

LEADING EDGE

PROPELLER
CLUB
LIVERPOOL

PROPELLER CLUB LIVERPOOL

Summer 2021



Photo competition winner: David Fairclough

FIRST THURSDAY ARE COMING, READY?

We are edging closer to proper networking, and we can't wait!

OUR PHOTO COMPETITION

Find out who triumphed in our 1st annual photo competition

WELCOME BACK CRUISE SHIPS

So great to see cruise ships back in the Mersey. Welcome!

LONDON CALLING LIVERPOOL

London Shipping Week is set to go ahead. Find out more...

LEAVING OF LIVERPOOL

Why are beautiful heritage vessels leaving us?

EYEMSEA CLEANS UP THE BEACHES

We are supporting a new App to help clean up the seas

UNESCO SAYS NO... BUT WHY?

Just what is going on with our heritage status?

REMEMBERING OUR LOST FRIENDS

Looking back at some important friends we have lost



SO NEAR AND YET SO FAR AWAY...BUT LOOKS LIKE WE'RE GETTING THERE.

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

Well, what a time it's been - in lockdown, edging towards "freedom" and then hopes dashed once more. We hope against hope that before long we can gather properly, and will of course keep you up to date with our plans.

While not ideal, we have been meeting in person once more - and we have held a couple of First Thursdays to test the water. Not our usual rumbunctious networking beanos, but even with us seated and limited to 6 per table we have had fun. These have been wholly sponsored by The Propeller Club, and we've even had some lovely food too. Thank you, as ever to Baby E who do a great job of making us feel welcome.

It has been difficult to make plans, and so we are trying to not over-promise but instead desperately hope that once restrictions are lifted, then we can get back into things full swing. Not ideal, but worse things happen at sea and all that.

We just want to thank you all so much for your patience, support and your ongoing wonderfulness. We've had new members join, and new corporate supporters too - welcome Carmet Marine Services!

In the meantime, please enjoy our latest edition of Leading Edge. As you can see neither the Club or our members have been quiet over the past 6 month. There has been so much going on, and there vibrancy, busy work of business means that we will all be bouncing back in no time.

So things are bubbling along, and we will burst back with a full social programme and more fun that you can shake an old discarded mask at! See you all soon, and thank you so much!

PROPELLER CLUB LIVERPOOL
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WHITTLE'S WELCOME

Unfortunately, I must start on a rather sad note. In May, we lost a beloved friend and fellow Propellerist, Colin Kershaw. Colin was (thankfully) unique. He was passionate about Liverpool and the local maritime industry and was a founding member of our club. Colin always had a mischievous glint in his eye and loved the social aspect of our wonderful industry, but he could, and often did, make amazing things happen. If you needed help with anything, he was always the first to say – what do you want me to do? How can I help?

On a personal level, Colin welcomed me into the Brookes Bell family, and I will be always grateful for the help and support he gave me over the years. But I am only one of many that have been fortunate to benefit from his kindness and incredible business brain. Colin was taken from us far too early. However, he would not want us to dwell on his passing but instead get on with what we started – so long as we have a beer or two in his memory!

Talking of getting on with it...I am delighted to welcome Carmet Marine to the Propeller Club as our latest Corporate Members. We look forward to getting to know Brett and his team more at events in the future.

We are by no means yet back to normal, but at least we can meet in person – although numbers are limited. A huge thank you to our First Lady of Thursday, Anneley and our wonderful Port Secretary, Sue Henney for making the magic happen and to Lauren and the team at Baby E for managing to accommodate us so brilliantly. Let's hope that by August FT, we will be restriction free.

August First Thursday...the observant amongst you will know that normally we have a break in August as most of us jet off to sunnier climates. I say most – I go sailing for two weeks on the Menai Strait and pack for all four seasons (and thankfully I can still do that this year). However, this year August FT will go ahead and hopefully we will be back to normal.

Sadly, my sailing does clash with August First Thursday, but Sue will be sending out your boarding cards for 6 August soon and I will get the Royal Anglesey Yacht Club to host its own First Thursday in honour of the Propeller Club...they will need no encouragement.

We all appreciate that even if restrictions are lifted on 19 July, some of you may still be cautious about the type of event you might want to attend. I assure you that we will be taking into account COVID safety measures when we organise our late Summer and Autumn events but rest assured...Propeller Club Events are coming back !!

Thank you all so much for sticking with us and not abandoning the ship during this extremely difficult time for us all. Anneley, Sue, Steven and I look forward to seeing you all back at FT and other events very soon because, as Jack Johnson said – we are better together !

Adam

President, Propeller Club Liverpool



COME AND
JOIN US
TODAY...



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

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

Enjoy our networking, and First Thursday evenings, golf days, events and lunches - and all we have to offer. There is so much going on, and we want you to be part of it.

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



PROPELLER
• CLUB •
LIVERPOOL



Whisper it...but we could be back up and running fully and properly soon. The sound of high fives, elbows being bumped by the cautious, and backs being cracked as those who haven't been hugged are held tight to our collective bosom.

Thus far, our Stage 3 Lockdown escape events have been good, but nothing is quite like the buzz and hum of a good old proper networking bash. One where you walk in and it sounds like the Year 7s are in the swimming pool as laughter and shouting bounce off the walls.

So, we are just really hoping that our First Thursdays will be edging back to normal again. August looks like being the first "proper" one, but obviously things keep constantly changing and we are trying to make sure we keep everything safe and legal.

We shan't get too excited just yet, but there is a tingle growing, a disturbance in the networking force...we can sense your presence and we like it!

**FIRST
THURSDAYS
ARE COMING
GET READY**

CONGRATULATIONS:

PHOTO COMPETITION WINNERS

Although it may seem like a long time since our Liverpool Propeller Club Photo Competition, we are delighted to announce the winners! Thank you so much to everyone who took the time to participate and submit so many wonderful photographs. We were actually overwhelmed by the response and we had many fantastic entries. So...drum roll please...the winners are:

Overall Winner: David Fairclough

Judge says: The overall winner for this photo comp is this image of Seatruck Power in Liverpool's North docks, put aside the ships modern appearance this scene could have been taken at any time in the last century, the sails have gone along with the steam bellowing funnels but the grittiness remains and the image shows that Liverpool's docks continue to operate albeit under a different guise, the exposure and detail to the image is very good demonstrating great clarity to the scrap heaps close to the vessel right through the image to Goodison in the distance, the image tells a maritime story from the moment your eyes first view it right through to when they stop exploring, an image that clearly demonstrates Merseyside's resilient and ever changing maritime landscape, A great image benefited by a high viewpoint allowing for a foreground, a middle and a background covering several miles of landscape and maritime city life, well done indeed to the winner.



Modern Maritime – Winner: Colin Lavelle

Judge says: This image won because of the timing and position of the photographer on the day of this immense occasion when three of Cunard's most modern and famous ships gathered together for the unforgettable Three Queens Event on Liverpool's historic Waterfront. Very well done to the winner for the shot and for being in the right time at the right place, something even I as a hired gun could not achieve on this day.

Coastline – Winner: Colin Lavelle

Judge says: This image won the category because of the amount of detail in the image combined with the great atmosphere created by the monotone and the inclusion of the sheep as a foreground feature, highly recommended in landscape photography, the image demonstrates the sheer ruggedness and beauty of coastline and the power of nature as it cultures the cliffs into shape over thousands of years, this image really makes me want to go out and walk.



And just as we thought Colin Lavelle is the only actual Propeller Club member with a camera...

History and Architecture – Winner: Anneley Pickles

Judge says: A picture that really fits the theme for me, when I see these rusty remnants on our promenade I always imagine what it was like when they were complete and how many fashions and styles of the people who walked along the prom wore over the time these railings have existed, the sounds and the sights of New Brighton in its prime have been and gone in its lifetime and more incredible still, the majority of the view of Liverpool we see in the distance never even existed when these railings were put in place, a truly thought provoking image.

Massive thanks also to our professional photographer, Al Disley, who was the competition judge for us. I know he put a lot of his own time into reviewing all the entries.

A highly enthusiastic photographer for 40 years and pro for six years. Today, Al is a fully experienced and camera-savvy professional photographer who will "take on anything asked of me as long as it doesn't include jumping out of perfectly good planes. A new challenge is always a welcome challenge, especially in maritime's endless sectors."

Contact Al for any professional or family photography at alundisleyimages@gmail.com





WELCOMING CRUISE SHIPS BACK

MSC Virtuosa, as seen by Al Disley

It has been wonderful to see Liverpool Cruise Terminal slowly shaking itself from its COVID slumbers and welcoming its first visitors back to the city. 2021 will hopefully see some normality return as the city emerges from lockdown with more than 30 different cruise ships expected to visit. Though obviously this is subject to change.

Viking Venus and MSC Virtuosa have been the first visitors, arriving multiple times as they make the most of their UK waters cruises. Still they wonderful and it has been so great to see them once more.

As the easing continues, theoretically and hopefully we will see even more activity as the world of cruising ramps up once more.

Norwegian Jade, Borealis, Anthem of the Seas, and even Disney Magic will take pride of place back on our wonderful waterfront at various times as the city bounces back. While later in the season we look set to welcome Nieuw Statendam, Marella Explorer, as well as the wonderful Queen Elizabeth and P&O Britannia.

Keep an eye on the Cruise Liverpool website for the latest information. <https://www.cruise-liverpool.com/>

The changing times have of course called into question the plans to revamp and make a new cruise terminal in the city.

