where distress goes unnoticed and unspoken. We often overlook that when something bad happens, unlike ashore, seafarers can be both victim and first responder. It can lead to those involved receiving a double dose of stress and trauma. Even less serious incidents can lead to very high stress levels, in ways that are not always predictable".

Rachel adds, "As humans, we all have common ways of responding after a shocking event. For example, we might feel upset, have some trouble sleeping and often we can experience cognitive changes, such as difficulty concentrating or recalling certain aspects of events. These vary according to many factors, and in most cases, settle after a while, but are not at all unusual. For some, those normal effects of a shocking event can linger and develop into more pronounced difficulties, especially in more serious incidents, or where individuals have been closely connected to the incident personally, and may have been under existing levels of stress, for example."

"In terms of marine investigation interviews, the ordinary, and potentially less ordinary, psychological effects create two particular challenges. First, stress and trauma can influence memory and the completeness and reliability of their recollections – their evidence. Second, there is the potential

for adding to the stress of a witness by having them “re-live” a traumatic event at a time and place not of their choosing, while they are still adjusting emotionally and cognitively to the event and have worries about the outcome and implications of the investigation.”

“While most investigative interviewers would naturally consider themselves skilled, empathetic and attuned to witness’ needs and to the establishment of rapport”, Terry says, “this does not necessarily translate into obtaining the most complete, accurate and reliable information or evidence possible in the circumstances. Through our collaboration we believe we have found an approach that achieves this, but not at the cost of the comfort and wellbeing of the interviewee.”

Terry and Rachel have developed a complete interview model based on a process they call TIMS – Trauma-informed Interviewing in a Marine Setting. The model seeks to promote an approach to marine investigations which formally recognises ordinary cognitive and emotional responses to traumatic events at sea. Through a trauma-informed approach, the model aims to make the interview process itself a more considerate experience, to establish the conditions that allow for more reliable information to be obtained at interview, and to acknowledge and support the emotional wellbeing of those being interviewed and the wider crew, before, during and following the interviewing process.

According to Terry and Rachel, the involvement of a TIMS investigator, either in-person or remotely, following a casualty is an ideal basis for identifying and providing crew wellbeing support at a very early stage. “It might surprise some people that there is a natural link between investigative interviewing and wellbeing support but it comes down to the interview process”, Terry says. “One of the functions of the TIMS model is to pay particular attention to what is required to establish trust, rapport and openness between the interviewer and interviewee. The resulting personal connection reduces possible added stress created by the interview process itself, but at the same time, lends itself to the identification of wellbeing support needs and in turn the need for follow-up action.”

Rachel adds, “It is important to understand that the TIMS investigator’s role is not to make psychological assessments or interventions. That’s the role of the clinical psychologist, who will be available to advise on or provide the necessary support. Usually, this can often be done swiftly and remotely. There are of course occasions when attendance of a psychologist in person will be necessary.”

“The processes and techniques that form the TIMS model structure draws on current investigative interviewing best practice, trauma-informed interviewing techniques and professional knowledge and understanding of human responses”, says Terry. “What is exciting is that we have been able to produce something more impactful as a whole than its constituent parts. And it’s worth pointing out that the TIMS model is compatible with the Guidelines for People Aspects of Business Continuity for any shipping or offshore organisation seeking compliance with ISO 22330.”

In relation to the Propeller Club, Terry has this to say: “We always have a lot of fun, if not in person then through online meetings and social media but there is a serious intent behind it all. Our maritime community is so diverse and, may I say, talented, that the opportunities for “cross pollination” are almost limitless. So, thanks Propeller Club! We couldn’t have done this without you!”



Dr Rachel Glyn-Williams



Captain Terry Ogg

For more information about TIMS, contact Terry at terry@oggexpert.com or Rachel at contact@SeawaysPsychology.com

CLEAN BUMS AND CLEANER SEAS



Ships are pumping plastics over the side, often unknowingly...which is frankly horrifying. How you might ask, well every piece of toilet paper is its own little plastic glue enemy of the planet. Now though there is a clean, green choice, with a Liverpool connection. So forget your Andrex puppies this makes baby dog fish happy. Ladies and gentlemen, we give you Tanki!

In support of global initiatives to reduce the amount of pollutants discharged to the marine environment, a UK start-up has developed a revolutionary sanitary paper that uses no adhesives or other nano-plastics in its manufacture. A partnership with Mersey Ship Supplies, who are pioneers in removing plastics from the chandlery supply chain, means that Liverpool really is leading the way in improving the maritime industry as a whole.

Taking a more environmentally-friendly approach to the emergent toilet tissue issue, Shrewsbury-based Tanki is able to supply a sustainably sourced and produced paper that does not congeal to clog up a vessel's sewage treatment system or pollute the environment.

Matt O'Crowley, Director, Tanki: said: "It may come as a surprise that the humble loo roll contains a lot more than just two or three sheets of very thin, biodegradable paper. Typically, every roll of two- or three-ply toilet paper contains 2.7g of lamination adhesive and softening agents that bond the sheets together."

While these glues are water soluble, they contain nano-plastics and frequently contain polyvinyl acetates (PVA) and silicon which cannot be broken down if released into the marine environment. Another constituent is Bisphenol A, a carcinogen and endocrine blocker which is not permitted for maritime use.

"It is not currently practical or pleasant to prohibit crews from flushing used paper down the toilet, in the same way that some countries and cities do, but these glues and nano-plastics cannot be filtered out and treated effectively in a ship's sewage treatment plant. Adhesives are the main cause of toilet tissue clogging up pipes, forming a slow-moving sludge, leading to blocked pipework and drains and damage to treatment systems," said O'Crowley.

Tanki 2-Ply, the paper created by the eponymous company, uses virgin pulp, a by-product of timber grown for housing, from verified sustainable and actively managed sources. A patented binding system bonds the ply. Its supply chain

and manufacturing facility is both BRC Grade A rated and recognised by the FSC.

Compliant with MARPOL Annex IV and V, the paper is indistinguishable from high street brands. Its unique composition allows the paper to completely disperse and disintegrate when submerged in water. There is no risk of pollution or chemical contamination if effluent is discharged overboard.

Under MARPOL, the discharge of sewage is prohibited within 12 nautical miles unless a vessel operates an approved treatment plant. Treated sewage can then be discharged three nautical miles from the nearest land.

Tanki 2-Ply, introduced to the maritime market in September, is already being supplied to countries that prohibit the flushing of toilet paper into the municipal sewage network as well as homesteads that use septic tanks.

Capt. Steve Blair, Managing Director of Epic Marine, Tanki's sales and distribution agent, said: "It contravenes MARPOL to discharge any plastic into the ocean, but unwittingly the industry is discharging nano-plastics and chemicals with each flush of the toilet. Tanki not only reduces shipping's environmental footprint but can save shipowners time and money maintaining and repairing the onboard sanitation system."

It is estimated that more than 18,000 tons of glue from toilet tissue is flushed away annually in the UK alone.

Tanki was a triumphant winner at the Maritime UK Awards, in the Innovation category. The wonderful win was announced at a live event streamed from Plymouth, UK, on 12 November 2020.

The company are always looking for new distributors and agents, and with the exposure soon to be gained through the awards, as well as being mentioned in Parliament on the 13th November as part of the Clean Rivers Bill, Tanki is hoping to clean up across the board!



Propeller Club Liverpool loves to embrace artistic talent, and we are pleased to have grabbed an exclusive interview with Daniel Bibby, who goes by the recording name of Bibby. He has an album out, so we thought we'd delve into his soul and find out what made this seafarer make music.

PC: How are you?

Good day Propeller club clubbing club. I'm fair to middling, thanks for asking.

PC: Anything uplifting to share with our members?

There's this book called *The Unlikely Voyage of Jack De Crow* by A.J Mackinnon which really lifts the spirits. A guy who takes a career break from teaching, and takes a mirror dinghy to the black sea, from Shropshire; via canals and that.

PC: You have a new album out, tell us about it...

It's called *Greenwich Mean Times* and it's basically a selection of songs I've written over my many years of being a musician. I wrote, recorded, played all the instruments on it. It covers quite a broad range of genres and is pretty depressing. I gave up drinking in December 2019; and used compiling the album as a void filler for getting inebriated beyond the void. I had plenty of songs, it was a case of picking 10- so I was out on the open mic circuit of Merseyside testing my songs out on people.

PC: Much of the album was written or influenced while you were a deck officer working deep sea, do you miss that life?

There are aspects of the seagoing life I do miss; I loved the travelling, the new places, and new faces. I was daydreaming about it actually yesterday. I also loved coming home as well. Working deep sea is a perpetual cycle of wanting to go away to wanting to come home. The desire to be at sea, away from it all can be very misleading though- it's not all sunsets and shore leave. I think working on Irish Sea ROROs during the last few years of my time a deck officer squeezed out what was left of any romanticised notions of the sea from the metaphorical sponge.

PC: Did you always take a guitar deep sea?

I did. As a cadet I took a Ukulele with me; and as an officer I would take my guitar as well. All ships should have a guitar; it should be a law. Let's get the IMO to update MLC2006!

PC: Are you a musical seafarer, or a seafaring musician?

Seafaring musician....why was this question so hard to answer!?

PC: Have you been influenced by being a seafarer?

Certainly. I read Thor Heyerdahl's *Kon-Tiki* expedition at a young age and was hooked. I have a massive Kon-Tiki raft tattoo on

my arm such is my adoration for Heyerdahl. I have a weird obsession with people crossing oceans singlehandedly- I have quite a few books on the subject. My absolute hero is a chap called William Willis. I have all his books: a truly remarkable man. Go on, down a William Willis google worm hole you go! His books are brilliant.

PC: When you think of your time at sea what is the defining image?

Multiple car alarms capriciously sounding in a piercing chorus, as the vessel proceeds to sea

PC: Would you direct the 12 year old Bibby to sea or stage?

Neither.

PC: You now work on the Mersey Ferries – what would you say to Gerry Marsden if you met him?

At the moment; due to Covid- they don't play the 30 second clip of that song. I worked there before I went off to sea in 2016; and it is still etched in my consciousness- I'd punch him in the face without hesitation.

PC: What song would you think best sums up Propeller Club Liverpool?

Drunken Sailor – The Irish Rovers

PC: What next for Bibby? What will the next couple of years bring? New album? New ships?

My second album is written. I just need to find funds to record it. I'm currently studying for my pilot exemption certificate for the Mersey. Hopefully work my way up to captain there. I'm going to top up my Nautical Science HND/HNCs to a degree via distance learning. New ships...hopefully- I was looking at the initial plans for the new Mersey Ferries last week. They look brilliant...

PC: Favourite album, and book?

Album: *Purple Mountains* – Purple Mountains

Book: *The Epic Voyage of the Seven Little Sisters* – William Willis

PC: Where should members get hold of the album?

Me directly. Message one of my social media pages @bibbysmusic and use the code #propellorclub for a very small discount.

FLYING THE YELLOW FLAG

Our Past President Jim Bellew's vessel is healthy and
he requests free pratique...but asks why society is
ignoring seafarers and all they do for us .

