

LEADING EDGE

PROPELLER
CLUB
LIVERPOOL

Summer 2022



Photo: Al Disley

FIRST THURSDAYS IN FULL SWING

The best in maritime network is bouncing once more

FAREWELL AND THANK YOU

As Adam Whittle steps down, we thank him for stepping up

NEW STRUCTURE AND AMBASSADORS

All change behind the scenes for Propeller Club Liverpool

CELEBRATING MARITIME CULTURE

Books on art, the sea and a new play at the Everyman

MANAGING CRITICAL EVENTS

Showcasing the tools that can make a difference to businesses

SEAFARER WELFARE IN LIVERPOOL

From KFC to the PWC - there is so much going on

WOMEN IN MARITIME

Celebrating our wonderful maritime women

THANK YOU TO AN UNSUNG HERO

A special thank you to Paul Georgeson for everything!



THE PANDEMIC, A PRINCE AND THOSE ZOOM CALLS

Three years...you lucky lot getting me for an extra year !

As I leave office as President of the Propeller Club Liverpool & North West (aka The Propellerists) it is normal to reflect on what happened during my tenure.

A global bloody pandemic...that's what ! However, it wasn't all doom and gloom. When I look back through my photos we did actually achieve a lot considering socialising and bringing people together was so difficult...unless you used the Cabinet Room !

2019 was a busy year...we had the Marine Football Challenge in May, the Quiz in June, 10 years of First Thursdays in September, the Casino Night in October, Plumbers' Ball in November, and the Hostelry Tour in December. So many fun memories from all of those events !

We all know what happened in 2020 but just before we were locked down...several of us were honoured to be invited on board HMS Prince of Wales for a guided tour. I probably shouldn't say this but...the PO that took us round had had one too many at a cocktail reception on board the night before and looked like most of us do on First Friday. However, in true Propellerist style, he dutifully soldiered (!??!) on and took us on a full tour of the ship...a wonderful experience that I will never forget.

As a thank you, I invited Steven and several of the Officers to lunch at the Artists Club. After several

wines, Steven and I started talking about a gift we could present to the ship as a thank you when they joined us at First Thursday later that week. What about a SuperLambBanana ? Well...we did present them with a SuperLambBanana, but not just any old SuperLamb Banana...a world exclusive HMS Prince of Wales SuperLambBanana...I think Steven is still feeling the effects of the amount of spray paint he had to use.

Lockdown was hard for us all but thanks to Zoom...as much as we all hated it by the end...we were able to keep in touch with each other regularly and if anyone has the time or inclination...try working out what our smoko conversations on Twitter were about ?!?!

It has been an absolute honour to have been President of the Propeller Club Liverpool & North West. I want to thank everyone who has supported me and the Club along the way but especially Sue, Anneley and Steven who make it all possible.

We were very lucky to see our membership grow during COVID with new student, standard and corporate members. Thank you – and I hope we are living up to expectations.

I look forward to working with our new Ambassadors and seeing as many of you as possible at First Thursday.

Wishing you all fair winds and following seas !

Adam



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/>



FIRST THURSDAYS.. IN FULL EFFECT



It has been an incredibly busy few months and our First Thursday maritime networking events seem to come round faster than ever. That said, they are still on THE FIRST THURSDAY of every month. You would be amazed by how many people ask us when they are.

Anyway, from MIRIS International to Stone Marine Shipcare, Fort Recruitment, KVH and Lloyd's Register generously sponsoring. We have also hosted ourselves, as Propeller Club but have invited organisations such as Port City Innovation Hub, and the Battle of the Atlantic Memorial as beneficiaries.

We have been really surprised, pleasantly so, over the past couple of months at the steady flow of new faces coming along. It is fantastic to see so many fresh Propellerists coming along. Quite whether they are quite an enthused the next day is another matter, but we hope they keep coming back for more.

It is wonderful that new people are coming along, but we would be nothing without the familiar faces who make the club what it is. Thank you so much to all of you who continue to come along. You make everything work...and with so many stalwarts exchanging stories jokes and business cards, then the future of Propeller Club First Thursday seems assured for a long time to come.

See you next time!







PROPELLER CLUB

MAKING CHANGES

We had been looking at a new way of ensuring the structure of Propeller Club Liverpool is fit for purpose, and for the future. There have been many big decisions over the 8 years or so of our existence. Not least was the decision to create the Club in the first place, building on the legacy of "First Thursdays" which had been started by Anneley and her company Shiptalk, so many years ago.