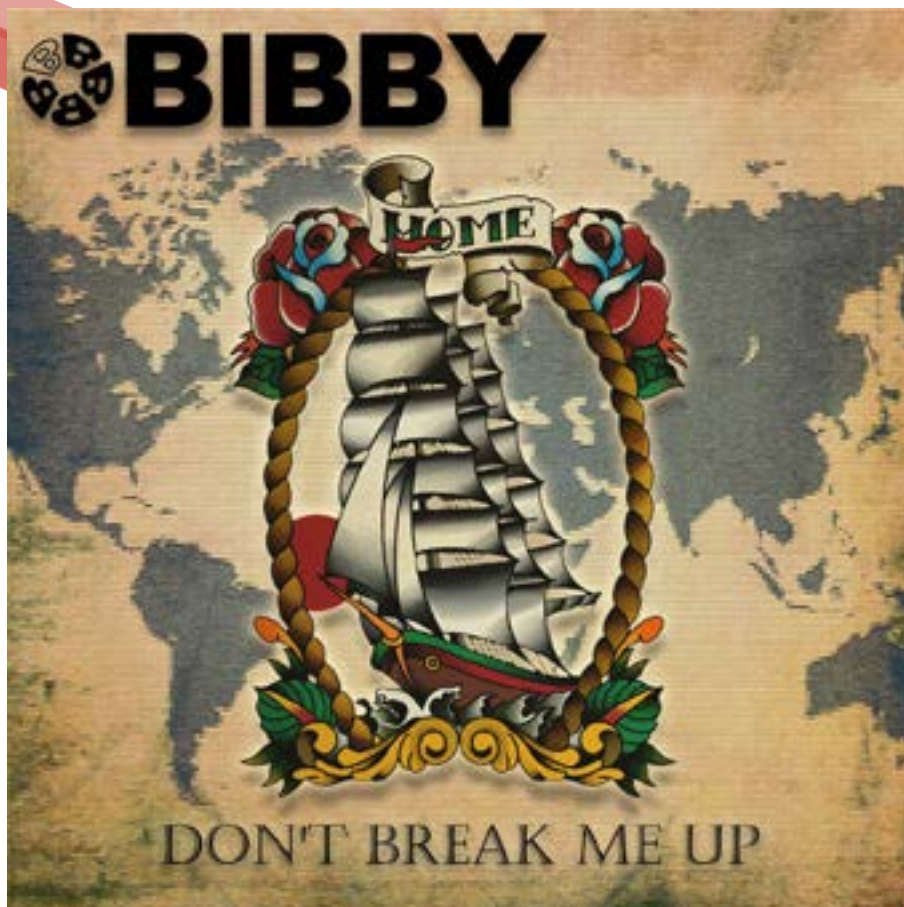
The current terminal is a floating structure located off Princes Dock and was only ever intended to be a temporary facility. The new replacement was due to be ready for the 2022 cruise season but it is understood this is being pushed back to 2023.

The new vision will see a 100,000 sq ft terminal building constructed on two floors; the ground floor being the baggage hall and entrance lobby. The first floor will include the passenger lounge, check-in area and cafe.

It will be connected by a pedestrian and vehicular link-span bridge to the existing cruise ship landing stage. The plans also include a 200-bed hotel at Princes Dock Liverpool Waters, close to the terminal building.

Once completed, the terminal would replace the existing facility and will enable the world's largest cruise ships (up to 3,600 passengers) to embark and disembark at Liverpool. It is expected to directly create more than 500 new jobs.

Welcome back you beautiful ships you, we have missed ya!



RAISE THE VOLUME AND FUNDS FOR THE MISSION...

We have some very talented Propeller Club Liverpool members. Space precludes us going into too much detail about what they all do, but suffice to say you are all awesome.

Some take such talents and skills to ridiculous levels, and we have in our midst a seafarer who is also a songsmith. We have featured the work of Daniel "Bibby", erm, Bibby before. This time though not only has he produced a killer tune, it is one which has been doing good too.

His single "Don't break me up" has been raising money for the Mission to Seafarers. A song which was awarded 8.5/10 by Liverpool Sound and Vision, and an incredible 10 out of 10 on Vinyl Fantasy! Whoop whoop.

It is streamlined and beautifully produced, packed with simmering drama, romance, tension, and sadness too. "Don't Break Me Up" is a song about a seismic ending. For us we probably think of it as being about a ship. One that has served so well for so long, now run up a Bangladeshi beach and about to become razor blades. For the less maritimy crowd, perhaps a poor boy/girl being dumped. Both sad for those who stand too close.

A song of infectious character but melancholic, and heartbreakingly beautiful. One review said "this is the thunder before the storm", though to us it feels like the first huge raindrop

splashing onto your head, exciting but overwhelming too. Do you run for cover, or turn your face to the clouds. The song revels in the delight of its making because of the questions it raises, the emotions it stirs and all while raising money for a wonderful charity.

We asked Daniel why the Mission to Seafarers means so much, and of why he had chosen them as the charity to benefit from his song. He told us, "I wanted to raise money for the MtS; because when I was a cadet they stood by me and helped guide me. After reporting numerous breaches of MLC/ systematic racial bullying and proof to back it up, some told me "It's a good career if you can put up with it". The Mission actually stood up and stepped in. The Reverend Canon Ken Peters got involved after me going through a lot of organisations seeking help and guidance, and he used his contacts to have one of my companies ships inspected/scrutinised..as a result- their cadet policy changed (I read the email that went out to all the masters)!"

So they care, they get things done, and what they do matters...so it was a real honour to try and raise some funds and the profile of their work. So download the song now."

Follow Bibby @ <https://twitter.com/Bibbymusic> and download these delights at <https://linktr.ee/bibbymusic>

TESTING TIMES MAKE FOR LAB SUCCESS

Our wonderful friends at Brookes Bell recently opened a new laboratory in Bidston on The Wirral, and it is going from strength to strength...they should know as they can test that kind of thing.

The high-end laboratory delivers comprehensive metallurgy, fuel testing, paint analysis and non-destructive testing facilities. Metallurgy testing plays an important role in understanding how materials behave in certain environments and, as such, is not specific to the maritime industry.

With increasing demand coming from within and outside maritime, Brookes Bell uses the new testing facility to help develop business in several market segments including traditional maritime, superyachts, and the energy sector more generally.

The laboratory also houses a new fuel-testing facility reflecting the increase Brookes Bell is seeing in fuel-related investigations and claims. Poor quality fuel often leads to extensive and expensive machinery damage. The new facility tests fuel to ISO 8217 standards to highlight substandard

samples and to help identify the causes and origins of fuel-related problems.

Paint analysis to investigate causes of tank and hull coating failures is conducted using state-of-the-art digital microscopes and software. Coating flakes can be inspected and analysed to determine causes for a range of faults including blistering, detachment, cracking, rust formation and inadequate antifouling protection.

The new 8,000 sq. ft facility was delivered during the most challenging times, as so much construction was completed during the first phases of COVID. Such investment and the skills and knowledge in place are a real game changer for the industry, and wonderful to have in our region. We wish them every success.

The company has offered to provide some small COVID safe group tours for Propeller Club members, so if you would be interested in seeing the magic happen let us know. Email propellerclubliverpool@gmail.com

**Brookes Bell's new lab on the Wirral
is serving the international maritime
industry with amazing new technology
and testing capabilities**





London International Shipping Week, the week-long premier global shipping and maritime event, will be held during the week of September 13-17, 2021. Quite in what form, only a fortune teller could tell you - but let's be hopeful and optimistic and think that people will be gathering in London and meeting in person.

According to the organisers, 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.

While the sell-out one-day LISW21 Conference and Gala Dinner will attract the very highest-level government and shipping industry leaders to crown what promises to be another amazing week. You can find out all the latest here: londoninternationalshippingweek.com/

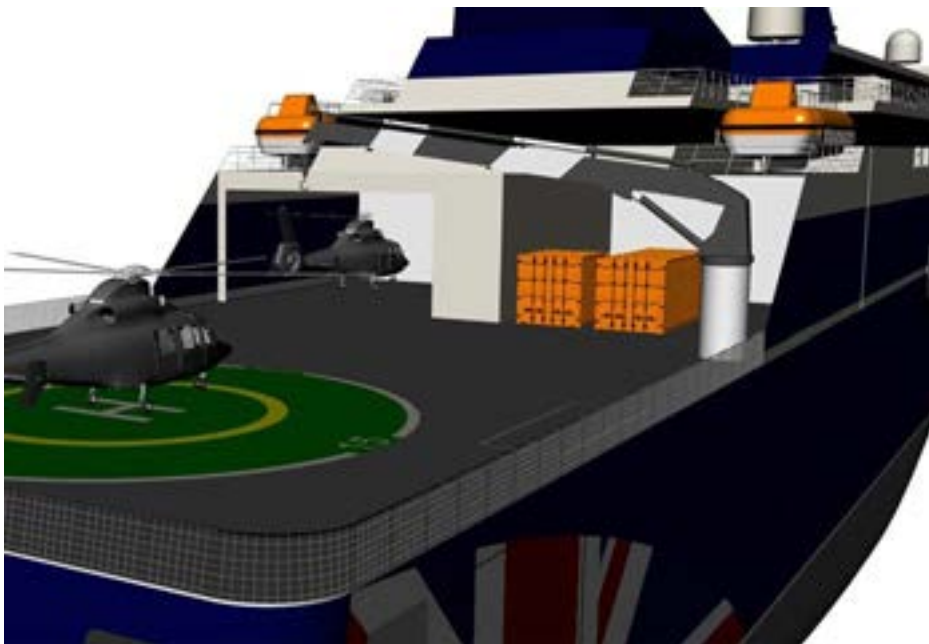
As usual, Propeller Club Liverpool will be hoping to host an event – and we are currently looking at potential options. We have already bagged a wonderful supporter in the form of Stratumfive – and

we're working to ensure we can give our members an opportunity to network hard, and to meet loads of new business contacts.

For those of you who don't know – Stratumfive are leading lights in the world of maritime informatics. They provide support on over 12,000 vessels and process more than 7.8 billion data values per day. Their products help link ships with offices ashore, with multiple applications which cover the likes of commercial, technical, safety, security, compliance. All allowing smarter decisions, faster.

So, we hope you will join us in London to meet Stratumfive, to learn more about their amazing offerings, and to hopefully get back into the swing of business. You can find out more about them at <https://www.stratumfive.com> and you can find more about our plans by watching you inboxes and our social media feeds.





BRITANNIA LUNCH LOOKING AHEAD...

So COVID beat us time and time again - but we will be looking to go again as soon as we can, and are tentatively re-scheduling our next lunch to October 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. Though this has rather been holed by Boris Johnson's plans for a "royal/trade yacht" - more of that elsewhere in this issue.

We still love that 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 would 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.

Plans are still afoot, and the concept is for the ship to 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. While 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 their website and social media channels for more updates. You can find out more about the charity and its amazing vision at <https://britanniamaritimeaid.com/>

MARITIME HISTORY NORTH: THREE ADMIRALS

We have been contacted by Maritime History North (MHN), a hugely important and significant organisation which works to educate on issues relating to, well you can probably guess, but yes maritime history.