By the time you read this, at least the English part of our nation will be in "lockdown", it might be called "a circuit breaker" or "a short sharp shock" or something else. Whatever handle they give it, it will be a sort of Yellow flag, that state of quarantine familiar to generations of seafarers, confined to the ship, with all the restrictions and constraints on liberty that this implies. Not a comfortable state for a society used to total freedom.

Questions abound, "How long will it go on?" "Will it spoil Christmas?" "Will we be able to travel to see loved ones?" "Why can't I go to the pub/gym/footy/church?" There are politicians of the Right claiming libertarian principles, challenging measures that protect the health of the nation; and politicians of the Left, crying "foul" because of unequal support for their marginalised electorate.

Clearly this pandemic is delivering poverty and threatening livelihoods and social cohesiveness. Across the nation there is concern for mental health as boredom and loneliness heightens fear and increases depression. Extended isolation is acknowledged as a cause of anxiety, stress, and mental illness. Some have even made comparisons with the Blitz. Certainly, it's no picnic, and there are real casualties as families lose loved ones, and dreams are dashed.

The media is turning-up the volume "It's been months since we saw our grandkids" "Being locked-in is driving me mad" "Separation is destroying our relationship" "I can't deal with the solitude" human stories served to us as our daily ration of misery. Tales of stressed souls suffering in communities across the nation; real people, real pain!

For ancient and no-so ancient mariners, globetrotting logistic warriors, and those servicing the outpost of civilisation in our global maritime community, these are not unfamiliar scenarios. Many of us have suffered cabin fever, been away for significant family moments, and wondered where your friends had disappeared to after extended assignments.

For hundreds of thousands of Filipinos away from family for months at a time this pandemic anguish is the norm. A ship is

the ultimate isolated community, and the challenges extend far beyond social contact.

Unfortunately, seafarers and those engaged in the global logistics business arena, are beyond the horizon of the inward-facing majority. The media suffers from national myopia, and many of those entrusted with running our country can't even see beyond the M25 never mind the coast. Notoriously, a Minister of Transport nicknamed "Failing" belatedly discovered that the Port of Dover was a key portal. So, for maritime communities, ships crews, offshore workers and those committed to the 24/7 maritime trade, particularly at the sharp end, we are off the radar: down the list.

Loneliness, and its associated mental health issues are common at sea. Having crossed an ocean, a crew member with the "wrong" name can be denied shore leave and human compassion. And after a life on the ocean waves, Jolly Jack often ends up introverted and isolated with a fractured family.

Even intrepid executives suffer stress finding themselves marooned in Dalian Airport or grounded in Arabia when they should be clapping a school play, carrying with them jetlag and constant separation issues. We love our industry, its dimensions, inclusiveness, camaraderie, and cultural richness, and most of us choose this life for the positives. But a little more recognition wouldn't go a miss. And for those in our business with less choice, they deserve equal billing in the care, compassion and appreciation departments.

Wouldn't it be nice if the over-the-top redtops gave a shout to the men and women of all nationalities, that dedicate time and talent to keeping the lights on 24/7 – 365? Those who bring food and medicine in all circumstances of natural and man-made tempest?

It would be a truly Christian act if during these Covid times, acknowledgement was extended to those that deliver us the "Christmas", we all love to consume. Whatever you call your winter festival, wherever you find yourself and whoever you're with, may you stay safe and find peace!

THIS IS LONDON CALLING

We have an actual real life event for you to put into your diary, as the week-long premier global shipping and maritime event, London International Shipping Week will be held during the week of September 13-17, 2021.

LISW21 will be the 'must attend' event of 2021, offering up to 250 industry functions and unique networking opportunities for leaders across all sectors of the international shipping industry – regulators, charterers, ship owners, ship managers, bunker suppliers, lawyers, ship brokers, bankers, insurers, insurance brokers, commodity traders and brokers, ship suppliers, port operators, shipping service providers and many more.

The sell-out one-day LISW21 Conference and Gala Dinner will attract the very highest-level government and shipping industry leaders from the UK and around the world to crown what promises to be another amazing week.

LISW21 is organised by Shipping Innovation together with the Department for Transport, British Ports Association, Baltic Exchange, Maritime London, Maritime UK, The Society of Maritime Industries, UK Chamber of Shipping and UK Major Ports Group. LISW was created and is produced by Shipping Innovation – a joint venture between Elaborate Communications and Petrosport.

The maritime world comes to LISW to do business! We will be there. As in years before there will be many Propellerists across so many different events, and we will now begin work on organising something wonderful for members to attend.

It may seem a long way off, but thankfully will be here before we know it. So we look forward to seeing you in London!





Those of you with long or Dustin Hoffman in Rainman like memories, will recall that Propeller Club Antwerp was our "grandfather" club. As were the rules of the International Propeller Club of the United States, they conferred our charter upon us, and helped bring us into being.

That was all well and good, and we have had a great relationship with our friends in "Koekenstad" ever since. However, times change and 6 years down the line both clubs have decided, as many others have, to leave the US part of the organisation, and to go it alone.

Well not quite alone, as we are working together to establish a new European group of Propeller Clubs. Mark Scheerlinck (pictured above with our own Jim Bellew) has been the driving force, and we are an enthusiastic part of this new venture.

Our President Adam Whittle has taken part in a number of online meetings, and we even had a virtual visit from a number of European propellerists during one of our own First Thursdays.

This is all very exciting, and joining Propeller Clubs in Italy, Turkey, as well as Geneva and Monaco, we will be engaging to ensure that Liverpool is a respected, recognised and valued part of this new marine adventure, Propeller Club Europe.





PROPELLER CLUB

EUROPE TAKES SHAPE



Mark Scheerlinck, President of Propeller Club Antwerp, and Initiator of Propeller Club Europe tells us more about the progress to drive ever more cooperation.

Over the years, a number of major European Propeller Clubs have sailed an independent course away from the US parent organisation. Clubs such as the Italian Propeller Clubs with 25 ports and 1,400 members, Basel and Geneva with 600 members, have been independent for years. More recently, in 2019, Liverpool and the Port of Antwerp also became independent of the US department.

In a world of change, an organisation needs to question itself regularly. We note that the interests of our members are mainly in the European hinterland, combined with a worldwide reach. A strong European network imposes itself, along with a strong local anchoring.

European cooperation

Meanwhile, the independent European Propeller Clubs are exchanging views and contemplate on how to cooperate. A successful mission on October 10th 2019 to the Annual Convention of the Italian Propeller Clubs (Umberto Masucci) in Genoa, together with the Propeller Club of Geneva (Geert Descheemaeker), laid the basis for

more European cooperation and exchanges between clubs.

More visits in 2019 and 2020 to Geneva, Milan and in September 2020 to Naples paved the way for an increased cooperation. Due to COVID, we had to postpone missions to Liverpool, Dubai and Abu Dhabi. These will be taken up as soon as COVID allows. Monthly web meetings between the interested clubs in Belgium, Italy, Switzerland, UK, France, Monaco, Turkey, Spain and Greece are the basis for an increased cooperation and the sharing of views.

The way forward

The aim is to create a pan-European community of maritime professionals, and to promote exchanges between the different clubs and its members. To inform and give access to the local meetings for all to join, and let you plan your business or leisure travel in accordance with local club gatherings.

All of this is empowered by a new European website and member administration, topped off with an app for your mobile phone so you can keep your Propeller Club Network within reach. Icing on the cake is the functionality of 'Competence Based Networking', where each member can register its competences, making it easy to other members to find the right person. E.g. Let's say I would be searching for

information on 'ShortSea in Liverpool', then my question will end up with the persons who have registered these competences on the platform. A functionality unique to any other business network.

More than 3,000 maritime professionals, 50 clubs in 9 countries unite that way. Other maritime clubs already showed interest. Joint missions to other ports are currently being planned.

Today the European Propeller Clubs are opening up to maritime business clubs all through Europe, regardless of their current status; being a Propeller Club and still part of the US parent organisation, being an independent Propeller Club or being a maritime business club with no ties to Propeller Clubs.

The Propeller Club is rejuvenating: a new website, app and member administration support the renewal. A new logo completes the operation.

We appreciate your continued support and look forward to make this happen. In the mean time, stay safe and stay healthy.

See www.Propellerclubs.eu for more information and details.



MEMBERSHIP MAKES EVERYTHING HAPPEN...

Our head of membership and Treasurer, Anneley Pickles talks about the challenges ahead and how we are overcoming them with your support, and says a big thank you to you all!

As we know COVID has hit everyone hard, and our club is no exception. We have done so much to keep as many things going as possible, but clearly there have been numerous events which we have had to cancel or roll over into next year.

When the full scale of the COVID effect was being understood, we really did fear for Propeller Club Liverpool - but even more so for the companies we work with. However, we are so pleased to be able to say that it seems we are all weathering the storm rather well.

Our individual memberships are actually growing - we have had a number of new joiners, and with only a few exceptions members have been renewing and sticking with us throughout. It's a bargain at £45 ;-)

Our online activities are going well, and we hope so much that they continue to make you all feel connected and part of your club. We are nothing without you as members, and we rely totally on the support of companies who so generously sponsor us, and who invest in their local maritime network.

We have been working hard to ensure that members who need support receive it, we have been reaching out to those who may be living or working alone, and have tried to be a friendly face or voice, albeit through the phone or online.

In addition to this, we have continued to donate to local maritime charities and have looked to ensure that we support them in this dark hour. In addition we also tried to work with the likes of Baby E, hoping that our

support and custom will make sure they are still around when life goes back to some form of normality and we are able to return to the live networking fray.

Echoing the words of our President Adam Whittle, I would like to thank you all for your continued support and engagement, and for staying a part of this most vibrant of maritime organisations.

We will hopefully be able to see you all again soon, and it will be wonderful. Until then, please do contact me if you have any questions about membership or sponsorship. We are engaging with Propeller Club Europe, and so we are able to amplify your efforts and businesses even more than ever before.

Thanks again, and see you soon!

BRITANNIA LUNCH BECKONS ONE DAY



So Coronavirus beat us this year - but we will be looking to go again as soon as we can, and are tentatively re-scheduling our next lunch to April 2021

We were set to welcome Britannia Maritime Aid, and their Chairman Kevin Slade to tell us more about the organisation and their wonderful and audacious vision.

Now, as we know that can't now take place until next year at the earliest. However, we are still hoping that BMA will be able to join us, and we will get an opportunity to learn about global aid and their idea to deliver it from a British-built merchant ship, manned by UK and Commonwealth seafarers.

The global pandemic has perhaps highlighted like never before the importance of getting aid, supplies, building materials, manpower and expertise into places which are suffering.

Britannia Maritime Aid's proposal is to capitalise on this expertise with a permanent UK and Commonwealth

presence in the Caribbean while also addressing the shortage of much needed sea berths for young seafarers to gain the crucial maritime skills and experience they need to survive and succeed at sea.

The emergency relief vessel will sail under the command of a British Merchant Navy Captain with a permanent crew, professional first response personnel, NGO staff and young people in development.

The ship will be specifically equipped to provide immediate disaster relief, providing a strategic base for co-ordinating disaster response, as well as hospital berths and stores of food, water and first response equipment which are so vital in the hours and days immediately after a natural disaster.