It was felt back then that the enthusiasm and engagement of so many deserved something more, and we looked to wrap a more professional, engaged and formal structure around our activities. Now though, the message from many of the younger professionals we have spoken to is that the old structures of many clubs, not just ours, do not appeal. They don't like the dynamics, they are uncomfortable with the formality and the titles do not resonate or have relevance.

Which has meant something of a rethink for the Club. Instead of the more traditional approach, we have decided that a new structure with a management board and with member Ambassadors is the path that will allow us to get all the things done from an organisational and administrative perspective, but with sufficient engagement and support to be able to promote and push Propeller Club Liverpool forward.

We have been so lucky, particularly through COVID lockdowns and the subsequent reopening, as so many members have rolled their sleeves up and helped us to keep growing and developing.

As stated and communicated to members through the Winter 2021 edition of Leading Edge, we were looking to reward and recognise these champions as our first cohort of "Ambassadors".

This also allows us to maintain the working structure, with Sue Henney as Port Secretary, Anneley Pickles as Membership and Treasurer, Adam Whittle leading our ongoing governance requirements and Steven Jones on Comms and publications.

We are so grateful for all Adam has done to keep the Club afloat during what has been a most difficult time – he has done so with humour, energy and good grace. We would not be where we are today without him. Thank you Adam!

So it is a time of change and we are evolving to make Propeller Club Liverpool more inclusive, more embracing and welcoming to those members who want to be a closer part of the structure.

We have our management team in place, and now a number of Ambassadors too, and we will embrace more as we progress. Thank you all so much for your support, wise counsel and energy. Together we can make Propeller Club Liverpool all it can be, and more.

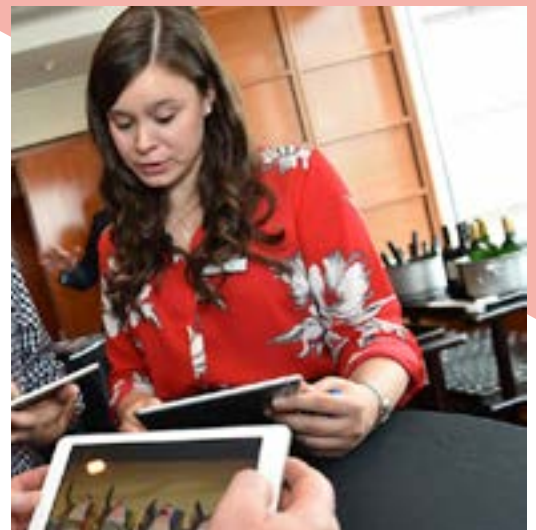
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PROPELLER
• CLUB •
LIVERPOOL

MEET YOUR NEW AMBASSADORS

While we have removed the post of President, going to a flatter management team structure, we are also making a series of "Ambassadors". These are people who have done so much to make Propeller Club Liverpool all it is. They are going to be flying the flag, encouraging others to join, while helping out and acting as force multipliers for all that we do. The first group of Ambassadors has been installed, and we are hugely pleased to announce them...Lin Cotton, Holly Bibby, Anna Kaparaki, Kate Buckley, Chris Farrell, Gareth Gilbert, Jim Bellew and Mike Williams.



THOUGHTS FROM OUR AMBASSADORS

We asked our new Ambassadors
to share their thoughts on
careers, clubs and the future..

First up we hear from Anna Kaparaki...

What do you do?

I am a dual-qualified Solicitor specialising in marine and shipping law matters with a particular focus on shipboard and offshore casualty claims, Hull and Machinery (H&M) marine insurance claims, charter-party disputes and fleet purchase transactions. I am a member of the Law Society of Scotland and a Notary Public in Scotland. I was called to the Athens Bar Association in 2005 and I am admitted to practice law before all Greek Courts of the First Instance, all Courts of Appeal and the Supreme Court in any procedure.

I work as a Senior Solicitor at Mackinnons Solicitors LLP, which is a shipping law firm in Scotland/UK renowned for its clientele in the maritime industry. I am also working as a Lecturer in Maritime Law at Liverpool John Moores University. I am an active member of the London Shipping Law Centre (LSLC) and WISTA (Women's International Shipping & Trading Association) UK & International.

How did you get into maritime?

I am originally from Greece, a country with a strong maritime history and tradition. Maritime law always fascinated me and I was keen to specialise in the maritime field even from my early days as a lawyer. Coming to the UK provided me with the means and opportunity to pursue this goal further, since English law primarily governs shipping law matters.

What do you love about the maritime business?

The maritime business represents a global network where individuals, companies and countries intersect, cooperate and flourish together. I find this to be unique and at the same time exciting as it is a field of massive development in the international chessboard.