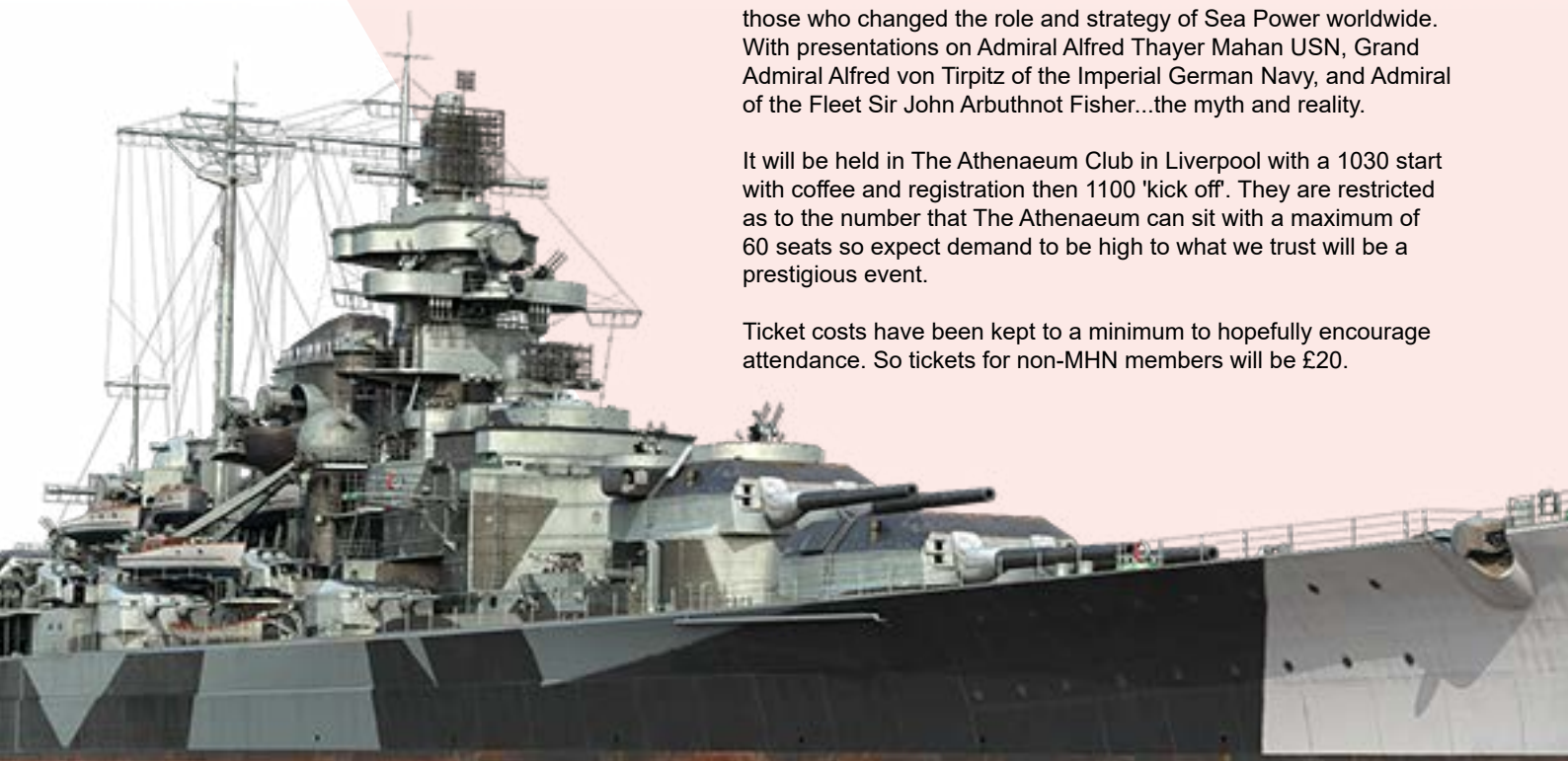
As we are finally, hopefully, emerging from the fog of COVID and opening up our lives, MHN is proceeding apace with plans for their Conference this October in Liverpool.

As you may have seen, sadly MHN President Eric Groves recently passed away, and as such they have decided to make the event a tribute to Eric. Professor Andrew Lambert has very kindly agreed to step in with the presentation that Eric would have given, and all three speakers will say a few words at the beginning of the event.

So - Friday, 22 October 2021 is the date of the Conference. The Autumn 2021 MHN conference on "Three Admirals" will focus on those who changed the role and strategy of Sea Power worldwide. With presentations on Admiral Alfred Thayer Mahan USN, Grand Admiral Alfred von Tirpitz of the Imperial German Navy, and Admiral of the Fleet Sir John Arbuthnot Fisher...the myth and reality.

It will be held in The Athenaeum Club in Liverpool with a 1030 start with coffee and registration then 1100 'kick off'. They are restricted as to the number that The Athenaeum can sit with a maximum of 60 seats so expect demand to be high to what we trust will be a prestigious event.

Ticket costs have been kept to a minimum to hopefully encourage attendance. So tickets for non-MHN members will be £20.





THE SAD AND FINAL LEAVING OF LIVERPOOL

There has been some bad and sad news lately about vessels which mean a lot to Liverpool, and to the Propeller Club too. Indeed, it has been with an incredibly heavy heart that we have seen reports two important historic vessels getting into difficulties at sea recently. That the Zebu and Kathleen & May were respectively both leaving Liverpool only adds to the sadness.

The Zebu left Liverpool in May, sailing down to the south coast. Alas the historical 100ft tall ran into trouble off Anglesey, she was towed into port but then became stuck on a breakwater after drifting from Holyhead New Harbour on to the wall.

While there were thankfully no casualties, as the two people on board got off the ship, the vessel subsequently was stuck fast on the rocks which make up the foundation of the breakwater.

As the tide ebbed, the Zebu was left high, dry and listing precariously as a coastguard salvage operation was launched. Alas she was declared a "wreck" after suffering further damage in stormy weather.

It is not the first time the Zebu, built in 1938, has got into trouble. In 2015, it sunk while moored at Liverpool's Albert Dock. Hopefully though it can instead be remembered that it sailed 69,000 miles and visited 41 countries for a youth development project, Operation Raleigh, in 1984.

That is not the end of the maritime drama in recent months as another historic Tall Ship got into difficulties.

A lifeboat was launched after the Kathleen and May a 39 metre, 300 tonne tall ship was reported to be taking in water four miles south-west of St Ann's Head. She is Britain's last-remaining three-master topsail schooner and ran into difficulties off the Pembrokeshire coast. The vessel was thankfully towed to safety in Milford Marina.

The 1900-built vessel once appeared in the popular 1970s BBC television drama *The Onedin Line*. It has long been a fixture of the Liverpool sky line in the Canning Dock and many Propellerists have enjoyed being entertained onboard.

We are so sad to hear of the loss of Zebu, and while there is some relief that K&M lives to fight another day and has safely reached her intended port. It is tinged with regret that she has faced such travails.

While these are sad stories in isolation, there is a wider issue at play here. Why, why, oh why are these historic vessels having to seek a place away from Liverpool? We have the space, the water, the backdrop and visitors to make any maritime attraction a success. So why are they going?

While there may have been some incentives to move to ports such as Sharpness, Bristol or Gloucester, surely (as has been demonstrated) the risks outweigh the rewards. Are we charging too much in our Canal and River Trust administered waters? Are we not allowing them to do what they need to do to thrive? There are many questions, and perhaps the answers are more troubling than we'd actually like to know. Any thoughts? Let us know, email propellerclubliverpool@gmail.com

MOVERS AND SHAKERS

The corporate world hasn't stopped spinning, and we have been pleased to see so many of our wonderful members getting the recognition, plaudits and promotions they deserve.

It has been a very busy time at Stone Marine Shipcare - our First Thursday regular Gareth Gilbert has become Sales Manager. Congratulations, Gareth, we salute you!

Gareth has worked with Stone Marine since 2013, bringing 20Yrs of experience working in mechanics, data analysis and sales. Having held the positions of Technical Assistant, Service Coordinator and Propeller Repair Workshop Supervisor he brings an invaluable understanding of marine maintenance & repairs when introducing the company and skills to new clients and developing our existing client relationships.

In more Stone Marine Shipcare news, Julie Hughes has been promoted to Service Support Manager. Julie has been with Stone since 2016, having worked in accounts for 25Yrs and qualified in CIMA, she also has extensive experience in freight operations worldwide.

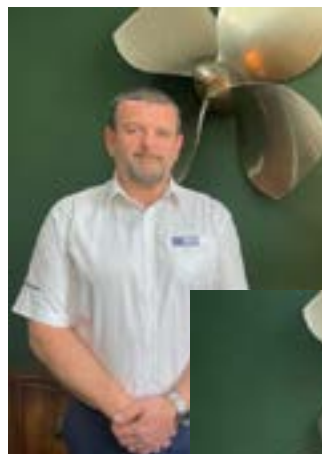
She brings the Service Department valuable experience in both areas. Her web searching and her ability to find any critical information online are legendary.

There have been more celebrations too, as Stone Marine Service Coordinator Laura Burns recently graduated with a BEng (Hons) in Mechanical Engineering.

Elsewhere, congratulations are in order to many of our Propeller Club friends, and members. Colin Lavelle, has become a Partner at Hill Dickinson. While Matthew Calveley, is now Laboratory Manager and Senior Metallurgist at Brookes Bell.

While we have had some movers amongst all the shakers, with David Corkish making the leap to become Import and Supply Chain Manager at TJ Hughes, and Donna Goodman takes on the role of Oslo Technical Services at Survitec Group Ltd.

Well done to all, and we wish you every success! Let's raise a toast next time we see you...





Isle of Man Maritime

Slightly further afield, we are very pleased to share an announcement by Isle of Man Maritime on the appointment of Lee Clarke as its new General Manager.

Working closely with the Executive Committee, Lee will play a key role in promoting the Island's maritime sector both on and off-island and in developing Isle of Man Maritime's existing relationships as well as new ones. Lee was on hand to tell Propeller Club Liverpool more about the role, and the organisation. He spoke at our June First Thursday event, and it was wonderful to welcome him in person and to congratulate him.

With a career in the maritime industry spanning 17 years, including roles both onboard and onshore, Lee brings a wealth of knowledge and experience to the role. Prior to joining Isle of Man Maritime, Lee worked in several 'at sea' roles for Bibby Ship Management before becoming their Cadet Training Manager. In 2016 he joined V.Group as their Head of Global Cadet Officer Training. In 2020, he joined the award-winning maritime tech business, Tapiit Group, as their Content and Delivery Manager.

A vocal campaigner for change in seafarer training mentoring, Lee has spoken at various industry events including leading shipping symposiums and Honourable Company of Master Mariners mentoring seminars and crew seminars. He has also been involved in various boards including the Merchant Navy Training Board and the King George's Fund for Seafarers.

In addition to his role with Isle of Man Maritime, Lee is an Associate Fellow of the Royal Institute of Navigation, Trustee and Hon. Secretary for King George's Fund for Sailors, Trustee and Ex Commanding Officer of the Sea Cadets.

Lesley-Anne Walker, Director of Isle of Man Maritime, said: "Lee has a true passion for everything maritime. This, combined with his drive and ambition to make a significant difference to the Island's maritime sector, makes him a great right fit for the General Manager role – we have no doubt that he will prove to be an invaluable member of the Isle of Man Maritime team."

Commenting on his appointment, Lee said: "I am excited to be joining Isle of Man Maritime and to working with them to build on their reputation as a maritime centre of excellence and to continue their success as a growing maritime cluster.

With so much planned over the next 12 months, I am looking forward to getting involved and playing a part in them meeting their key objectives."