It will be equipped with a medical centre, landing craft and helicopters and substantial cargo space for earth moving equipment, aid shipments, and able to operate either in isolation or within a task force.

Outside these emergencies, the ship will deliver UK aid cargoes to the region and infrastructure projects and skills training to local communities by use of on board experts assisted by trainee personnel.

The Ship's complement will include a significant number of personnel from British overseas dependent territories; there will also be training and experience for non-maritime apprentices within aid and disaster relief teams.

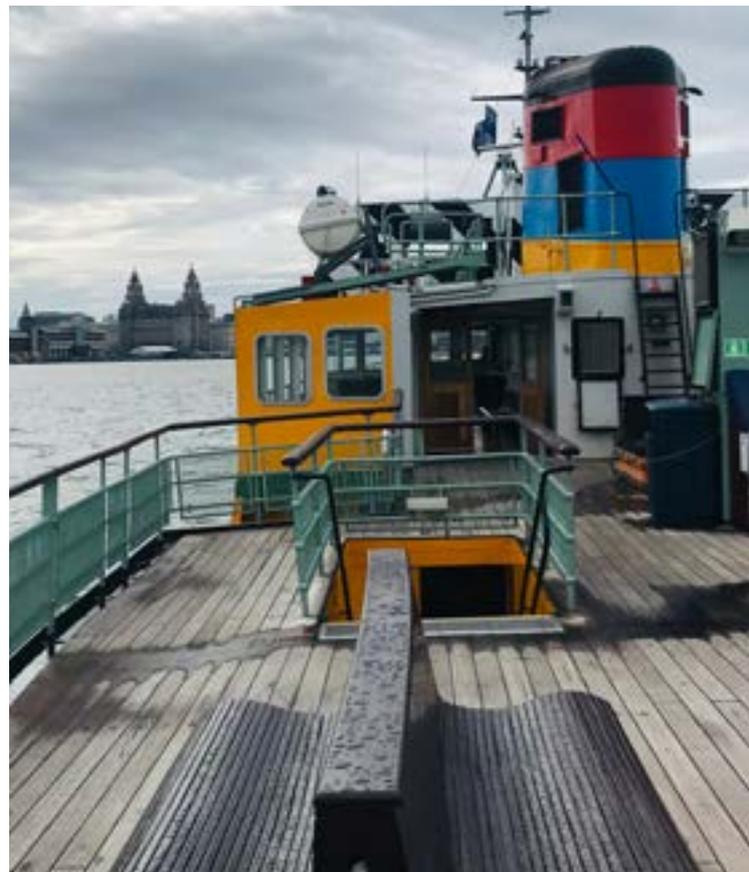
The lunch will also be a chance to visit and dine at the world-famous Athenaeum in Liverpool - so don't miss out. We just don't quite know when it will be yet.

Keep an eye on our website and social media channels for more updates. You can find out more about the charity and its amazing vision at <https://britanniamaritimeaid.com/>

HENNEY CROSS

THE MERSEY...

Our Sue Henney has been making her commute by the river...and it has lifted her spirits. We shall let her tell you more...and we stress that the impending closure of Seacombe ferry terminal is not because she broke anything!



In a year of much negativity, a little bit of positivity can also still be found in many places – sometimes you just don't know where it may be. Since I headed back to the office in late August, I made the decision to quit the train and change my daily commute between New Brighton and Liverpool city centre. What better way to do it but by bike and ferry? Surely, it's how every Propellerist should travel to work!

I even get to see Propeller Club friend, Daniel Bibby, working the deck on the Royal Iris (see the interview with Daniel elsewhere in this edition).

Being on the river each day feels like a privilege. Every morning is different and no two journeys back to Seacombe are ever the same. Watching the waves, seeing the birds, and getting to know the river traffic has been fantastic. In one surreal afternoon, I even got to see Batman hanging off the Liver Building as I left the Pier Head for the day!

Seacombe ferry terminal will be closing in January while they demolish the 150-year-old linkspan so commuter journeys will be between Woodside and Pier Head after Christmas. As more people look for healthier ways to live their lives or safer ways to get around, the ferry has it all. Why not make 2021 the year you give it a go? See you there!





The
Seafarers
Happiness
Index

SEAFARERS:

LIVING IN COVID HELL

The latest feedback from the Seafarers Happiness Index has been a reflection of the extremely difficult times caused by COVID-19. However, the data collected at the end of the third quarter saw a surprising uptick in seafarer happiness, with the figures reaching 6.35/10 up from 6.18 in Q2. This was especially interesting as many nations were starting to experience a second wave of Coronavirus, and there were signs of borders closing and travel restrictions being reimposed.

Digging into the numbers, we found that such had been the hope and optimism early in the quarter that seafarers were feeling extremely happy about the prospect of finally going home. To such a backdrop, everything onboard was seen in a new positive light, the kind of sheen that only paying off can give. Alas, this hope gave way to crushing disappointment, as many seafarers did not manage to pay off. So we saw the large early uptick fall away, but the initial positivity was enough to nudge overall result higher.

The reality of life onboard remains one of frustration and worries about crew changes. Tiredness, stress and fatigue are on the rise, and there are many issues which need to be addressed. "Life during COVID is hell" was a response that seemed to capture much of the mood.

There is clear frustration as trips have gone far over the expected time frames, and tolerance is being stretched. Working 12 hours a day, 7 days a week for such sustained periods is taking a toll. Indeed, those crew who perform manual tasks feel utterly exhausted, their bodies, as well as their spirits, are approaching broken.

Some are calling for the pressures of the job to be scaled back. "We are working as hard as ever for longer than ever" ran one comment. While seafarers are facing unprecedented demands, there is concern that the imposition of inspections continues, and crews are finding it hard to service all demands upon them. Though one positive has been the drop in visitors to vessels. This has meant some reduction in paperwork, and less time spent having to deal with people onboard.

With life onboard having to somehow find some semblance of normality, whatever that means in a pandemic, we heard from crews about the increasing importance being placed on meal times. Repeatedly seafarers talked about meals as being the time that

they were at last allowed to come together to meet others onboard without masks.

The issue of social distancing and masks was mentioned by many seafarers. The challenges of working in a socially distanced, mask muffled world are hard enough, but to have to live 24/7 like that is incredibly hard.

Most people get to go home, to take off their masks, to wash their hands and then to have some form of normality with their family in their household. For a few hours, the pandemic does not exist. That is not the case for crews, many of whom have been having to live this zombie lifestyle for far too many months. To spend all their time socially distanced, to live and work behind a mask, to have so few interactions, this is starting to have a very concerning impact.

Seafarers spoke in terms of feeling trapped, isolated, worried and of desperately wanting to get home to their families. However, it was not just those at sea we heard from, we got many messages from seafarers at home too.

While some might consider them the fortunate ones, that would be to ignore the financial impact of being unable to get back to sea. Many reported facing financial ruin and having to ponder shifting careers. Which could be worrying for the future recruitment and retention for the industry.

With so many seafarers being at sea, with no idea when they may get home, it was unsurprising to hear the importance of having contact with home. Connectivity takes on even more importance in tough, frightening times. "The only reason to smile is the contact to my family", ran one comment which echoed many more.

Indeed, communication has also become all the more essential as families at home are facing health emergencies. Being connected is no longer simply important it is vital. Seafarers spoke of the fact that rumour and "fake news" about the conditions back at home have become prevalent, and so being able to talk to relatives, to be able to find out what is happening has also become crucial to mental wellbeing.

You can find out more about the Seafarers Happiness Index at www.happyatsea.org



Our very own Steven Jones was the "star" of a new industry initiative to get industry talking about key issues. The Maritime Development Center MDC in Denmark has been holding what they call "Titbits" sessions, where people gather over a lunch time to hear a talk...this one was on whether seafarer happiness matters...SPOILER ALERT: It does!

In his talk, Jones stressed how important seafarers and their role is. He said, "Their job has to be acknowledged with respect and as a key workers in keeping the supply chain running. Without seafarers, the chain is breaking down.

The rationale behind the Index was discussed, and some key issues explored, these included

Listening to seafarers

Listening is everything, and if these channels aren't created, problems will accumulate and break out. Jones stressed how important it is to just listen to them. If the colleagues ashore do not understand the life at sea, a gap will be created, one that can be filled with misunderstanding and distrust. The most crucial point is, that seafarers open up, and tell their side of life at sea, and how they feel. It is not about KPI's and small percentages going up and down. It is about seafarers opening up, sharing, and industry reacting to what they say.

The relation between sea and shore

The culture at sea has eroded. Before, it was a proud profession. What we are seeing today, are seafarers who need to beg for appreciation and recognition, even to be seen as key workers. This is not good. It hits

their pride. We need to appreciate and give crew respect for the work they are doing. Alas, it was stressed that many people ashore have no experience at sea, and so they need to listen and learn when they talk with seafarers. This is especially true when they interact with the shore office.

Trust

Some seafarers are not encouraged by their shipping company to open up and talk about conditions or their experiences. This is an obvious problem, and as a consequence, the seafarers' happiness index is anonymous. This gives them a fantastic outlet, where they can share their feelings freely.

Connectivity

Connectivity was highlighted as an absolute fundamental. Both with families and friends back home, but also to each other and to the shipping company. If this network and collaboration are functioning, then it was stressed that loneliness and the feeling of isolation can be reduced. If you feel like you can ask a question to your peers or the shipping company, and feel respected and listened to, then there is the right kind of connectivity, a flow of engagement which makes seafarers feel respected and is hugely positive..

SAIL ALONE

Leadership

The Titbits audience asked many questions, one asked if there's any connection between the level of seafarers happiness and leadership at sea.

Jones said he felt that good leadership versus bad can be felt in the responses from sea. You can feel it instantly when reading the respondent's answers in the survey, if a ship's crew respect their superiors, and if they feel respected in return, then the levels of satisfaction are far higher. Happiness and leadership impact the entire management hierarchy. If the captain is not respected by the shore office, then this bad feeling will run down the hierarchy line, which makes it so important to have a good relationship between sea and shore, and happy seafarers.

You will never walk alone!

In stressing the strong links between Denmark and Liverpool, the topic of football obviously came to the fore, and with a number of LFC supporters in the audience Jones played to the crowd, stressing that we need to ensure that seafarers never feel they are walking alone. So we should all engage in their lives, to learn and understand how they work and live at sea.

Learn more at <https://mdc.center/>

HOW IS BUSINESS HOLDING UP?

We spoke to some of our corporate supporters about the impact of COVID-19 on business and if they had seen any positives emerging. Chris Farrell of Neptune Port 2 Port, Adam Whittle of Brookes Bell, a couple of Mike Williamses from LR and MIRIS respectively and Mark Whitehead of Bibby Marine Services shared their views.

Corporate supporters make the Propeller Club what it is, and without their generosity, and engagement we would not be able to host the events of the past and future, and we would not be able to make our donations to local good causes. So thank you to all, and we hope that business is holding up well, even in these challenging times.

"How is business at the moment?
Business is going well...it is difficult
trying to rotate teams around the
globe due to covid19 however due to
our teams' hard work and planning
we are progressing nicely."