Why is Propeller Club important to you?

Liverpool PC takes all the aforementioned elements of the global maritime community and promotes them on a local level. It is a platform that provides the opportunity for different stakeholders of the maritime sector to meet, get to know each other, exchange ideas, do business together and form long lasting bonds and friendships.

What do you see as the future of the Propeller Club?

The future of the PC is bright. We are already working very hard to enhance Liverpool and the North West as a leading maritime centre, to build strong relations with other PCs worldwide and to bring together maritime professionals both locally and internationally, promoting the maritime industry.





Mike Williams, UK & Ireland Operations Manager for Lloyd's Register.

Lloyd's Register is a global professional services company specialising in marine engineering and technology. Our Marine and Offshore business is a leading provider of classification and compliance services to the marine and offshore industries, while our Maritime Performance Services help businesses to reach their full potential – now and into the future.

What do you do?

I am responsible for the field surveying team with LR in the UK & Ireland area, overseeing all our activities onboard ships, on offshore assets and in manufacturing facilities. Amongst many things, we undertake ship surveys on all kinds of vessels, provide offshore verification to help regulate the safety of oil and gas assets around the globe and act as a 3rd party independent certification body, helping keep maritime assets safe. I also work closely with a wide range of clients across the area, to ensure that their needs are met effectively, primarily from a technical perspective but also commercially, with safety being at the heart of everything we do.

How did you get into maritime ?

My dad served his time as a joiner with Zillah Shipping Company shipping back in 1942 and worked in the marine industry all his working life. After my brother left school and went into the industry, it was only a matter of time before I joined them, so it's definitely in the blood.

What do you love about the maritime business?

By far and away, the best aspect of this business is the people. The people you work with, the new people you encounter, and the bonds and friendships that you build with people throughout the years. After over 30 years working in the maritime sector, I've met so many fantastic individuals, whether on ships, within clients, in meetings, at conferences and also people I've worked directly alongside. I meet new people every day and love that aspect, especially when you realise our goals and hopes for the business are very much aligned.

Why is Propeller Club important to you?

Going back to 2008-ish when Anneley first rounded up a group of us to become the First Thursday mob, it was great to have an excuse to have a beer and a chat with other maritime folk. That has now grown so magnificently into what we now have as 'our' Propeller Club and it keeps getting better. I think the relationships that have grown from it are massively important and I look forward each month to starting new ones. It's friendship, it's a genuine affection for others, it's a great time and always something to look forward to, it's interesting and engaging, it's talking and sharing.... and it's maritime through and through.

What do you see as the future of the Propeller Club?

(At the risk of sounding all Mystic Meg) I see a strong future. I see that formidable combination of maritime people and Liverpool people (even, if you're not a native it grows on you and you eventually succumb). I see an organisation that provides a balance of serious networking, industry connections and business opportunities alongside friendship and good, old-fashioned fun. It is in our hands as to what format we provide to allow all that to flourish, but with the people involved I believe what we do will be positive, immensely successful and memorable. People – there's that word again....



As you can see, Sue has her favourites - barely a week passes without Mike receiving some form of accolade...

Gareth Peter Gilbert - Sales Manager, Stone Marine Shipcare

A multi-tasker being Son, Dad & Husband all at the same. Sometimes I'm quite good at it. With proud Welsh heritage, sport always brings out the true colours so with rugby I'm firmly a red but with football I'm a definite blue! Both of these ensure plenty of suffering and wondering of what might have been but on the upside a pint is never too far away. I love being outdoors and I'm a firm believer the weather should never get in the way of a nice walk, come rain, hail, or shine you will often find the Gilbert Family at the beach!

What do you do?

I am Sales Manager for Stone Marine Shipcare. We repair propellers and maintain thrust units. Our client base is global. We travel to wherever ships need repair – whether in dock or afloat.

How did you get into maritime?

Well, I was chatting in the pub with a mate and the rest is history. My background isn't at sea like many Propellerists, I was a confirmed land-lubber working in professional sport analysing training & match data for football & rugby clubs.

My specialism was biomechanics. But while growing up I was always near boats, powerboat racing or water-skiing so I have always loved being near or on water. This continues today. My work required a lot of travel and time away from home but when two became three I didn't want to be away from home. I began working for companies turning electronic lists into databases.

I knew the Operations Manager at the time, and he asked me to do this for Shipcare and so I started as a humble Technical Assistant 9yrs ago. I noticed that much of the information that was needed when preparing for jobs was in lots of different places and so I began reading manuals and Class rules - putting together reference materials to speed things up.