Formed in 2018, Isle of Man Maritime is a not-for-profit organisation set up to develop, support and promote the Isle of Man's growing maritime sector.

For more information about Isle of Man Maritime or becoming a member, visit www.maritime.im.

MAKING WAVES IN MARITIME PR



Amongst our membership are a number of authors, the latest to join their ranks is Ben Pinnington, MD of Polaris Media Management. He has written a book called 'Making Waves: Public Relations strategies to transform your maritime business', which looks at the challenges of public relations in the maritime industry.

According to Ben, "The aim is to share knowledge of more than 20 years working in the media as a journalist, press officer and then running my own PR firm," he said. "Maritime is not our only sector but it is our biggest.

"We have been fortunate to gather a wide range of experiences working for maritime businesses of all types and sizes including ports, shipyards, classification societies, flag states, charities, lobby groups and events.

"We've also worked extensively overseas in China, India, Poland and Oman so can offer insight into international PR. Maritime is a fascinating global industry that the world depends on for 90% of visible trade.

"However, there is a PR challenge with the industry needing to promote itself better and combat sea-blindness – public ignorance of the world's dependence on the sea for food, commerce and security, and the vital role seafarers play in all our lives."

He said writing the book had been a genuine "learning experience", adding: "I've reflected on how PR works in reality and I've blended that with reading, consulting leading PR professionals and by undertaking the latest training at the Chartered Institute of Public Relations.

"PR is more than communications gloss, more than an 'add on' to marketing it is a discipline in its own right that should inform the strategic direction of a company" Pinnington said.

"Maritime is not our only sector but it is our biggest and we have been fortunate to gather a wide range of experiences working for maritime businesses of all types and sizes including ports, shipyards, classification societies, flag states, charities, lobby groups and events."

Pinnington is donating 20% of profits to Liverpool Seafarers Centre and the Battle of the Atlantic Memorial.

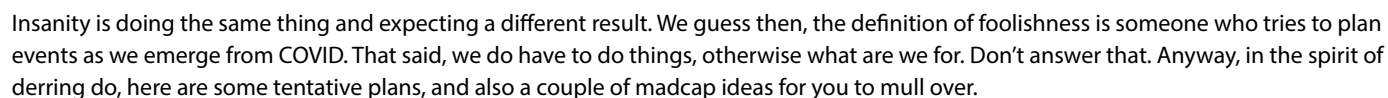
To reserve a copy email: news@polarismedia.co.uk

PR strategies to transform
your maritime business

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LEADINGEDGE

Mapping pollution
to protect the oceans



EYSEEA APP TACKLES MARINE POLLUTION

Propellerists love clean water, and pristine beaches. So have been quick to rally to support a new non-profit organisation called EyeSea, which aims to track global pollution and maritime hazards in the form of a map with help from the shipping industry.

The company recently completed testing its solution with two commercial vessels and has plans for more testing later this year.

Our very own Past President, Steven Jones is an Ambassador for the initiative, and was keen to tell us more about the technology as well as how the app came to be.

Despite shipping having a bad reputation for pollution... which is unfounded in most instances, most plastic pollution in the ocean originates on land mainly from household and commercial waste which is transported to the oceans via wastewater, wind, rain and flooding. Lightweight straws, plastic bags, and wrappers are easily carried across land or via river networks to the coast and into the sea.

There are an estimated 5.25 trillion pieces of plastic waste in our oceans with 70% of the debris sinking to the seabed and into the ocean's ecosystem, 15% floating in the ocean and 15% being washed up on our beaches. (Condor Ferries – Marine & Ocean Pollution Statistics & Facts 2020-2021.)

Alongside plastic World Animal Protection's report Fishing's phantom menace estimates ghost nets – abandoned or lost fishing nets – entangle and kill at least 136,000 seals, sea lions and whales every year.

The shipping industry can help the clean-up of this global waste issue by mapping it with geotagged pictures. This allows industry bodies to identify areas that need attention when it comes to clean-ups and pollution monitoring. That is what EyeSea was created to do.

Launched in December 2020, non-profit organisation EyeSea was created with a mission to map global pollution and maritime hazards. The organisation has developed software in the form of an app that enables the use of geotagged pictures to map maritime pollution across the globe.

Founder Graeme Somerville-Ryan created EyeSea when he was discussing the issue of pollution and the environmental impacts of shipping with shipping companies. Somerville-Ryan was also in discussion with mapping agencies involved with corruption and port mapping. The combination of these two issues inspired the creation of the EyeSea app.

Steven Jones in his role as a proud EyeSea Ambassador says, "the issue of waste, garbage, rubbish, in our seas, rivers and oceans is a source of enormous frustration. A tool which can help us clean up, but also to model and see where problems are emerging is so vital." He added, "It is also great to be able to get seafarers involved and to have them help in mapping where pollution is found - allowing them to be rightfully seen as a solution, not the problem."

To find out more, to get involved or to share see <https://eyesea.org/>



LIFE'S A BEACH - YOU CLEANED UP!

Life's a beach, so they say. We decided it was time we made the banks of the Mersey and Dee worthy of such lifestyle aspirations. So we launched our Lockdown Beach Clean challenge.

Propellerists were urged to take a walk on their local beach with a pair of gloves and a bag, and to remove any rubbish found...simple eh.

A number of you did, and thank you for sharing your exploits with us.

We did have a winner! The Glyn-Williams clan descended upon New Brighton and began clearing up all that they could find. Rachel, Andrew and the kids donned their woolly hats and wellies to get stuck in! Congratulations.

Even better news, they donated the prize money to Liverpool Seafarers Centre! A win win!!!! We look forward to sharing the news of what they did with the money, and we're sure it will have been used to make life better for the seafarers who visit our region. Great stuff.

We will schedule a new beach clean at the end of the summer, and we will encourage you all to take part - whether you are Crosby, Wekka or New Bo, there is much for us to do.



Rachel and Andrew pictured before the fun really, really got going...



UNESCO SAYS NO...

Liverpool finds itself at a cross roads, one that is driven by development, investment and evolution, versus the heritage and history we hold so dear. With our World Heritage Site status slipping away, we examine the details, the questions and of what we want for our city...

We have lost a number of parts of our maritime heritage over the years. We pine for the Overhead railway, bemoan the leaving of Liverpool by the Planet, Zebu and Kathleen & May. Perhaps a parallel issue as to why our maritime heritage is leaving the city is the thorny issue of UNESCO World Heritage

A UNESCO committee has recommended that Liverpool should lose its World Heritage status. The threat of Liverpool's demotion has rumbled on for more than a decade after modern developments on the city's waterfront. While parallel to this, Liverpool City Council said about £1.5bn had been invested in upgrading 157 heritage assets.

While the recommendation is a no, the actual final decision will be made when UNESCO confirms the sites on its World Heritage List at a meeting in July. The new report by the World Heritage Committee said "with deep regret" new developments in the city had resulted in "serious deterioration and irreversible loss of attributes".

It cited the Liverpool Waters project and the approved plans for Everton FC's new stadium at Bramley Moore Dock. There are very mixed messages as to the impact, indeed as to whether Liverpool should be forced to pander and beg to UNESCO.

To be included on the World Heritage List, sites must be of "outstanding universal value and meet at least one out of the following ten selection criteria:

- Human creative genius
- Interchange of values
- Testimony to cultural tradition
- Significance in human history
- Traditional human settlement
- Heritage associated with events of universal significance
- Natural phenomena or beauty
- Major stages of Earth's history
- Significant ecological and biological processes

- Significant natural habitat for biodiversity

It seems ironic that Everton's new ground could be the death knell for our city being recognised for global importance. Just checking the list of criteria again, if UNESCO doesn't think that it must take the most incredible act of human creative genius to get people to part with £50 to watch Seamus Coleman kick a ball, then I don't know what is.

Semi jokes aside, it seems an act of petty mindlessness to suppose that our city isn't as important, attractive, historic or wonderful, just because our abandoned docks are being used for something more than being a place where things used to happen.

Our city is amazing because of what it was, how it was built, the innovation and incredible commercial drive and zeal it unleashed. It shaped the world, in good and bad ways, and has been a beacon of the importance of mercantile maritime trade. That is not diminished by what is planned in the docks.

More than that, the ports did build a city, but they also built a people. The people of Liverpool are every bit as reflective of the heritage of our port any old building or magnificent vista. So, UNESCO may well pull the plug on us, to do so would be a shame, but would actually lessen them not us. Liverpool is Liverpool, the Mersey the Mersey and we the people regardless of any notional status granted to us by a faceless committee.

We hope they decide to visit the city again, that they can think differently about how industrial heritage has to evolve. This is not about the loss of hummingbirds under Victoria Falls, or the majestic sweep of wildebeest in the Serengeti - this is about a working landscape which is changing, growing, developing and becoming even more wonderful.

TO OUR LOST FRIENDS

The harsh realities of life mean our time is all too fleeting. So it is with a very heavy heart that we have to remember members that we have lost in past months. Dear friends who have meant so much, who have been part of our maritime family, and who will be dearly missed, but never forgotten

We have said goodbye to John Beaton, Angela Oates and most recently, Colin Kershaw too. Each brought much to our community in very different ways – while John and Angela were regular attendees at our events, Colin was someone who shaped us and played an enormous part in helping Propeller Club Liverpool become what it is today.

John Beaton was Chief Engineer with T&J Harrisons, and was someone who was looked up to and admired by many. Both those who served under him, and subsequently those who were on various committees. He was a driving force behind the Liverpool Marine Engineers' and Naval Architects' Guild, and was also an important member of the local groups set up to remember the glory days of Harrisons.

Angela Oates was cut from similar cloth as John, being the child of a T&J Harrison's captain. Angela was a quiet, but wonderful presence at many of our events. She would even bring her friends along, to lunches, talks and even the occasional First Thursday.

What was so wonderful about Angela was the fun, enjoyment and sheer happiness she seemed to derive from just being around people enjoying themselves. She would find somewhere to sit, maybe a little drink and would just watch on, always quick to smile and tell you how great the event was.

She passed away at Clatterbridge Cancer Centre on 23 March 2021. She will be missed, but her warmth, support, friendliness and eagerness to embrace life will be remembered and stand testament to the person she was, and the Club we try to be.

Propeller Club Liverpool was fortunate to have Angela as a part of our community. Someone who loved the city and river, who supported the tug Daniel Adamson's renovation and rebirth, and who as a woman in maritime (in her own way) felt welcomed and part of what we do.



Angela Oates



Colin, as we like to remember him....



The untimely passing of Colin Kershaw has been something which has shaken the maritime community, not just in Liverpool but globally. Colin had been ill for some time and, in the company of his family at home, passed away peacefully.