CHRIS FARRELL
GROUP COMMERCIAL DIRECTOR
NEPTUNE P2P GROUP



NEPTUNE
P2P GROUP



"How is business at the moment?
I am pleased to say that all our
experts are busy and continue to
provide our clients with the
excellent levels of service they are
used to..."

ADAM WHITTLE
MARKETING MANAGER
BROOKES BELL



Brookes
Bell



“Have there been any benefits from the current crisis?”

In a strange way, as a business and in a local team, we have become more connected than ever before.”



MIKE WILLIAMS
MARINE & OFFSHORE OPS. MANAGER, UK & IRELAND
LLOYD'S REGISTER

“What have you learned about business during COVID-19?”
Travel, unnecessary meetings and the time taken to achieve tasks has been the biggest lesson for us.”



MIKE WILLIAMS
MANAGING DIRECTOR
MIRIS INTERNATIONAL

“What have you learned about business during COVID-19?”
How resourceful we can be when we have to. We can really reduce our carbon impact by just reducing the amount of physical meetings.”



MARK WHITEHEAD
SNR COMMERCIAL & CLIENT MANAGER
BIBBY MARINE SERVICES

Reshaping our training courses to suit you.

During times of complexity, investing in skills is vital for success and keeping people, ships and the environment safe. This is why we've introduced new virtual learning courses so you can experience our training on class, statutory and regulatory requirements, wherever you are.

Find out more:
www.lr.org/training



FAILURE TO LUNCH: LOOK AHEAD TO 2021

This year has been rubbish, there is no way of getting around it. We haven't had anything like the fun and enjoyment, the networking and winning business that we have come to expect from Propeller Club.

There is no point dwelling on the past, instead we need to gird our loins and look ahead. We hope desperately that 2021 will see us bounce back in a big way. We want to see you all so much, and have more great times.

If we are able to lift the COVID gloom next year, we are looking to do so much. We'll shoe horn as much as possible in, and make up for lost time. So you can look forward to lunches, quizzes, football, golf, parties, and so much more.

We have been worried that we would lose some members through the year, and we have been blown away by your support and loyalty, so thank you so much. Rather amazingly we have actually gained some new members. We will look to repay you for your support and make everything right. So let's stay strong, safe and united - we will come through this and all will be swell... If you have anything we can help with, just ask.



ALL UP FOR THE CUP 2021

The pandemic beat us this year, but we are looking forward to the Marine Challenge Cup 2021. Get your fitness up and keep your fingers crossed.



The Marine Challenge Cup 5-a-side competition will be here before too long and May 2021 looks like the best date to pencil in. Though we will confirm closer to the time. Over the past two competitions we have grown from 10 to 16 teams - and we are really hoping to get through the 20 mark this time round. So, use your time in lockdown productively, get your team sorted and get fit!

Thanks to our sponsors Fort Recruitment, we are hoping to be at a wonderful new venue, with fantastic facilities. We will tell you more closer to the time, but we really look forward to seeing you there. Whether to play or just enjoy a wonderful Sunday afternoon of sport.

Email Sue Henney propellerclubliverpool@gmail.com to find out more...





CMA CGM GAS GIANT BREAKS BOX RECORDS

We often welcome many of the CMA CGM team to our events, and we are always pleased to see our members amongst their UK team based on the Pier Head in Liverpool.

They have got cause to be very proud indeed lately, as their new baby has not only been born (launched), but has just called into the UK for the first time. Yes indeed, the CMA CGM Jacques Saadé, their new LNG-powered flagship, is now making her maiden voyage. The 23,000 TEU-capacity containership recently arrived at the Port of Southampton, marking her second European port call.

The CMA CGM Group's flagship joined the fleet on 22 September at a ceremony held in Shanghai and is currently making her maiden voyage on the Group's French Asia Line (FAL 1), connecting Asia to Europe.

The line provides a weekly service comprising 13 calls over 84 days. The new flagship, she set a new world record when she left Singapore with a load of 20,723 full containers.

CMA CGM's new class features state-of-the-art technologies, such as path prediction, smart eye projection technologies, and augmented reality

screens to assist the captain and crew in navigating and docking. To improve their performance, the design incorporates a straight-shaped hull with an integrated bulb, redesigned propellers, and rudder blades, which contribute to improved performance by optimizing water flow and significantly reducing energy consumption.

The LNG tank also required significant engineering. The shipyard reports that it took nine months to build and install the LNG tank. It has a capacity of 18,600 cubic meters, giving the ship the ability to complete round trips between Asia and Europe between refills of the tank.

Each of the ships will operate with a crew of 25 plus one gas officer. According to CMA CGM, the gas officer will be responsible for overseeing the process of gasification and pressurisation of the gas. Stored in a liquid state, the natural gas is converted to a gaseous state to power the ship's engines. This process must be adjusted depending on the speed of the vessel and the electricity consumption on board.

At the end of October, CMA CGM also confirmed that the CMA CGM Champs Elysees, the second 23,000 TEU-capacity vessel in a series of nine, had also joined the group's fleet.

CMA CGM Jacques Saadé

Tonnage: 236,583 GT

Length: 400 m

Beam: 61.3 m

Draught: 16 m

Crew: 25

Deadweight: 220,000 DWT

Owner/Operator: CMA CGM

Builder: CSSC

Year built: 2020

Flag: French

Nominal capacity: 23,112 TEU

Maximum power: 63,840 kW

Propellers: Becker Twisted Fin



LIFE'S A BEACH - LET'S CLEAN UP!

Life's a beach, so they say. Well, maybe its time we made the banks of the Mersey and Dee worthy of such lifestyle aspirations. So, this month, we are launching our Quirky Lockdown Beach Clean.

Here's the plan...

When you can, through the next couple of months, take a walk on your local beach with gloves and a bag, and remove any rubbish you find.

1. Involve the rest of the family or 'bubble'.
2. Chronicle your achievements through photos and words, a short video, a painting, or a song.
3. Submit to propellerclubliverpool@gmail.com
4. Sit back safe in the knowledge of the good you have done!

Whichever one entertains us the most by the end of November will win a voucher for a fab Liverpool restaurant for when we are able to get out again

There will also be some smaller prizes for:

- Quirkiest piece of rubbish found
- Best item from a ship found on the beach

Let us know if you have any questions, and we're really looking forward to seeing what we can all do together but apart!





STAND UP FOR JORDAN

Many of us couldn't even piddle standing up for a hundred days, much less paddle. That is what our good friend Jordan Wylie has been doing, as he looks to complete a world record round UK challenge, while raising money for children suffering from conflict

On the weekend of the 26th July 2020, Jordan Wylie set out on an attempt to be the first person in the world to Stand-Up Paddleboard (SUP) around Great Britain, a complete circumnavigation of over 2,000 miles of paddling.

This is a feat that has been attempted previously in recent years, but to date no person has been successful in achieving this highly ambitious endeavour, due to the extreme physical and psychological barriers, combined with the relentless and unpredictable British weather system all year round.

Jordan, who is no stranger to Propeller Club Liverpool, is supported by an experienced team of world class professionals including world record breaking sailor Alex Alley who will skipper the support boat and act as the overall project manager. Adventure psychologist and polar explorer Paula Reid will head up the onshore team and former military adventurer turned film maker James May who is documenting the official Guinness World Record attempt for the world to share.

At the time of writing, Jordan had passed 100 days - and had reached Scotland. This was a landmark in many ways - meaning he is now

over half way, and has reached his 4th country. [Follow Jordan Here](#)

This is not an easy challenge, in fact it is seemingly almost impossible. However, Jordan is facing down every hurdle - from weather to COVID, and he is doing an astonishing job. The aim is to raise money for the charity [Frontline Children](#) and he is aiming to be the difference that makes a difference for innocent victims of war.

So please do help out and reward the astonishing effort of Jordan and [DONATE HERE](#)



**Frontline
Children**



HAPPY RETIREMENT... NOW GET BACK TO WORK

Our good friend and sterling Propeller Club supporter Richard Graham retired recently, after over 35 years with the Royal Fleet Auxiliary (RFA). We would like to congratulate Richard on reaching such a landmark, and wish him every success with the many adventures ahead.

Reaching the rank of Captain (Engineering) and with a slew of letters after his name which would make an amazing scrabble score, "MSc CEng CMarEng FIMarEST AFNI FCMI", you can see a little of the amazing and successful career Richard carved out with the RFA.

However, what is more telling and what captures a more honest picture is the response to his retirement from former shipmates, Cammell Laird "colleagues" and our maritime network.

You can tell much by the affection people have, and of the good wishes for a safe, long and happy retirement. Which we all obviously wish Richard. That is only part of the story though as we feel that he may be almost as busy in the years ahead as he has been keeping the RFA propellers turning.

Richard is now Chair of the IMarEST Professional Affairs & Education Committee, and heavily involved in the development of the next generation of marine engineers. He is also involved with the Nautical Institute, and of course with our very own club. In addition, he is a member of the North West Port Welfare Committee and provides vital input into making a difference for the seafarers who visit our region.

So, with so much maritime stuff still going on we will continue to see and hear from him in the years ahead. For now though, the ships may be smaller and they may be bright orange instead of grey as Richard spends his time paddling around the Lake District. A rest well deserved.

Good luck Richard, and see you soon!





UK-EU TRANSITION TIME IS RUNNING OUT

Regardless of your politics or view on such matters, time is running out to ensure your business is ready for the end of the UK-EU Transition arrangement.

The UK is leaving the EU single market and customs union, and the end of the transition period will affect citizens, businesses, as well as travel to and from the EU.

Maritime trade bodies are all urging companies that trade products and services with the EU to review their preparedness for the end of the UK's transition period with the EU.

Whether or not a deal is agreed between the UK and EU, there are new rules for businesses and citizens from 1 January 2021.

You need to take action now if you're:

- importing goods into the UK
- exporting goods from the UK
- travelling to the EU
- living and working in the EU
- staying in the UK if you're an EU citizen

Your business, family, and personal circumstances will be affected so it is important to find out more. The online service will ask you to answer a few questions and you will get a personalised list of actions. You can also sign up for emails to get updates for what you need to do. <https://www.gov.uk/transition-check/questions>

See what Maritime UK has to say, and watch a video to find out what 2021 will mean for you.

<https://www.maritimeuk.org/transition/>



THE BATTLE OF THE ATLANTIC REMEMBERED

The Battle of the Atlantic was the most important campaign of World War II as, without success, other campaigns would have not been possible, particularly the landings in Europe in June 1944. It was the longest continuous campaign of the war, lasting from the declaration of war in 1939 until Victory in Europe in May 1945.

The toll was high on all sides: more than 3,500 merchant ships were sunk; over 36,000 merchant seamen and 36,200 allied naval personnel lost their lives; and 70% of German submariners did not return to their home bases.

Despite its significance, the Battle of the Atlantic does not have an overall memorial in the United Kingdom unlike other major campaigns of World War 2. Thus, a project has been set up to create an appropriate memorial and fill that gap. As the number of surviving veterans of that generation dwindle, it is important that we create a reminder in perpetuity of the losses and hard learned lessons of that campaign and the Second World War in general.

The memorial is to serve as a defining symbol of remembrance that recognises those personal sacrifices and serves as a reminder of the high cost and incalculable value of peace.