Many of you, if not all, will have known Colin. He was truly the life and soul of so much of the resurgence of maritime life and business in Liverpool. He led Brookes Bell with passion, charm, intelligence, humour and with an incredible business brain. He was also pivotal in Propeller Club Liverpool becoming established and was a vital foundation on which our entire club could grow.

Prior to his passing, Colin sent the following message to those who knew him: "Love you all. Now that you can get out, please do. Have a pint for me. Live long and prosper."

Colin was not just a wonderful personality, he was a very shrewd professional too. One story we received was about a casualty in Liverpool docks. Colin remembered that the Mersey Ferry had been running a cruise at the time, and so was able to gather tourist photos of the docks that day – thereby winning the day! For now, as we are sure many of you are, we just feel sad, raw and a little bit lost. The maritime world has lost one of its brightest shining lights. RIP Colin...we will raise a toast to you (every time we gather); to all you were, all you achieved, and all that we aspire to be in your image.

These are people who have meant so much to our community, they shall always remain a part of what our club is. Indeed, we are maintaining an In Memoriam list of members, so that all who play a role in our history will never be forgotten.



ENCOURAGING MORE WOMEN IN MARITIME

There is a rising tide of positivity surrounding women in maritime, and the fact that careers are ever more available and understood. This has obviously been a long time coming, and very slow progress has been made. However, it seems there is impetus and it is great to hear of the many success stories in the industry.

We know that achieving a balanced workforce at all levels in the maritime sector will undoubtedly improve culture, behaviour, outcomes, profitability and productivity.

Sue Terpilowski, Chair of Women in Maritime Network, said: "The need for fairness, equality and inclusion is clearer than ever and the maritime sector must embrace diversity because it's the right thing to do. Equally there is a strong business case for action. The OECD has estimated that equalising the role of men and women in the labour market could increase GDP by 10% by 2030. There are women of all ages and abilities wanting to be a part of our maritime future and we must make sure we don't waste any more time in not addressing this issue."

The Women in Maritime Network does meet, currently via Zoom - alas you've just missed one in June. The next one will be Wednesday 6 October 2021 running from 10:00 - 12:00 Via Zoom. Register through this page to attend <https://www.maritimeuk.org/priorities/people/diversity-maritime/networks/women-maritime/>

Propeller Club Liverpool has signed the Women in Maritime Charter, but more than that we hope that we are seen as a positive place for women in the industry. Somewhere to network, exchange ideas, grow contacts and win business - irrespective of race, gender or sexuality.

COVID has of course been a challenge, and one which we are working hard to plan our way out of. We are organising events, our First Thursdays are back - currently seated, but hopefully the more mingled and wonderful affairs they used to be soon.

We need you though, we need more women to join us, to join in, and to be a part of what we do and helping to shape how we do it. We are pleased to say that 50% of our Board is female, we have a strong representation in our membership - somewhere around 35% are women. Which is a lot more than most maritime groups, so we should be pleased.

However, we do not and cannot rest there - we want more. More women to drive us forward, to be an even more visible and vocal part of Propeller Club Liverpool. So, if you want to help shape how we grow, how we are even more attractive to women in maritime, and how we deliver the membership experience that women want and need, let us know.



A LOGISTICS LOGJAM!

The whole global supply chain has been in the news lately – first the COVID hit, then Ever Given cunningly sideways parking in Suez, and now incredible congestion off Chinese ports.

Just as a virus, it seems the logistics wobbles have a habit of finding their way of spreading rapidly across the world. So, we have seen that many ports have also felt the impact of delays, congestion and all manner of problems.

Alas it has been seen that our very own port of Liverpool has been struggling to cope with the demands. While media talk of an “implosion” may be stretching the point, there have definitely been challenges.

Hauliers have been growing increasingly concerned over the gateway’s viability as they struggle for booking slots. One independent local haulier said jobs that would normally take two hours were now lasting the better part of a day, while another said the port appeared “understaffed and overworked”, with restricted haulier access leading to major slowdowns in the flow of cargo.

Liverpool saw its stock rise among carriers and shippers last year amid the crisis that hit Felixstowe, and some hauliers believe its present problems began with the port seeking to attract more services. Indeed,

it only recently received the last of its new megamax cranes from China. Forwarders are also beginning to feel the pinch as increasing numbers of hauliers, unable to get a booking slot, refuse to service Liverpool.

“Lots of hauliers from outside the Liverpool region are simply refusing to go there, because of the poor productivity and increased costs, which leads to us incurring quay rent and detention charges,” one forwarder said to the press.

David Huck, Managing Director – Group Ports said: “We understand that any issues with the smooth running of the port are frustrating for customers and we recognise an efficient haulier interchange is critical to the port’s and haulier’s offer.

“Whilst we always work incredibly hard to avoid issues, a combination of factors have recently impacted Terminal 1 turn-around times, some of which were beyond our control including an exceptional IT outage, and unexpected high stock density. We have spent much of this week working through the backlog caused by last week’s delays and whilst some issues may remain into next week, we hope that service levels will return to the high standards usually offered by the Port of Liverpool.

“In further response to growth and demand, we are also introducing measures

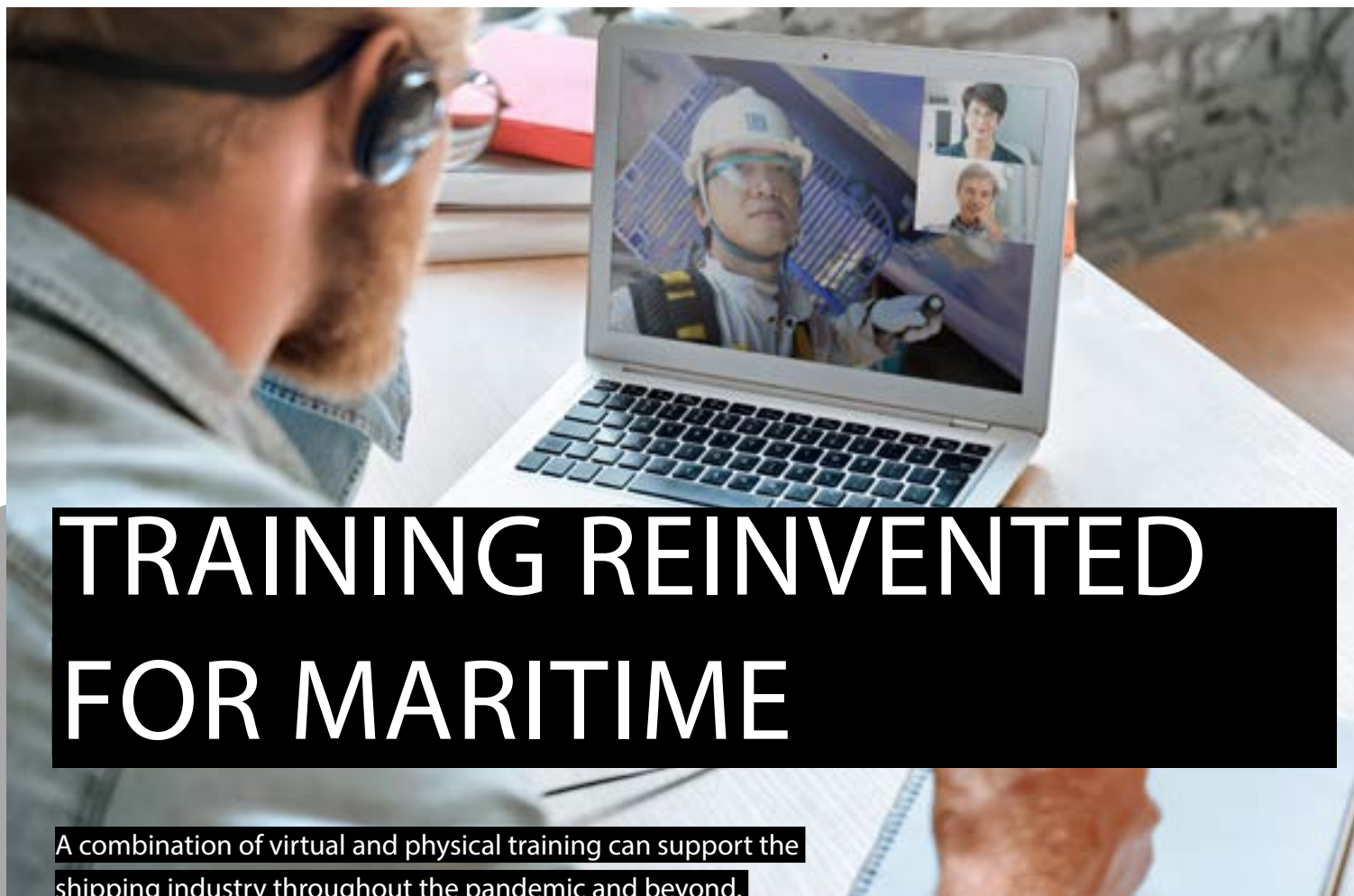
that will strengthen our ongoing capacity. Having undertaken a heavy recruitment programme of 150 employees at the end of 2020, new operators are due to complete their skilled training and extended weekend opening hours have already been introduced.

“As of this month, the Port of Liverpool will be opening its gates on a 24/7 basis right through to Christmas.

“Making the port more accessible over evenings and weekends allows customers who want to take advantage of the additional capacity, the flexibility to do so. “As has been well covered, the market we operate in is suffering extreme volatility with huge and – sometimes unexpected – swings in demand.

“We’re proud of how we have responded to problems faced by UK supply chains generated from issues arising from elsewhere in the global port network, and remain committed to ensuring we respond to this continued volatility in a timely manner,” he said.

Let’s hope the problems can be eased and Liverpool can retain its status as a great port to do business. A thriving port is vital to our maritime city – and let’s face it if UNESCO decides we can’t look after the old port well enough, at least we need to be doing good things with the new.



TRAINING REINVENTED FOR MARITIME

A combination of virtual and physical training can support the shipping industry throughout the pandemic and beyond.

By Dave Lloyd , Global Client Training Manager, Lloyd's Register.

The COVID-19 pandemic has transformed the way we work, think, and behave, with remote forms of communication dominating our “new” normal. Some of the pre-crisis bottlenecks were removed and for many sectors this accelerated the shift to remote interactions, including the world of maritime training. Traditional training classrooms have been replaced by virtual group-based experiences, available to anyone, anywhere and at any time.

While face-to-face interactions are important within the learning process, it's clear that virtual training will continue in the post-COVID future. Throughout the pandemic, Lloyd's Register (LR) worked hard to combine the rich and practical experience of its surveyors and auditors with flexible training schemes, in order to meet the training needs of its clients.

For example, LR's Marine Training Centre in UK embraced a range of learning options without compromising its 20-year status as a “training center of excellence” in UK. The training center provides field knowledge and specialist expertise on a variety of topics, including Marine Management Systems, Technical and Operational Efficiency, Rules and Regulations, Maritime Leadership Development, and so on.