The concept of this project is to establish a land-based memorial in the vicinity of the Pier Head at Liverpool. In addition to commemorating the Battle of the Atlantic and all its participants on land sea and in the air, this memorial will have an important educational role, informing the public – particularly young people – about the Battle of the Atlantic and its vital significance.

This will be achieved by working closely with the nearby Merseyside Maritime Museum which already has a gallery specifically dedicated to the Battle of the Atlantic. With further enhancement, the Museum will be developed into an academic centre where institutions, researchers and interested parties can visit to access information and learn more about the Battle.

The Project is registered as a charity with the Charity Commission and is supported by a Board of Trustees. The Board is chaired by Mr Gary Doyle (Group Harbour Master Peel Ports), and the charity is honoured to have HRH The Princess Royal, as Patron. It has been very clear that The Princess Royal has a deep respect for the Battle of the Atlantic and a real interest in the campaign.

For Her Royal Highness to express her support for the memorial by becoming our Royal Patron is a tremendous honour, and a testament to how much The Princess

genuinely cares about seafarers and the immense contribution made by all British, Commonwealth and Allied participants without whom the country would not have been able to arm or feed itself.

The aim is to implement the memorial programme in 2023, which will mark the eightieth anniversary of what is generally acknowledged as one of the key turning points of the Battle, when convoy ONS-5 survived a concerted attack from over 40 U-boats with the loss of only 13 ships totalling 63,000 tons, whilst the escorts had inflicted the loss of 6 U-boats, and serious damage to 7 more.

The memorial will work closely with the Museum of the Western Approaches, Merseyside Maritime Museum, National Museums Liverpool and Liverpool City Council and other groups to build a BOA heritage trail around Merseyside and develop educational projects for schools, colleges and Universities. It is also hoped to develop an international flavour with links to projects and memorials in other countries to recognise the true spirit of cooperation and effort of this battle. In addition, the campaign will be running a competition to select the design of an appropriate memorial for the Liverpool waterfront and the National Arboretum as well as scoping out education and engagement activities.

RECOGNITION FOR JIM'S AMAZING EFFORTS

We are thrilled to be able to give some wonderful news...our very good friend James Graves, tireless Chairperson of the Merseyside Adventure Sailing Trust (MAST) has been recognised in the Queen's Birthday Honours list for 2020.

Jim has been awarded the British Empire Medal (BEM), for services to Young People in Merseyside. The BEM is awarded for 'hands-on' service to the local community and recognises a long-term charitable or voluntary activity that has made a significant difference.

Jim is the force behind Merseyside Adventure Sailing Trust (MAST), a Liverpool-based charity which enables young people, many from disadvantaged backgrounds, to develop key life skills, such as self-confidence, teamwork, leadership and communication, through the unique and challenging experience of crewing tall ships on the high seas, over the last 10 years.

Jim is founder and chair of MAST, which has trained 1,432 young people aboard tall ships set up the organisation in 2009 and it is supported by the hard work of our volunteers, ambassadors, trainees, and the support of the local maritime community.

MAST's main event is its annual Apprentice Ship Cup, a tall ship regatta, in which competing teams each summer sail in a set of races around the Irish Sea and Western Scotland. The long-term aim is to make Liverpool the tall ship centre for the northern UK and to increase the number of young people aged 16-30 years taking part.

It is wonderful to hear the news, and we are sure you will agree richly deserved. So congratulations Jim, and we are sure this will fire you up to even greater deeds for the local community.





WELCOME TO LIVERPOOL

Every year, we have a long standing arrangement with the maritime team at Liverpool John Moores University, and we go along to present to new students about the Propeller Club Liverpool, and to welcome them to the city. This year is very different, but even a pandemic wouldn't stop us engaging with the great and good of this venerable institution.

So, first in a line of maritime speakers arranged, our very own Steven Jones hopped onto Zoom and told the students about his career and of the importance of networking in building contacts and growing influence. It was great to also see our good friends Anna Kaparaki and Enis Mousa on the call.

As ever our club stands by to assist, welcome and support students in the city, or attached to our local community. We are made so much stronger with our links, our events are better and we have a sense of purpose as we pass on the baton to those coming up the career ladder behind us. So thank you Dr Pyne for your support and for allowing us to be a part of the amazing things you do.



REMEMBRANCE DAY: THEY SHALL NOT GROW OLD



In challenging times such as these, it becomes even more important than ever to ensure we remember those who have sacrificed so much in conflict.

A small gathering took place at the Merchant Navy Memorial, in Liverpool's Pier Head for an Act of Remembrance. Due to current COVID-19 restrictions only a small party was able to attend.

The service was led by the Rector of Liverpool Parish Church, Rev Crispin Pailing, also in attendance was Rev Fergus Butler-Gallie, Capt Feltham (MN), 2 standard bearers and a bugler. The service was short and respectful.





The importance of connectivity has become even more evident during the pandemic and it highlights the need for more data and remote ways of doing business. As a global connectivity provider to thousands of vessels around the world, KVH has seen first-hand how data consumption increased significantly during the lockdown.

There was substantial growth for both operational and crew data use. For example, COVID-19 forced a pivot to remote surveys as the norm, as it works and is much cheaper than sending a person vessel by vessel. Crew welfare became a focal point, with major fleets providing more internet, voice, and content than previously offered to keep crew connected to home.

On land, video conferencing and remote work became the new normal literally overnight during lockdown, but at deep sea, there were challenges to make that a reality. Maritime behaviour typically mirrors that on land but with a lag, yet during this pandemic, there has been a more urgent push to connect every device and machine; indeed, digitalization is helping the entire maritime industry evolve.

Making smart decisions about connectivity can enable a fleet to gain a competitive edge at sea. The best connectivity solutions feature a layered, global network that offers coverage and speed to meet operational and crew communication requirements, as well as smart data tools for transparency and control, a comprehensive cybersecurity strategy, and embedded IoT functionality.

Connectivity is about moving data from ship to shore and vice versa, so any ecosystem has to have the right data tools at its core. For shipowners, this is a primary concern, and the ability to provide appropriate and necessary data flows are as much a part of modern vessel operations as bunkers and manning.

As the pace of maritime digitalization accelerates, KVH is ensuring that commercial vessels of all sizes can take advantage with AgilePlans, its all-inclusive, no CAPEX, and no-commitment connectivity solution that brings fast and reliable connectivity onboard.

Learn more about [KVH AgilePlans](#).



REMEMBERING WHAT WE ARE ALL ABOUT

Just some photos to remind you of what Propeller Club Liverpool stands for...good times with great people. This terrible time shall pass, and we will soon be hugging, laughing and doing business again together. Stay safe, strong, sane and successful!

If you need to talk, reach out to us - we are here for you. Email propellerclubliverpool@gmail.com and we will come back to you, we promise.





CHRISTMAS GIFTS FOR SEAFARERS



Liverpool Seafarers Centre has appealed for gifts and prayers for seafarers, fearing they will be hit hardest in the run-up to Christmas.

Charity chief executive John Wilson has appealed for donations of toiletries, confectionery, puzzles and games, warm clothing, fresh fruit, CDs and recently released DVDs to be taken onto ships to benefit those on board. (for full list see below)

Hundreds of thousands of seafarers are stranded at sea working long beyond their contracts due to the pandemic, a situation compounded by shore leave restrictions brought by the second UK national lockdown.

The Crosby charity fears the mental impact on seafarers who have been separated from their families unable to return home, which it believes will impact at Christmas time.

Seafarers working on ships have been forced to work long beyond their contracts, with another 400,000 stuck at home unable to get to work to support their families.

The International Maritime Organisation (IMO) reports some seafarers have now been at sea for 17 months without a break, well beyond the 11-month limit set out in the Maritime Labour Convention (MLC).

A survey of 926 seafarers by the International Transport Workers' Federation (ITF), provided exclusively to the BBC in October, found that 59% of respondents had had to extend their contract because they had been unable to arrange a crew change.

The survey also found that 26% had been aboard for more than the legal maximum,

with some on board for as long as 18 months. Mr Wilson has called on people to offer their support to seafarers, whether through donating Christmas gifts or remembering them in their prayers.

LSC has been liaising with local authorities on the issue of repatriation and lobbying for measures to afford greater rights to those working beyond their contracts. Mr Wilson has also voiced fears for those left at home unable to travel to begin their employment contracts, leaving them unable to provide for their families.

With the situation continuing, he believes prayers and gifts for seafarers at such a mentally difficult time would go some way to showing support.

He said: "Christmas will be different for all of us this year, but for the 400,000 seafarers stranded at sea, they will have to cope with being separated from their families for much of the year. We already know the effects the pandemic is having on seafarers mentally, with many describing feeling isolated and forgotten. We also need to consider that, for people of faith, Christmas will come without the possibility of being able to attend places of worship.

"Seafarers have brought vital supplies to our shores throughout the pandemic, continuing to work while many operations shut down. It is vital that we now show them the same support they have shown us."

The ITF survey showed many seafarers were worried about fatigue and risks to safety. When asked to rate from zero to 10 the possibility of an "accident that could harm human life, property or the marine environment due to tiredness or fatigue",

71% chose five or higher, while 15% rated the possibility at 10. Shockingly, 8% said they weren't being paid and 30% said they had unmet medical needs.

Mr Wilson added: "When we appealed for donations for seafarers at the beginning of the pandemic the people in Liverpool and its surrounding areas proved just how supportive they are. We hope many more will follow their lead in remembering seafarers in their prayers this Christmas and, if possible, offering a donation to ensure they have a happier Christmas."

Donated goods requested

Toothpaste
Toothbrush (single / twin – not multipack)
Dove Soap (only)
Deodorant (roll-on)
Body Spray
Shampoo (not shower gel)
Terry's Chocolate Orange £1
Chocolate bar – Cadbury / Galaxy
£1 bags of sweets (chocolate buttons / Maltesers / Eclairs)
Playing Cards (new)
Socks – ankle (new)
Christmas Crackers
Personalised Christmas card,
Tins of sweets (Quality Street / Celebrations / Heroes / Thorntons
Biscuits – Box, Victoria / Royale.

NZ FERRIES FLYING ISLE OF MAN FLAG



The Isle of Man Ship Registry has been selected as the flag State to oversee construction of two rail-enabled RoPax ferries that will connect New Zealand's North and South Islands.

State-owned transport operator KiwiRail has commissioned the future-proofed vessels to modernise its fleet of ferries serving the Cook Strait. KiwiRail's Interislander service connects New Zealand's State Highway and national rail networks between the capital city Wellington in the North Island and Picton in the South Island. The Interislander carries approximately 850,000 passengers, 250,000 cars and up to NZ\$14 billion worth of freight annually.

The search to find a preferred shipyard began last year when KiwiRail issued an Expression of Interest to international shipyards. The selection of a successful shipyard is due to be completed in the next few months. KiwiRail has now appointed the Isle of Man Ship Registry, one of the world's leading registers of ships and super yachts, as the newbuilding Flag. The Isle of Man Ship Registry will appoint and work in partnership with KiwiRail's chosen classification society, overseeing the build process once a shipyard has been confirmed.

Chris Martin, a Senior Surveyor at the Isle of Man Ship Registry, said: "These will be specialist vessels with a demanding specification sheet, so it is an exciting project to be involved with. The Registry has a lot of experience with new-build

commercial vessels and we will be liaising with both KiwiRail, the shipyard and the classification society, monitoring the build and making sure everyone is aware of their responsibilities from the outset."

The two 220m RoPax ferries, which are being designed by Denmark's OSK-ShipTech, will each be capable of carrying about 1,900 passengers. They will also have a capacity of approximately 3,600 lane metres, allowing them to transport a combination of vehicles including up to 40 sixty-foot rail wagons.

The new ferries will trigger significant changes to the Wellington and Waitohi Picton waterfronts, including new ferry berths, terminals and both rail and road connections to ensure the benefits of the new ferries are fully realised. The ships are targeted to enter service in the mid-2020s, replacing the existing three-vessel Interislander fleet.

Mr Martin said: "As these two sister vessels will be carrying passengers, cars, freight and rolling stock, they will be quite flexible in their capabilities. They will need to be able to turn-around in 60 minutes at peak times, so will have a dual-capability linkspan to allow rail freight and vehicles to load and unload at the same time.

"The ferries will also have to comply with quite stringent wave energy rules required for speeds in excess of 15 knots in the Marlborough Sounds, at the northern end of the South Island. This will require a very efficient hull form that must also have

excellent seakeeping properties to deal with the often-challenging sea conditions experienced in this area of the world."

The vessels will be diesel electric hybrid power, with diesel generators and batteries providing electrical power for azimuth thruster propulsion. KiwiRail is focussed on maximising efficiency and incorporating environmental features to minimise CO2 emissions. This includes making the ferries adaptable to new fuel sources as they become available.

KiwiRail's Interislander General Manager Walter Rushbrook says: "It is over 20 years since New Zealand introduced a brand-new purpose-built ferry to its fleet, and we expect the new ferries will provide another 30 years' service. Future-proofing the vessels so they can become even more efficient in future is important to us, as our goal is to reduce KiwiRail's carbon emissions by 30% by 2030 and become carbon neutral by 2050. We estimate that from day-one the new ferries will reduce the Interislander's emissions by 40 per cent."

The Isle of Man Ship Registry believes flag states have a key role to play in promoting a green agenda and supporting a global reduction in ship emissions. It supports the International Maritime Organisation's 2050 target to cut greenhouse gas emissions, and in 2014 launched a Green Fee scheme that offers financial incentives to ship owners who adopt energy efficient ship designs that reduce fuel consumption and air pollution.

MAKING FRIENDS AND INFLUENCING PEOPLE



North West PR and marketing firm Polaris Media has won a collection of new clients. MD Ben Pinnington has recently joined Propeller Club Liverpool as a member, so we are pleased to be able to share their wonderful success.

Polaris has been appointed by the world's fastest growing classification society China Classification Society, as well as leading flag state the Isle of Man Ship Registry, part of the Red Ensign Group, together with Manchester based tech firm SRO Solutions which delivers IBM's Maximo software to the maritime and offshore industries. In addition, Polaris has signed a new deal with fast growing Liverpool-based maritime digital training company Tapiit Live and it has just delivered a new brand and website for Belgium-based trade association the Light Electric Vehicle Association-EU www.leva-eu.com

Polaris managing director Ben Pinnington said the company is delighted to welcome the new clients and will be offering a range of marketing services including media relations, social media, website build, annual report writing, business development and marketing strategy.

"It is brilliant to welcome a collection of innovative companies at the sharp end of the huge changes going through the maritime and engineering sectors in digitisation and decarbonisation," he said. "These are prime growth areas for the future and exactly the type of international businesses we want to work with and the media wants to write about. We are passionate about maritime and look forward to opening our contacts book for these new clients."

Ben said Polaris is seeing an uptick in work as businesses search out ways to raise awareness as trade fairs are postponed and travel restricted.

"Businesses still want profile locally, nationally and internationally," he said. "Rethinking marketing strategy, publicity in regional, national and international trade press, social media, e-newsletters and film are just some solutions to raising profile, winning business and creating opportunities at home and overseas."

Background

Earlier this year Polaris, which has offices in Liverpool and Manchester, won the Maritime Professional Services Business of the Year Award at the Mersey Maritime Industry Awards.

Polaris was founded in 2011 and operates mainly in the maritime, engineering, manufacturing, energy and construction industries. Maritime has become its biggest sector with clients across the UK while exports markets include China, India, Oman and Poland.

Polaris provides a range of marketing services to help businesses win work and create opportunities including publicity and social media campaigns, trade fair and business development support, brand building, websites and creative design and film and photography.

Polaris MD Ben Pinnington sits on the CBI North West Regional Council, the Society of Maritime Industries Digitisation and Commercial Marine Group Committees and the Battle of the Atlantic Memorial board.

Visit: www.polarismedia.co.uk Twitter: @PolarisMedia LinkedIn: Polaris Media Management Ltd Email: news@polarismedia.co.uk

MASTERING ACADEMIC SUCCESS



Liverpool's maritime heritage has always been a truly global enterprise – mixing commerce and people from all corners of the globe.

In keeping with this tradition, a student from Rodrigues Island, in the Indian Ocean – Krishna Sooprayen (pictured above) – was recently selected to represent LJMU in a prestigious industry competition.

Kris, who is completing his Masters in Port Management in the School of Engineering, has degrees from the University of Mauritius and the Management College of South Africa but chose to carry out his masters degree at LJMU, the UK's oldest maritime college.

"I was working as a supervisor for the Mauritius Ports Authority and had also worked with numerous NGOs in Rodrigues, in poverty alleviation, marine conservation and environmental protection."

Last year, Kris was awarded a Chevening Scholarship from the UK government to carry out novel research on ports.

The work has earned him a place as a finalist in the Maritime Masters programme, run by Maritime UK, to identify the next generation of industry leaders and support knowledge exchange between academia and industry.

Sponsored by Royal HaskoningDHV and Clarksons Platou, the final enabled the nation's best students to present their research to industry. Kris said: "I am deeply honoured to represent Liverpool John Moores University especially as my friends had also submitted topics and researches of an exceptional standard.

"My family and friends were very proud as it is a massive achievement for us."

Kris admits this year has been unique and stressful for all students but praised both academic and non-teaching staff for pulling out all the stops to enable him to complete his studies

"I would like to give a special mention for my supervisor, senior lecturer Dr Christos Kontovas, for his continuous support and encouraging words throughout my study."

His research impressed judges by combining two existing methods for prioritising maritime cargo during a prolonged pandemic based and illustrating its applicability on a case study on Rodrigues Island. Runners-up in the shortlisting for LJMU's finalist were: Holly Simone Hadden, Niall Crowley and Christopher Bennett.

LJMU is one of six UK universities with a maritime specialism, rooted in England's first Nautical College, founded in 1892 and is a full member of the International Association of Maritime Universities (IAMU). Uniquely in the UK, the Department of Maritime and Mechanical Engineering at LJMU has a both vocational seafarer training and a well-established bachelor and master's Maritime Operations Management offer.

Other award titles include MSc International Transport, Trade and Logistics; MSc Port Management; MSc Marine and Offshore Engineering, as well an MSc Marine Technical Superintendent in collaboration with Lloyd's Maritime Academy.



WELL BEING SUPPORT FOR CADETS

Liverpool maritime tech business Tapiit Live is launching the first live-streamed Mental Well-being Support Programme to give cadets the life skills they need to cope with careers at sea.

Cadets from vessels registered with the Isle of Man Ship Registry will be the first to trial the new programme, which will run alongside their three-year academic training and aims to reduce drop-out rates and improve mental well-being.

Tapiit Live's CEO Richard Turner a former seafarer and managing director at Shell Ship Management, said the course has created a real buzz in the industry and the company is looking at ways to extend the training for cadets nationwide. He said there is a growing understanding that seafarer welfare and mental health provision needs to adapt and improve, which has accelerated following the coronavirus outbreak that has placed seafarers under huge strain with as many as 300,000 unable to return home due to travel restrictions.

Richard said the interactive cadet programme will be live-streamed to ships, colleges and homes with some modules delivered by a clinical psychologist to allow cadets to access training wherever they are in the world.

The course was developed after Tapiit Live identified that cadets require more well-being training throughout their cadetship to better prepare them for the real world of seafaring.

It will be launched close to the release date of a welfare app that Tapiit Live is developing for the Isle of Man Ship Registry, which will be made available to 11,000 seafarers sailing under the Isle of Man flag and will be the first of its kind ever produced for a ship registry.

Tapiit Live aims to make the programme live on the IOMSR welfare app so that cadets can benefit from live-streamed modules through their devices.

Content and delivery manager Lee Clarke, a former master mariner and a cadet manager, said Tapiit Live has a number of developments in the pipeline, including incorporating its service agreement with satcomms provider Inmarsat into the cadet programme to improve cadet training onboard.

Tapiit's new deal with Inmarsat will enable live streaming for the first time to around 10,000 ships, including the 400 ships that sail under the Isle of Man Flag.

The live streaming uses Inmarsat's high-speed broadband service Fleet Xpress and is available 24-hours-a-day, through a worldwide dedicated on-demand service that will eliminate any fluctuations with the connection.

Lee said the cadet well-being programme involves 16 modules designed to deliver the life skills that the business has identified as lacking from academic courses. This will include managing finances, coping with living away from home, dealing with peer pressure, cultural awareness, understanding isolation onboard and managing mental health. There will also be modules that cover resilience training, coping with post-traumatic stress disorder (PTSD) and dealing with a harsh environment onboard a vessel – all vital skills particularly during the current crew-change crisis. Clinical psychologist Dr Rachel Glynn-Williams, from Liverpool-based Seaways Psychology Services, has helped develop the courses with Lee.

He said: "For a lot of youngsters, leaving home is difficult and then they have to deal

with going to sea and being isolated from their families. A lot tend to have the image that they will be going onto cruise ships when in fact the reality can be that they end up on a bulk carrier in a part of the world they would consider unglamorous. At 21, a cadet could find themselves as an officer of the watch on a container ship so our module 'Leap from cadet to officer' helps them make that leap to being able to manage teams of people. The course is designed to give them coping mechanisms to deal with these issues and scenarios they find themselves in to prevent mental health issues or cadets dropping out of their training."

The training programme trial will begin for cadets on Isle of Man Ship Registry vessels from late November.

Cameron Mitchell, director of the Isle of Man Ship Registry, said they were delighted to be partnered with Tapiit in this initiative. The organisation announced in July that it would be launching the first ever seafarer welfare app designed by a ship registry, which it is producing with Tapiit, available for free to around 11,000 seafarers sailing on more than 400 vessels under the Isle of Man flag.

He said: "We fully support Tapiit Live's efforts to develop a pioneering training programme tailored from first-hand experience and a real understanding of the skills needed for a successful transition from cadet to officer. The IOMSR welfare app has been designed around the thoughts and needs of all seafarers, with a focus on positively influencing life at sea. Tapiit Live's cadet well-being programme is an integral part of that process and provides confidence and a sure footing that will hopefully lead to a rewarding career at sea."