Supporting clients through the pandemic

As the pandemic reshaped the way we work and collaborate, LR's

virtual training on ‘Leadership from a Safe Distance’ has helped users develop vital management skills and leadership strategies to motivate teams remotely and support effective communications from a distance, helping clients to effectively engage with their teams throughout the pandemic. We were able to offer our clients our traditionally delivered face-to-face courses in instructor led virtual format using deferent virtual platforms (Adobe Connect, Zoom, MS teams etc.)

Despite facing the challenges caused by COVID-19, shipowners and ship managers still need to comply with the International Maritime Organization (IMO) regulations and requirements.

Moreover, recent adoption has been made on 17 June 2021 during IMO's Marine Environment Protection Committee's 76th session (MEPC 76) regarding the new amendments to MARPOL Annex VI. This consists of new regulations 23 and 25 – the introduction of the Energy Efficiency Existing Ship Index (EEXI) and regulation 28 - the requirement to demonstrate operational carbon intensity reduction through the Carbon Intensity Indicator (CII). These will enter into force on 01 November 2022. Therefore, in order to help the shipping industry, LR developed an EEXI and CII Regulation Awareness course delivered in eLearning format (online course).

This course will help you to develop your roadmap for compliance and ensure your ships maximise their operational availability.



THIS NORTHERN POWERHOUSE

For those of you who don't know, or indeed who refuse to recognise the fact...there is another city local to us. One that has a unique and fascinating maritime heritage all of its own.

A place steeped in history, and which buzzes with the excitement of business and of commerce. No not Chester, we're talking slight bigger...Manchester!

Yes, good old Manchester, and even Salford. They are our Northern Powerhouse partners, our regional compadres, and a place where a surprising amount of maritime business gets done, even today.

For the history buffs amongst us, Cottonopolis as it was once known, funded the opening of the Manchester Ship Canal in 1894, which was an important event in the history of late Victorian engineering, trade and transport.

The Big Ditch, as many have called it, raised major questions of civic pride and identity, as Liverpolitans and Mancunians tussled for maritime superiority. The canal allowed Manchester to challenge assumptions about the relative power and influence of seaports versus inland, manufacturing cities. Boo hiss...

For most of the nineteenth century, the North West's economic geography was essentially bipolar, with a functional division between coastal ports and inland manufacturing districts.

Manchester, was the market centre that brought millowners from those surrounding districts together with an international and

cosmopolitan merchant class; some 280 cotton towns and villages were commonly represented at the Royal Exchange. They wanted to get their goods out globally without having to worry about the Mersey Docks and Harbour Board, and the grandees of Liverpool.

The sea port was able to raise costs on the import of cotton, and for the export of finished goods. You don't have to be Sir Alex Ferguson to think that Liverpool was on a perch, and needed to be knocked off. The canal allowed raw cotton to head straight into Manchester. In fact it even allowed vessels to get into their city faster than some tide bound vessels got into Liverpool's dock system.

This was a struggle for the life blood of commerce, and the pride of cities...one's with ego's of a metropolitan scale. After a decade of the canal's operation, the president of the Manchester chamber of commerce believed that 'it has not created any textile trade, but it has created large engineering works, and it has created the fruit trade. Then it has made Manchester one of the largest centres for the distribution of provisions'.

So, for a hundred or more years the cities tugged and tussled, trying to maintain the upper hand on trade and tariffs. While all around us the world changed, markets waxed and waned, and all the manufacturing went elsewhere. So for a time, in the late Seventies and Eighties, our heroic cities were but broken old boxers hanging onto each other, long after the crowd stopped caring who won. Fast forward to today - yes, we have the

same parochial pride in our cities, and yes our football teams have their simmering tensions. However, we are also at a wonderful point for us both.

With the Manchester Ship Canal being a really great way of getting goods off the road, then it is a green highway straight from the sea to city. It can become a paragon of all that is good with shipping. While our local businesses are entwined and doing ever more together.

Which brings us to Propeller Club...and our ambitions to embrace Manchester and all the wonderful maritime people there. We already have great Propellerists ensconced, with Anna Kaparaki, Chris Farrell of Port 2 Port, Ben Pinnington of Polaris and Ben Bailey of The Mission to Seafarers living and working a la Mancunia.

With so many great people and amazing maritime businesses plying their trade, we are eager to explore the art of the possible and even some events in the city. When COVID allows, obviously, we wouldn't want to bring the Salford Strain back into Lime Street.

So, if you fancy a catch up in Manchester, if you'd like to win business there, or even sample the exotic delights of the city which gave us the Suffragettes, Factory Records, Coronation Street, Alan Turing, and Vimto... then let us know, and we'll get some plans going. Nice one, our kid, etc, etc.



YACHT A MESS: RIGHT ROYAL TRADE DEBATE

The Mersey has not only a rich heritage of shipbuilding, but is still the source of vessels which are high profile and mean as much to the nation as those of the past. Witness the spectacle of Sir David Attenborough being launched from Cammell Laird, and suddenly you can appreciate the importance and significance of ships to our workers, businesses and community.

Building ships matters. Something which has not been lost on the UK Government, as they have sought to make ship building a core tenant of much of their COVID "building back" and post BREXIT "levelling up" agenda. There has long been debate about a replacement for the Royal Yacht HMY Britannia. For decades the view was always that it was either unnecessary, impractical or too expensive.

That was until Boris Johnson suddenly decided otherwise, and it has been all hands on deck as the government has sought to promote and push the concept. So, what are the proposals, what are the challenges, and what will really happen? Also, what are the alternatives?

From 1953 to 1997, the Royal Family sailed around the world on the Royal Yacht

Britannia. To the dismay of the Queen, Parliament decommissioned the yacht in 1997, citing upkeep costs. With the passing of HRH Duke of Edinburgh, there was an alteration of course about the whole idea and Boris Johnson suddenly suggested that a new yacht be built to honour Prince Philip, and to help to "sell Britain to the world".

The Ministry of Defence (MOD) leapt into action and drew up plans for a vessel, with an estimated £200 million build cost. However, the idea has not been without complications or controversy. First of all the Queen was very quick to distance the royals from the project. A royal yacht which is unwanted by royals is just a yacht, lest we forget.

So, without royal patronage, the project was already becoming something else all together. Now as the year has rolled forward, more and more disquiet is emerging about the whole vessel. Not least that it is now being termed a "national flagship".

It has been slammed as "silly populist nonsense", and there have been wranglings about just who will pay. With the MOD being seemingly the current latest department being left holding this baby white elephant.

Bemoaning the fact that Department for International Trade seems set to get a play thing that others will fund. Such is the budgetary bunfighting in government. Naturally, there is a temptation to think that such a project could bring positives. Shipyards around the UK were initially very excited, rightly so. Alas that enthusiasm seems to have cooled somewhat. Perhaps prompted by the fears that despite a renewed focus on national shipbuilding, that the government could (incredible as it may seem) look to get it built abroad.

At the moment the closest anyone seems to certainty is that the costs are known to be uncertain, the design is up for change, the means of propulsion and power unknown, the actual role and purpose debateable and the builder could be anywhere.

This is not showing "global Britain" in a very good light. There are also those who are perhaps a little uncomfortable with Royal Navy vessels arriving in global harbours and proclaiming they are there to help ease trade. All sounds a little Opium Wars to us. Plus, we have two splendid aircraft carriers for "forcefully spreading peace, love and trade deals".



It is not even certain whether the vessel will be armed or not, and if it isn't - then it will have to sit as part of a wider fleet whenever it actually goes anywhere.

There are some good things which could come out of this, but it seems they are unlikely to happen. IF...and it is a very, very big if...if it was built in the UK, and if it was bristling with the latest British technology and world leading innovation, if it was fuelled with cutting edge decarbonised tech, if it was designed to be autonomous and as absolute pinnacle of all that is possible today. Then, and only then could it be a symbol of what is needed.

Alas that would mean it costs too much, it would be too complicated, and would likely sit in a yard for decades before completion.

This is an idea which in the pub probably sounds brilliant. However, as soon as it is exposed to fresh air it quickly wilts and is shown to be utterly ridiculous, flag waving nonsense of the highest and most expensive order.

BUT...the UK should have a ship. It should have the red, white and blue proudly ruling the waves. It should be done differently though, it should be done with aid, assistance, support, training, positive development and being a good global citizen at its core. Thankfully there already exists the Britannia Maritime Aid concept - and we are set to hear from them whenever we manage to get our next Propeller Club lunch sorted!

This is a concept which is everything that the HMY Boris isn't. It is sensible, sensitive and eminently deliverable. designed to deliver disaster relief and humanitarian aid, it wins hearts and minds. It is also scalable - meaning the UK yards can roll out more of these vessels for other governments.

Suddenly we have an idea which is workable, and actually important. One which can shape opinion about the UK, but which does it in a way which delivers good, not stifled giggles.

See more about this great concept, one which can hopefully still come to fruition <https://britanniamaritimeaid.com/>





WELCOME TO CARMET MARINE OUR LATEST SUPPORTER

We are thrilled to welcome Carmet Marine Services to Propeller Club Liverpool. The company has joined as the latest in our amazing line up of corporate supporters. These are the companies who make the difference in what we do, and their support makes everything possible.

Speaking on joining the Propeller Club, Brett Metcalfe, Managing Director, said: "The idea of meeting like-minded people in a relaxed environment is inspired and seems to work very well. I am a great advocate of local businesses working together for the benefit of the area."

Carmet Marine Services is a family business built upon a foundation of family values, providing a range of towage and workboat services that add immense value to some of the world's largest and most recognisable marine organisations.

Since the early 1970s, they have been supporting the UK's marine sector, and have built up an enviable reputation based not only upon the quality and value of their services but also on the honesty and integrity of the whole team.

A third-generation family business founded by Captains Ian Metcalfe and Mick Carrier, Carmet provide ongoing support to local ports, the construction and civils sector, the offshore power industry and more, with services ranging from personnel transfers, workboat and shipwright services to aids to navigation support and stores deliveries.

From humble beginnings, the past fifty years have seen substantial growth, with the team and capabilities growing exponentially. From being appointed sole towage contractor for the Manchester Ship Canal in 1989 to, more recently, becoming partner of choice for the offshore power industry, the Carmet of today is almost unrecognisable to that of fifty years ago.

Carmet is an ambitious firm, and success is thanks to their team, an exceptional group of professionals who make Carmet the business you see today. So we are hugely pleased and proud to welcome them to the Propeller Club, and hope you can meet the team and get to know more at our events in future.

You can find out more at <https://carmettugs.co.uk/>



COVID IMPACT ON SEAFARERS



Liverpool Seafarers Centre does an amazing job supporting the crews visiting our city. In these terrible times, the stresses and strains upon seafarers are pushing many toward breaking point.