<https://www.tapiitlive.com/>

SHARPLESGROUP

Print Management Solutions

Print

Copy

Scan

Print from anywhere

In times of adversity keep your head above the clouds and print smarter in the office or remotely with **Lexmark Cloud Printing Solutions**



Print solutions designed to optimise your investment and connectivity



www.sharplesgroup.com

BACK ONBOARD TO THE FUTURE



Nick Chubb, MD of Thetius managed to get out of the house and onto a flightdeck as he learned about amazing plans for the future of global trade, with the UK and US to the fore...here he shares his thoughts

After months of lockdown and semi lockdown, I had pretty much given up on the idea of getting out of the house in 2020. So when an invite arrived to join a "COVID secure" but face to face event held on a warship, I naturally jumped at the chance. The invite came from the Department of International Trade to take part in the Atlantic Futures Forum onboard HMS Queen Elizabeth alongside in Portsmouth.

As the COVID counter continued to rise throughout October, I fully expected it to be switching to a virtual event, but when the day arrived we got a green light from our hosts and I set off to HMNB Portsmouth. This is my brief account of the event, the day, and my experience onboard such a magnificent ship.

The Atlantic Future Forum is an annual summit that seeks to extend the special relationship that exists between the UK and the USA across defence, security technology, and trade. Its origins date back to 1941 when Churchill and Roosevelt signed a joint charter for the future of Atlantic states after the war.

The charter included ensuring that a country's borders are not changed without the consent of its people, the restoration of self-government for sovereign states, and the reduction of trade restrictions. That Atlantic Charter created the first steps that led to the end of the British Empire, the founding of NATO, the establishment of the UN, and of course this annual meeting of minds.

This year's event was kicked off with a video message by Boris Johnson and brought together some of the brightest minds from both countries' armed forces, political arenas, and industry. The topics discussed included how data can be used to power the UK/US trading relationship, how artificial intelligence could shape the future of work and warfare, how to build a post-carbon energy industry, and appropriately how to use technology to fight global pandemics.

Though it would have been great fun to share a stage with the First Sea Lord and Richard Branson, I was there to attend a fringe event hosted by the Minister for Exports, Graham Stuart MP. Along with three other fantastic maritime technology businesses, we were invited by the minister to take part in a closed-door discussion on how the UK can boost exports of maritime technology around the world.

The discussion ranged from how the DIT can support startups and innovators to get in front of decision makers overseas, to ensuring that technology developed here in the UK can be successfully scaled commercially, to how to leverage technology to make sure UK maritime businesses can continue to trade easily after Brexit.

Though the meeting with the minister was highly productive and thought provoking, the real highlight of the day was getting to tour HMS Queen Elizabeth. As a humble merchant deck officer, stepping onto the bridge, into the ops room, or into the flying control room on that ship is quite something. Trying to pick up how our Royal Navy counterparts go about coordinating 1,600 crew members, managing flying operations, safely navigating a large ship, and fighting a battle all at the same time is as confusing as it is impressive.

Just as impressive was the ability of the crew to put on such an incredibly warm welcome while simultaneously maintaining all of the restrictions required to keep everyone safe from COVID.

It is testament to the officers and crew of the ship that in such uncertain times, it was possible to attend an event that was so productive, informative, and reassuringly normal. Thank you to all involved.

You can learn more about Nick's work at www.thetius.com

SIR DAVID HEADS OFF: BON VOYAGE



The technical sea trials and scientific equipment testing onboard RRS Sir David Attenborough has begun. According to the British Antarctic Survey, this multidisciplinary research platform will transform how ship-borne science is conducted in the polar regions and provide scientists with state-of-the-art facilities to research the oceans, seafloor, ice and atmosphere. Before the snow and ice, it is off to Anglesey for the ship, as radars are tested, compasses swung and all the kit run through its paces.

The ship was commissioned by NERC, and of course so wonderfully and proudly built by Cammell Laird, and is set to be operated by British Antarctic Survey on what is sure to be a long and vitally important life at sea.

The commissioning of the RRS Sir David Attenborough is part of a major Government investment in polar infrastructure which will keep Britain at the forefront of world-leading research in Antarctica and the Arctic. This £200m commitment represents the UK Government's largest investment in polar science since the 1980s and will support scientists conducting vital research in the polar regions.

God Speed Sir David, and all who sail onboard. This could be the ship that saves the world, finding answers to climate change, or making the advances which drive our commitment to live a life which puts the planet first. Not much to ask from a baby born in Birkenhead!



**British
Antarctic Survey**

NATURAL ENVIRONMENT RESEARCH COUNCIL

RRS Sir David Attenborough Technical features:

- **Length:** 129 metres
- **Beam:** 24m
- **Gross Tonnage:** 15,000
- **Scientific cargo** volume of approximately 900m³
- **Endurance** – up to 60 days
- Range 19,000 nautical miles at 13 knots (24 km/h) cruising speed; more than enough for a return trip from the UK to Rothera Research Station, or to circle the entire Antarctic continent twice!
- **Ice breaking** capability – up to 1m thick at 3 knots (5.6 km/h)
- **Bow and stern thrusters** for excellent dynamic positioning in challenging conditions
- Launch and recovery of aerial and ocean robotic systems
- **Crew** approx. 30
- **Accommodation** for up to 60 scientists and support staff

READY FOR IHM DEADLINE?

Manchester-based maritime and offshore specialist IT firm SRO Solutions is launching a new partnership with international inspection agency SGS and maritime digitisation specialist NautilusLog to help shipowners meet this year's Inventory of Hazardous Materials (IHM) deadline, and manage ongoing IHM maintenance.

Owners of European-flagged vessels of 500 GT and over have until December 31, 2020 to create an IHM. In order to comply with the new EU-Ship Recycling Regulation, the presence of materials such as leaded paint and asbestos must be noted, along with its location on the ship and the volumes involved. An estimated 56,000 ships around the world will be covered by the new rules, including vessels from non-EU countries that call at EU ports.

SRO Solutions is teamed up with SGS and NautilusLog to simplify the next key step of the IHM process, supporting shipowners that use tech giant IBM's Maximo asset management platform.

Joe Davies, a consultant at SRO, said its new 'plug-and-play' solution eases the burden of compliance on shipowners running Maximo by providing an automated, cost-effective way of connecting to NautilusLog, ensuring a complete and simple IHM maintenance solution. NautilusLog produces an App which supports crew at sea and their onshore management by tracking ships and automatically generating events and tasks.

Following an initial IHM survey, vessels must ensure they do not take any further banned materials on board, and that any permitted hazardous materials are correctly logged. Under the partnership agreement, SRO's solution integrates all future procurement data into NautilusLog almost instantaneously. It allows SGS to review all purchase orders to identify

banned substances and flag up anything that will contravene the regulations. If there is a change to the vessel, the inventory will update automatically, ensuring continued compliance and peace of mind for the business. An IHM covers the entire life cycle of the vessel, from construction, throughout its active service life, until dismantling.

Mr Davies said: "This new partnership between SRO Solutions, SGS and NautilusLog provides shipowners with a fast and efficient IHM maintenance process that seamlessly integrates with their current Maximo procurement platform.

"As far as the client is concerned this all happens in the background. Costs are also reduced as there is no need for a new procurement system in addition to Maximo. The integration software is already built so we can get a company's Maximo platform talking to NautilusLog in a matter of days. With the deadline for compliance approaching fast, saving a client weeks of work at this stage could well prove crucial."

Liam Phelan from NautilusLog said: "We are excited about this partnership as it allows even more clients to simplify the automation of their IHM maintenance process and easily become compliant, removing unnecessary time, effort and cost on their side."

Wouter Hagens, IHM expert at SGS, said: "Automation and expertise were at the heart of this collaboration, and we succeeded. Thanks to the years of expertise of SGS, NautilusLog's user-friendly digital platform and SRO's asset management solutions, we can now provide the maritime sector with optimum support in the maintenance of IHM."

Email: info@SROsolutions.net or call 0845 408 4250 for more information.



After many years of stalwart service, Derek Gallagher is stepping down from the role of Honorary Secretary of the North West England and North Wales Branch of the Nautical Institute. Our very best wishes to Derek and our thanks for his effort and enthusiasm over the years.

Dr Christopher Haughton FNI considers it a great honour to have been elected to take over the role and will work hard to maintain the high standards set by Derek and his predecessors.

As for everyone else, the current situation scuppered plans for the year, but the Branch did recently host a Zoom Webinar on the topic of Mental Health Awareness training, and are planning further ones on topical issues over the winter and into Spring 2021. More details of these soon.

Dr Chris hopes there may be opportunities to collaborate with the Propeller Club in these most trying of times. To that end, if anyone would like to deliver a webinar to NI Members or attend a meeting, please get in touch with Chris at sec@ninw.org.uk

We wish him every success.

NEW LAB NEARS COMPLETION

As is the case for many other members, the difficulties of dealing with ongoing changes to travel restrictions and managing logistics throughout the year has impacted our core marine surveying operations. However, against the general backdrop of adversity caused by the pandemic, there have been some positives to reflect on too.

2020 has seen Brookes Bell move forwards with establishing a high-end laboratory, based in Bidston, which will provide comprehensive metallurgy, fuel testing, paint analysis and non-destructive testing. This is a project with a long history, but it gathered momentum from 2018 onwards.

Brookes Bell had long held aspirations of the development of laboratory services. Initially this started with the expansion of metallurgical services but has since expanded in scope to include Non-Destructive Testing (NDT) and an analytical laboratory for fuel testing services.

In late 2019 Brookes Bell acquired two industrial units based in Bidston which we took on as basic empty shells. The initial laboratory design process started in summer 2019 and progressed to detailed design and tendering in 2020. Construction work commenced in summer 2020 and we are on track to complete the initial build and fit out by Christmas 2020. The Laboratory unit will comprise of an analytical laboratory, microscopy suite, metallurgical preparation, advanced NDT suite and flexible conference/training space.

Over the course of the year our laboratory team has grown. We now have three members of our fuel services team – Jenny Davies,

Bronwen Carey and Kaitn Walker. As can be appreciated, this is a difficult time to join any company given the complications that are caused by working remotely. We also have a new engineering technician apprentice who will be training with the Engineering College in Birkenhead and who will be supporting the metallurgical team with sample preparation and handling of our large engineering samples and components. In an environment of significant business disruption, it is exciting to be providing employment and apprenticeship opportunities.

The core services of the laboratory will include forensic engineering, investigative fuel testing, specialist NDT services, continuation of marine services but also an expansion and look ahead to more land based and industrial services. Our new capabilities will reinforce our ability to deal with complex multi-disciplinary investigations all in-house. The key items that we are looking forward to installing include GCMS (Gas Chromatography Mass Spectrometry), ICP (Inductively Coupled Plasma), FTIR (Fourier Transform Infrared) and SEM (Scanning Electron Microscopy). These all have a wide range of applications, and we would be happy to discuss any of our equipment or services with members (the best initial contact would be Matt Calveley, Ken Kirby or Adam Whittle).

It has been a challenging year for everyone, but we are very excited to be finishing the year on a high note and look towards opening the doors of our new Laboratory facility for clients and visitors.





HEALTHY SAFE AND SECURE

Locked down - yes! Locked up - absolutely not!! Like many progressive companies, MIRIS International has had an interesting year. With COVID induced circumstances and restrictions placed on us all, we quickly modified our normal operating procedure to our remote working model.

As a direct consequence, we are pleased to report that during these times of adversity we have adapted and overcome significant logistical and resourcing challenges to achieve both stability whilst navigating these rough seas and incredibly growth, in previously uncharted waters.

How has MIRIS successfully grown in both breadth and depth during this global crisis? The answer is held within a singular word - Credibility. Maritime Security and Risk consultancy remain at the core of who we are and what we do. From and Threat assessments to Executive Protection and from Global Maritime Shipping and Super Yachts to the Mineral and Mining industry, MIRIS has credible expertise within its DNA. We deliver the very best... it's that simple!

We value our brand as much we hold dear the values that underpin every task we deliver against. We do this to ensure we exceed our customers' expectations every time and not match them.

We have significantly increased our activity across West Africa, in particular Togo and Lomé and with the thorny issue of 'stowaways' once again rearing its head (the SBS storming the Nave Andromeda) the MIRIS portfolio and offering remains as on-message, adaptable and scalable as ever.

We have also further enhanced our offering to support the 'Return-to-Work' policies of as many companies as possible. We have developed procedures for COVID 19 Antigen and Antibody testing ensuring that whoever is being tested are being treated with the sort of precision and meticulous planning we know our customers demand and that we relentlessly strive to achieve.

The model MIRIS has adapted has been developed alongside the UK COVID Testing teams within the National Health Service to ensure both compliance and safety. This is hugely relevant as it means our testing model can be delivered anywhere and in any circumstance.

We love what we do, and that passion is what drives our success here at MIRIS. Stay safe. Stay sane and should you need credibility, integrity and drive in any task within this business area, contact MIRIS at <https://www.miris-int.com>



MIRIS
INTERNATIONAL



MERCHANT NAVY MEDAL AWARDED

We are pleased to announce that Lt Cdr Tony Muncer RD, RNR, has been awarded the Merchant Navy Medal. This has been granted in recognition of Tony's services to the Merchant Navy and maritime charities. Above you can see him working onboard the tug Brocklebank, putting his marine engineering back to the test after an amazing career with Lloyd's Register.

Tony has attended many Propeller Club events, and we are always so pleased to see him. He is the foundation on which a number of charities and clubs sit, not least the "Sea Urchins" or more correctly the Royal Navy Reserve Officers Club, the Battle of the Atlantic Memorial Trust and the IMarEST Guild of Benevolence.

In 2005, whilst Warden of St. Pauls Trust in Liverpool, Rev Mike Keulemans had an idea for an award that recognised those seafarers who had made a significant contribution to the Merchant Navy and Fishing Fleets. The Trust had a history of providing basic training for youngsters hoping to join the Merchant Navy. The award was to become known as the "Merchant Navy Medal".

In 2005, there were nine recipients, one being for an act of courage afloat. The ceremony was held in the Ship and Mitre pub, Liverpool, in the presence of the Lord Mayor of Liverpool. In 2010 a decision was taken to approach government to grant the medal an official order of wear, enabling it to be worn on the left breast, alongside other national honours or campaign medals. In 2015, Her Majesty, The Queen graciously signed the Royal Warrant for the new State Award - the "Merchant Navy Medal for Meritorious Service".

The original committee now acts in advisory capacity to the Department of Transport, which welcomes the range of knowledge among its members. The names of the recipients are announced each year and the medals are awarded by HRH The Princess Royal in her capacity as Master of Trinity House.

MARITIME UK AWARD WINNERS



The Virsec team celebrates

The winners have been revealed for the second Maritime UK Awards. The successful companies were announced by Dee Caffari MBE during a live-streamed event across the world from Plymouth, Britain's "Ocean City" on 12 November 2020.

The Awards, were given to individuals as well as businesses, charities, colleges and universities, focus on a wide range of areas including business growth, innovation, sustainability and diversity. They recognise the very best of the UK's maritime sector, organised by industry, for the benefit of industry. New categories this year focused on green growth and decarbonisation; Clean Maritime Operator, Clean Maritime Innovator and Clean Maritime Enabler.

Highly respected experts from a variety of businesses and government departments were involved in the judging panel. The maritime sector is one of the UK's biggest industries, adding £46.1bn to the economy every year, and the supporting 1.1 million jobs.

We are pleased to say that local companies and friends of Propeller Club Liverpool did rather well. Virsec landed the International Trade Award, Tapiit Live won the Start Up of the Year, and Tanki took the innovation prize. Congratulations, and we look forward to celebrating in style when we are next all allowed to meet.



Awards host, Dee Caffari



Matt O'Crowley of Tanki looks shocked!



Anastasia Kohanuka of Tapiit Live



FOOD FOR FAMILIES CAMPAIGN

When we're not on lockdown, Propellerist Maria Checkland can normally be found in the fabulous Maggie May's Community Café in West Derby. You may have caught it recently on the One Show even... Lately though, Maria has been involved with a brilliant initiative to put food in the mouths of local people who are really struggling.

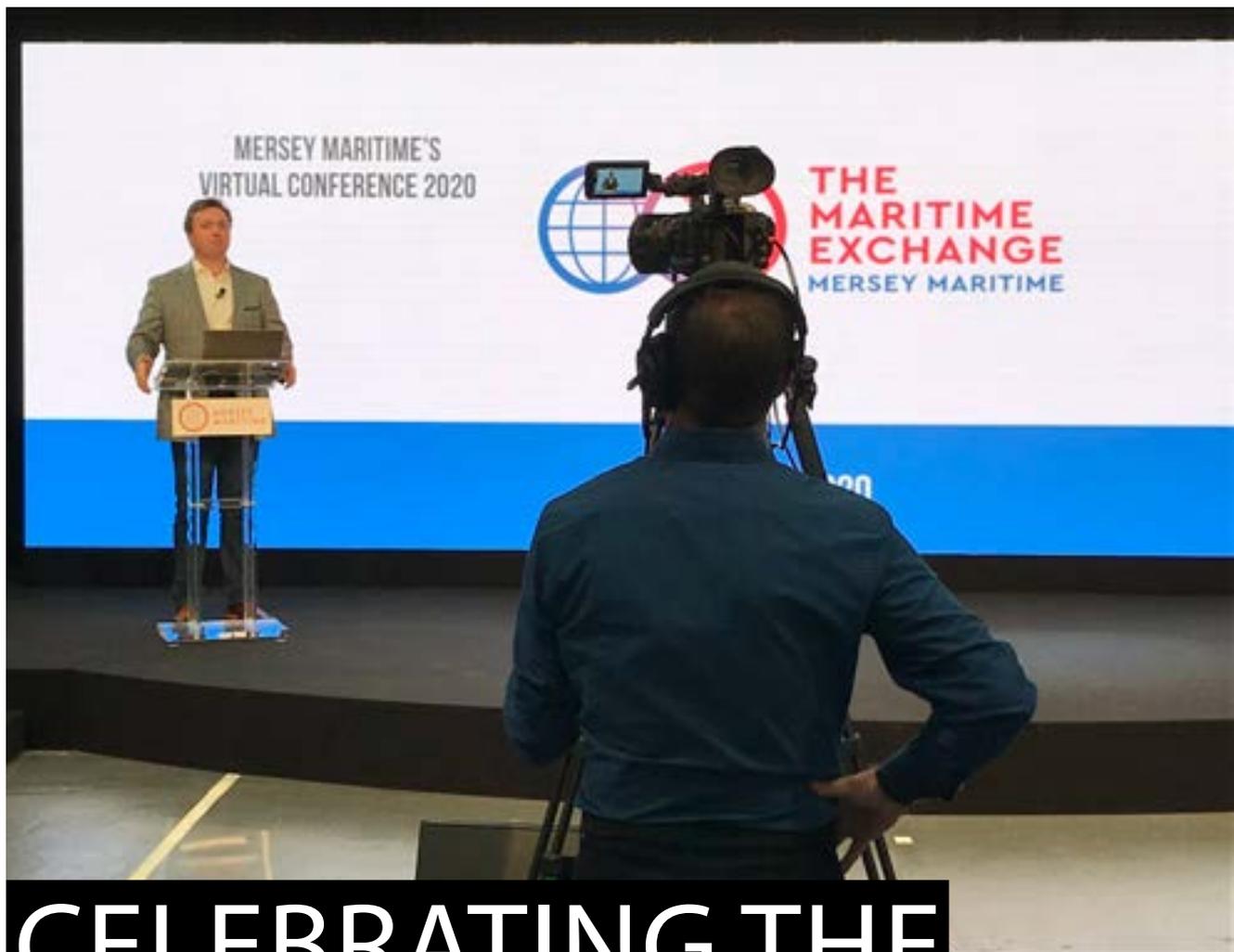
Maria says: "Obviously, the café isn't open at the minute but we've set up a food hub in the cafe and are working with the children's centre to feed families in need who may not be entitled to use food banks and have slipped through the net for support. I have been going to the café a couple of times a week to pre-make food parcels ready to be picked up."

In the last couple of weeks, Maria and co. have already fed 34 families and had referrals from children's centres and local schools.

To support the efforts, the team has set up a fundraising page for donations. Although it has already surpassed the original total, there is still plenty to spend the additional donations on and they are hoping that the public's generosity will continue to help with that. The team wants to be able to buy slow cookers for families and even hopes to provide a "wrap-around support" service with the help of a qualified counsellor and psychotherapist.

If you're in the position where you could donate a couple of quid that would be great, or if you could share this around, that would also be appreciated.

If you can spare anything to help Maria's fantastic work, you can make a donation here: [GO FUND ME](#)



CELEBRATING THE MARITIME EXCHANGE

The second Maritime Exchange Conference took place virtually on 15th October with over 200 people logging in from their desks.

Congratulations to Mersey Maritime for hosting an amazing event, especially in such trying times. The conference focused on some of the core themes, opportunities and challenges the industry has faced over the last six months of pandemic.

With panels on seafarer mental health and wellbeing, as well as technology and innovation. Using remote apps, such as the 'Mentimeter' voting platform, those attending were able to engage attendees in real time for their thoughts on the subjects under discussion.

The event was supported by newly appointed Maritime Minister, Robert Courts MP, his predecessor in the role,

Nusrat Ghani MP, and key figures such as Sarah Kenny, Chief Executive of BMT and Chair-elect of Maritime UK.

The Maritime Exchange Conference also acted as a platform to announce the project to deliver the second phase of the Maritime Knowledge Hub project at Peel Land and Property's Wirral Waters site in Birkenhead.

With Mersey Maritime's Chris Shirling-Rooke saying: "This project is critical to the future of maritime in our region, which we know makes such a big contribution to the local economy. The potential for it to be even more so is that if we truly grasp the opportunity to build a collaborative hub for skills, business support and development, with a real focus on the topical issues of the time such as decarbonisation and how we propel the industry forward to help the government meet its ambition of net zero by 2050."



PROPELLER
• CLUB •
LIVERPOOL

CORRESPONDENCE

Propeller Club Liverpool
C/O KVH Media Group
One Derby Square,
Liverpool, L2 9XX
United Kingdom

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

PROPELLER CLUB LIVERPOOL IS PROUDLY SUPPORTED BY:



HILL DICKINSON



FortRecruitment