Warnings have been issued over a mental health crisis among seafarers visiting Liverpool after some were trapped on board their vessels for more than a year due to covid. Liverpool Seafarer's Centre (LSC) CEO John Wilson says that the impact of the pandemic has been devastating for the workforce, with some expressing thoughts of suicide or self-harm.

John Wilson said he had spoken to some crew who had been stuck on board for up to 15 months, working 10-12 hours per day. Far longer than the more common nine months, or even the legal limit of 12 months.

With lockdown laws making crew changes near impossible, seafarers have been faced with the choice of staying put or breaking their contracts - potentially blacklisting themselves from future work.

John also stressed the stresses caused by boredom and seeing the same people every day, with conversation getting limited as time

goes on. The routine carries on and it just becomes more and more mundane. "It's a downward spiral", Wilson says.

As such many of those on board are struggling with their mental health, and they find it hard to speak out. Seafarers don't want to appear weak, there are reportedly thoughts of suicide, as seafarers face isolation, sleep disruption and exhaustion. A recent survey revealed that a fifth have thought of self-harm, exacerbated by an unprecedented flow of pleas about non-payment of wages, contracts being renewed without consent and crews being left in foreign ports without money or flights home.

Thanks to the work of LSC, those who visit Liverpool are given a warm welcome and the support which hopefully can help them cope with the tough times they may be experiencing.

Learn more about the work of the Centre, or make a vital donation at <http://liverpoolseafarerscentre.org/>



WHY DO CONTAINERS KEEP GOING OVERBOARD?

As you may know, a number of Propeller Club Liverpool members are also part of the Nautical Institute North West and North Wales Branch, so were on hand to hear Captain Daniel Millett AFNI, HCMM, Senior Master Mariner, Brookes Bell talk on "Container Cargoes: Why do container losses keep happening?"

A well-attended virtual event heard Captain Millett asking why we have seen so many container losses recently. His answers were fascinating and providing a great insight into not just the operational issues facing vessels, but the complexities of a sector of the industry which has grown so rapidly in recent years.

Indeed, the rapid growth of container ships themselves has meant more problems, and the talk explored not just the physics but also the practicalities facing modern vessels.

With great forces impacting loads, and often with stretched crews, difficulties in monitoring, challenges of aligning processes and paperwork, and with cargo owners badly stuffing boxes, the slew of recent accidents hardly seems surprising.

The fact that stack heights have been increased to as many as 9 high, means that not only are there increased risks of movement, but also an impact on stability. The cold facts see racking, lifting, post load

and lashing loads proving too much for the lashing and twistlock arrangements. This is heightened where poor maintenance means the equipment may not be fit for purpose.

There have been improvements with Verified Gross Mass (VMG) data now being provided which confirms the weight of the box. So at least the problems of misdeclared weights are removed. However, mistakes do still happen, and heavy boxes do get placed too high in a stack. With the attendant problems that brings.

With such large ships travelling at speed across long ocean passages, then the impact of any problems become amplified. Captain Millett outlined the guidelines, best practice and rules in place. While stressing the roles of flag States and Classification Societies, and also talking of the active role of some port States.

However, it was felt more can be done to mitigate the risks. However, with crews stretched, the propensity for Stowage Plans not provided before loading, then it is still hard to maintain the safe, stable and secure stowage of tens of thousands of containers.

The Nautical Institute regularly hosts fascinating lectures and talks, and we are pleased to put anyone who like to attend in contact with them.



RAISE A TOAST TO THE SEA URCHINS

The Royal Naval Reserve Officers' Club (Sea Urchins), Liverpool celebrates its 100th year this year. The Club exists to maintain and foster social intercourse amongst Royal Naval Reserve Officers, sea-going or otherwise, and to give the opportunity to discuss matters of service and general interest and to meet periodically at lunch or otherwise, at a place selected by the Committee.

The SU100 Committee has been working on events, even in the teeth of a pandemic and they have even managed to research and publish a book about the Club and Past Presidents, as well as engaging people in the maritime heritage of Liverpool and Naval cultural traditions.

The Book "Hold Fast" was published in February. Over 400 copies were distributed and a digital version is now online. Along with some other very interesting items indeed! Some of which may just make you want to become a member yourself.
See <http://www.rnrofficersclubliverpool.org/>

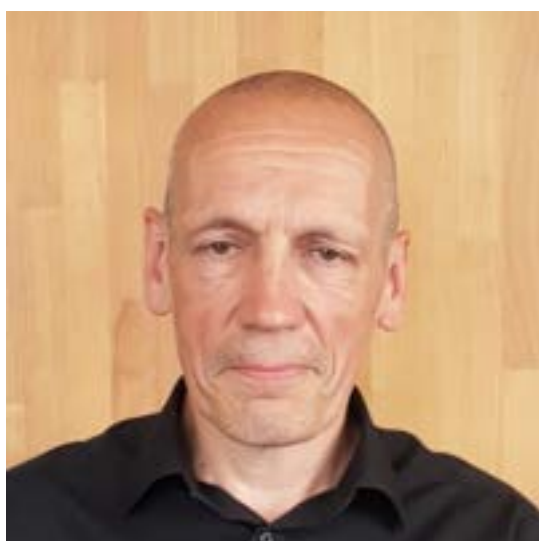
Amongst these, the RNA offers the "1921 Reserve" Navy Strength Gin to members. The Gin was blended by the Handmade Gin Company on the Wirral in conjunction with the Sea Urchins, who we are sure must have enjoyed the tasting sessions!

This refreshing Gin contains botanicals from around the world to reflect our maritime heritage, including Lingonberries, Norwegian Angelica Root, complemented beautifully by Elderflower, Grapefruit, Liquorice and Lemon at 57% ABV.

The good news is that this available at only £35 (+£4.50 P&P) and the RNA receives 10% for each bottle sold, so apart from drinking a very smooth Gin, you are helping the Association! Don't forget to click the button for RNA.

<https://www.mygin.co.uk/sea-urchins-navy-strength-gin/>

ALL CHANGE AT ISWAN



Hello to Simon and Georgia -
the fresh new faces at ISWAN



Propeller Club Liverpool has long had a great relationship with the wonderful charity that is the International Seafarers Welfare Assistance Network, or ISWAN as you may better recognise it. Our Port Secretary Sue Henney is actually a Trustee of the Charity, so has been pleased to pass on the latest news to us.

ISWAN has undergone a massive change in personnel over the past couple of months, and it is our opportunity to thank those who have left, and also to welcome the newcomers.

Time and tide waiteth for no man, or indeed charity CEO – and so it has been that Roger Harris has succumbed to the lure of retirement, and his dreams of sailing the rivers and streams of the south of England. Roger stepped down in May.

For more than 12 years as Executive Director of ICSW and then ISWAN, Roger worked tirelessly for seafarers' welfare worldwide, driving forward ISWAN's SeafarerHelp, the free 24 hour multi-lingual helpline for seafarers and their families as well as a number of other projects in support of frontline welfare organisations around the world.

Much of the success of ISWAN has been down to the sterling leadership of Roger...but not all. Alas, ISWAN also recently waved good bye to Caitlin Vaughan who was project manager.

Caitlin was also such a wonderful, wise and supportive presence in the industry, and was responsible for driving forward so many key initiatives. Thankfully Caitlin is not lost the maritime industry as she has made the move over to Lloyd's Register Foundation as Project and stakeholder engagement manager.

We wish her every success with the future, and Roger a well earned rest, we will miss working with them both.

Stepping into these two pairs of very difficult shoes to fill are the new CEO, Simon Grainge who has extensive experience in the charity sector and joins ISWAN from Emmaus UK, a federation of 33 homelessness charities and social enterprises.

Joining Simon is a new project manager, Georgia Allen - and we hope to welcome them both to Liverpool at some point soon. Good luck!



MAJOR DEAL FOR KVH NEWSLINK



KVH Industries, Inc., (Nasdaq: KVHI), has reached an agreement with Anglo-Eastern, a global provider of ship management services, to supply its fleet with special sports content covering all the action from the European soccer championships and the Summer Games using the KVH NEWSLink™ service.

The subscription means that Anglo-Eastern's seafarers will have daily access to results, illustrated reports, previews, talking points, and table rankings, plus a daily quiz to test the crew's sporting knowledge. This special edition sports content is accessed via KVH's NEWSLink Print service. It is delivered in a low-bandwidth format available to any vessel with email; it is not dependent on the vessel having a KVH antenna. Additionally, it can be accessed digitally by crew on vessels subscribing to KVH SPORTSLink™.

"Our seafarers have gone through a lot this year with the pandemic and the uncertainty over crew changes," says Captain Aalok Sharma, director of Quality, Health, Safety, and Environmental Systems (QHSE), for Anglo-Eastern. "This has made life at sea very stressful, challenging, and unpredictable, so we wanted to show our appreciation by rewarding them with a morale-boosting special sports news service to keep them informed about their favorite teams and athletes, as we know how important sports are to many of our colleagues at sea. KVH has come up with an excellent special edition sports package

that will report on all the action from these prestigious events, which I am sure will give our crews hours of well-deserved fun and entertainment."

NEWSLink and SPORTSLink are part of KVH Link, a digital content service providing news and entertainment content to improve crew wellbeing. KVH Link builds on KVH's experience providing content for crew wellbeing and its patented IP-MobileCast™ technology for multi-cast content delivery.

"KVH is delighted to be able to provide this special sports service for seafarers," says Jamie Airs, global content advisor for KVH. "The excitement for these sporting events has been building for over a year, and we are confident that these special edition daily sports updates will help give seafarers a lift, especially after the testing challenges they have faced over the past 18 months."

KVH is a mobile tech innovator that provides connectivity solutions for commercial maritime, leisure marine, and land mobile applications on vessels and vehicles, including the award-winning TracPhone® and TracVision® product lines, the global mini-VSAT BroadbandSM network, KVH Watch® maritime IoT solutions, and AgilePlans® Connectivity as a Service. The company's KVH Media Group provides news, sports, and entertainment content through such brands as NEWSLink and SPORTSLink.



GREAT NEWS ON COVID TESTING

You may remember in the previous issue, we were amidst lock down number two, but we were pleased to report MIRIS had adapted to begin assisting with the COVID efforts across Liverpool. Little did we know the journey that this would take us on over the past year. We quickly mobilised an extensive team to take over from the military before Christmas, and have been assisting Liverpool City Council across their COVID testing sites since then.

After Christmas our operators lent a helping hand in testing the region's school children to support them in returning to the classroom safely, and we were recently involved in the testing which enabled event go-ers across Merseyside to sample a small piece of normality. Testing alongside the Pilot Event Scheme was an amazing achievement for the city, and we were incredibly proud to be a part of it.

Our teams will be supporting those taking to the waters over the coming weeks, as the cruise ships ready themselves to set off from Liverpool docks. It will have been just over a year since the last cruise has set sail and it's great to be a part of the passengers stepping safely on board some of the first ships back in 2021.

MIRIS will be shortly engaging in a new international project and embracing the ever-evolving journey COVID has taken us on.



If you would like to keep up to date on what we are doing, or would like more information on our services, you can find us on:

LinkedIn MIRIS International

Facebook MIRIS International

Twitter @MIRIS_Int

Or take a look at our website www.miris-int.com



BIBBY BRANDS COMBINE SERVICES

Bibby Marine Services and Bibby Maritime are pleased to announce they will be combining their services into one business, "Bibby Marine" to better support customers and underpin growth

Bibby Marine Services is a leading provider of Walk to Work (W2W) vessels alternatively referred to as Service Operation Vessels (SOVs) for the offshore wind and oil and gas industry. Bibby Maritime specialise in floating accommodation for workers (flotels) offering flexible shoreside and near shore accommodation.

The decision to rebrand as a direct subsidiary of the Bibby Line Group (Bibby) ensures Bibby Marine will continue the 200 year plus Bibby journey of being a world leader in the owning and operating of marine assets, focusing on niche assets readily deployable across the globe along with a targeted growth including in associated services. It will continue do so in a unique tailored way that first and foremost focuses on servicing the needs of clients in line with the company's core values; Working Together; Being Better; Trusting Each Other; Being Innovative; and overall Doing the Right Thing.

It is these values that will continue to set the business apart from competition in how it operates allowing Bibby Marine to "be like no other shipping company". Combining the services has been driven by growing synergies amongst clients within the Marine sector, typically supporting Construction/ Maintenance activities and Governments/Hospitality needs globally.

Operating the two businesses as one will allow greater efficiencies in all areas of the business and better position

Bibby Marine to support both existing and new customers more effectively. Clients will benefit from increased technical expertise and operational support, as Bibby Marine will offer a more effective and flexible platform to expand its service offering to meet the changing needs of customers.

CEO Nigel Quinn said:

"As a business our goal is clear; to service our clients to the best of our ability in line with our company values. It is therefore our responsibility to seek out ways to drive efficiencies and effectiveness improvements. Based on internal and external feedback we felt the time was right to reposition under a single strong entity to bring a renewed focus to our goal.

We could find no better name than that of Bibby Marine given its historical importance to the team, our clients and the wider Bibby Line Group. It is heartening to know that the whole company focuses on supporting and helping our clients in an increasingly accelerated decarbonising world each and every day."

In support of the repositioning Bibby Marine is pleased to launch its new website <http://www.bibbymarine.com> which provides further details of the combined business, service offerings, asset details and contact details amongst other useful information.



THE @PROPELLERISTS

It's great that you are reading this issue of Leading Edge - and hopefully enjoying it to! We at Propeller Club Liverpool try to make all means of engaging and promoting members work. We host our events (Pandemics notwithstanding), we network hard and always try to make sure we blow a fanfare for what we see as one of the greatest maritime cities in the world.

We also have a quite busy social media profile - with Twitter being our favoured means of communications. So if you aren't on, or if you haven't followed us yet - make sure you check out @propellerists As an example, we have even been made honorary Head of Maritime Memes at Splash247. Which means we have a platform to share our thoughts, insight and to do so in a very unique way.

It may seem like fun, humour and a penchant for too many Carry on jokes - but behind the japes is a serious issue. The interactions allow us to engage with maritime influencers across the globe. We have great relationships with people who make decisions, those who enact them...and those who report on them. So we have a really important and powerful niche. Which you as Propeller Club members should look to make the most of. We can introduce you to the best in the business - so get involved, get engaged and join the fun!



FortRecruitment



FORT LEADERSHIP

Covid meant 2020 was a year of consolidation for Fort Recruitment. Lockdowns meant that many companies postponed their recruiting plans and similarly, Fort Recruitment put on hold our plans for expansion and growth. During this uncertain time, Fort Recruitment remained in contact with our clients and ensured we were ready for when recruitment would and could begin again.

Companies had to quickly adapt overnight to change how they operated; with staff working from home, a reduced workforce or furlough and Fort Recruitment's aim was to be right there with them to help wherever possible.

Fort Recruitment made best use of the 2020/21 lockdowns as a time to offer advice, consultation and assistance to companies in any capacity required. Our business and team also offered CV writing assistance and job support to any job seekers who had been made redundant or were having to make new employment plans due to COVID.

Our aim is to help our clients and candidates recover from the effect the of the pandemic on their business and help with in depth future planning to the businesses weathering the storm like ourselves. We will support in any way possible.

Fort Recruitment is extremely proud of our commitment to understanding businesses; our Managing Director Ian Buckley and Senior Consultant Kate Birmingham both have prior experience of running a business and we use this experience to assist clients with long term company growth and future recruitment planning.

We offer this service to all our clients. We have over 40 years of recruitment experience in the team. We have recruited across many sectors including more commercial sectors Legal and Finance for example which gives us a huge advantage over our competition.

Fort recruitment have plans for growth too. Our 2020 business plan remains in place, but now for 2022. We aim to grow and build our experienced team and relocate to new larger premises.

Some of Forts biggest achievements so far have been made sole recruitment supplier to a £50m turnover national and international utilities company. We recruit all staff needed

for this rapidly expanding business; from engineers to board level. We have been awarded a place on the Preferred Supplier List one of the UK's largest International Law Firms that operate across many sectors including Shipping and Marine. Additionally, last year we were invited to sign Terms of Business with the largest shipping company in the world.

This is just a small selection of a now well-established list of clients who regularly use our services.

Our focus is not only to retain clients but to offer our services to new clients. Fort Recruitment grow our client and candidate base through recommendations and referrals. We have a strict no cold call policy.

A key aspect of our business is building trust. Often, we gain a new client when one of our own candidates becomes a client as their own career and responsibility develops and grows .

We also grow the business through personal recommendations and reputation. Most new clients come to us through personal recommendations and through our relationship with organisations such as the Propeller Club and Mersey Maritime. A focus on using our skills in the maritime sector means we have a strong reputation that we are proud of.

We are also proud of our commitment to Merseyside. Our skilled and focused advertising means that we retain local talent and attract new talent to our vibrant and fast-growing region.

It's not all work at Fort Recruitment! A perfect example of this is Fort Recruitment sponsoring and helping to organise the annual Propeller Club 5-a-side Charity Football Tournament. The last tournament was held at Waterloo RFC. Maritime companies were invited from across the region to play including teams from Maersk, Bibby Marine, Offshore Painting Services, KVH Media, Nautilus, MIRIS, AB Ports, James Fisher Marine, Armitt and the Royal Marine Reserves. The day was a complete success and we raised over £1,000 for the charity Seafarers UK. The Royal Marine Reserves won the tournament and after a small half-time COVID break we are looking to the summer of 2022 for the next one.

See more at <http://www.fortrecruitment.co.uk/>

NEW BABY GUIDE



CONGRATULATIONS!!!!

There must be something in the water in Wallasey, because there has been a baby explosion of late. Which sounds pretty horrific, and probably isn't the right term. But...we have seen loads of Propeller Club babies - and we wanted to share the wonderful news with you.

As you might remember, Steph and Mark Whitehead kicked off the trend last year, and their beautiful daughter Maddie was our youngest Propeller Club member. She is doing great, and will likely be President before you know it.

She has been joined on the baby scene (is that a thing? I am a middle aged man writing about things I know so little about, but bear with me, I am trying!) by a slew or whatever the correct collective noun is for more Propeller Club babies.

Our dear, wonderful head of events, Holly Bibby and her equally fantastic (but we don't tell him that) husband Graeme are the proud parents to a boy, Cameron. He popped onto the scene and mother, baby, father etc, etc etc are all doing well.

Surely that must be the end of it? Not a bit of it. Lockdown entertainment seems to have been of the curtains closed kind. Indeed, our very own dapper chap, Rob Parkin has only gone and had twins! Well not him, his lovely young lady Kathleen did the hard bit. They have had one of each - they weighed quite a bit, and the experts tell me they are all doing wonderfully.

So yes, more Propeller Club babies than you can shake a Tommee Tippee at! We wish all the new families the very best of luck, health and happiness. Apparently the first 40 years are the hardest, but what we are sure the joys of parenthood will fill their days and nights with gentle burbling and tears, and that's just the Dads.

We shall of course be conferring honorary Propellerist status on all these younglings. As we have a Whitney Houston approach, in that we believe the children are our future. So we shall teach them well and let them lead the way. While showing them all the beauty they possess inside. Propeller Club will look to give them a sense of pride to make it easier, and the children's laughter will remind us how we used to be. Which is nice.



DISLEY ORIGINALS

MAKE THE PERFECT GIFT

Our wonderful photographer Al Disley has been out and about and captured amazing local scenes - and has a new exhibition at Sea Shanty in New Brighton. The prints are for sale and make amazing gifts

Al Disley is delighted to offer to you an opportunity to buy mounted images from his select gallery of 17 images celebrating the best of Merseyside landmarks and landscapes from our amazing and diverse county. The A4 images come complete with a high-quality acid-free A3 mount and backing and sealed in a high-quality cellophane bag, the images are £25 each plus P+P if needed and for a limited time you can buy 3 mounted images for only £60,

If you wish to buy you can email alundisleyimages@gmail.com or call Al on 07504365828 with your order and receive details on how to pay.

Or why not visit The Sea Shanty coffee shop on Atherton Street opposite New Brighton train station and at another location in Liverpool soon to be announced. Propeller Club Liverpool is also proud to announce that for every print bought by one of our members, we will be making a donation to the Mission to Seafarers. So you can make seafarer's faces light up as well as your families! The prints truly look amazing, and we're off to order ours now.



Our dear friends in Propeller Clubs around Europe are still managing to thrive even in these difficult times. Corralled by Mark Scheerlinck in Antwerp, we are continuing to meet online and have been engaged in very positive talks about the future.

As we ourselves experienced, there have been some past frustrations and issues with the way in which Propeller Clubs have been collectively managed. So much of the focus is on finding the best ways, means and mechanisms to get us all working together to best effect.

Over the past year, perhaps actually aided by the new reality of Zoom calls, we have been able to take part in regular meetings, and have been given a number of presentations by key personnel overseas. This has allowed us to get to know our maritime sisters and brothers across Europe.

There are still high hopes that a number of them will be able to visit us at some point this year, though we are on about our fifth proposed date - but they are very keen to visit and experience a First Thursday with us all.

We are very pleased and proud to be part of this growing collective of Propeller Clubs, and have very high hopes that we can together shape a group which will deliver much to you as members, and to the wider maritime community.

If you would like more information, or to take part in any of the Propeller Club Europe events, then please do let us know. Email propellerclubliverpool@gmail.com





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• CLUB •
LIVERPOOL

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