While I was never an engineer, I did quickly pick up an understanding of things and soon I was preparing documentation for Class approval and running service jobs.

What do you love about the maritime business?

I love being part of one of the oldest businesses in the world. I've never been at sea professionally, but I have sailed on the tall ships – I loved it! There was always a great sense of anticipation when approaching a port and when leaving too. I love being a little part of that. I've found the maritime business to be very welcoming. And I love the people – there's a great sense of humour.

Why is Propeller Club important to you?

For me Propeller Club has been a huge benefit, meeting and making contacts with a wide range of people – some of whom have worked their entire lives in the industry. This has been invaluable – having people who I can pick up the phone and ask a quick question. This has saved so much time and given me insights that I would have struggled to find otherwise. And it's enormous fun!

What do you see as the future of the Propeller Club?

The future is broadening the scope of the corporate membership and encouraging all companies to commit to the next generation - those entering the industry and growing in their roles.



Lin(da) Cotton - Maritime Charities Consultant

Born in Liverpool, the youngest of 4 known as 'The Baby' and 'The Blue Eye'!

What do you do?

I'm an experienced Chief Executive who has progressed through key areas of business, in a career spanning 40 years. I have been engaged on a consultant basis by several of the national maritime charities predominantly to foster collaboration across the maritime charity sector, to encourage the sharing of relevant information, and to carry out research, with an emphasis on education for seafarers' families.

My personal aim is to help with the improvement of the wider maritime care sector, and the promotion of best practice and social conscience in businesses connected to the maritime industry,

How did you get into maritime?

I entered the wonderful world of maritime simply by replying to an advertisement in the Liverpool Echo. The search was on for a new CEO of 2 local based charities, and I was immediately interested. At that time I was a Manager of a group of residential care homes and it was time for a change!

What do you love about the maritime business?

I love this industry with a passion, not least of all the people I have met along the way. It employs nearly 200k people in the UK, and makes a contribution of some £40 billion to the country's economy, and even though it was wounded during the pandemic, world seaborne trade is predicted to rise over the next 10 years. Jobs in the maritime industry provide the opportunity to work in a unique and ever-changing environment with people from a variety of different nationalities and backgrounds. Good sailors will always be needed! It has no boundaries and will keep you engaged for as long as you want it.

Why is Propeller Club important to you?

The Propeller Club is so important to so many people. Regardless of age or position, you will always receive a warm welcome, and many friends are made on the First Thursday's, and the various events that are arranged throughout the year. Making like minded contacts is invaluable for business not only here on Merseyside but wherever your business might be.

What do you see as the future of the Propeller Club?

I have been a member from the early days of The Propeller Club, and feel sure it will continue to go from strength to strength, and it is a privilege and honour to be named as an Ambassador to The Propeller Club. As for the future, we have always, and will always look to engage with the young professionals coming into the maritime industry. They are the future!





James Aloysius Bellew

Conceived in Dublin, delivered in Liverpool, the youngest son of a long-suffering wife of a mariner. (Keep an eye out for the movie)

What do you do? With a broad spectrum of high-level skillsets, now rendered obsolete by changing requirements, I'm busy trying to catch up with the zeitgeist. As the winning post is disappearing into the distance there is a sense of running faster to fall further behind. This is countered by glib comments and well-honed cliches to deliver a pretence of progress.

How did you get into maritime?

Genetic compulsion ensured that I followed a long line of Marine engineers onto the briny. Ignoring the fact that my grandfather was killed in the engine of a Mersey Ferry, that my father lost part of his hand in a ship's engine turning gear, my eldest brother broke both his arms falling down the engine room ladders, and my second brother was on the Empress of Canada when it went on fire and capsized in Gladstone Dock, I still signed on with Blue Funnel. What does that tell you?

What do you love about the maritime business?

Having paid my dues at the sharp end, I was then enabled to crawl ashore and remain part of the global maritime community in a whole range of capacities. I worked in the marine supply side of the business at all levels, performing miracles at remarkably low cost, and confounding my critics with innovation and illusion. Despite the globe being spherical, I've lived and worked in every corner of the planet. As with most creatures I've evolved through many lifeforms, to finally become a consultant prior to returning to my roots to die in a blaze of glory. I'm still searching for the means of ignition!

Why is Propeller Club important to you?

Having experienced the largess, camaraderie, compassion, and tolerance of our global maritime family, I am imbued with the notion of inclusion and interdependence. Consequently, I'm at odds with most establishments that peer myopically into personal orifices, particularly those xenophobic, entitled parasites that call the shots.

What do you see as the future of the Propeller Club?

My Propeller club experience started in foreign parts, moved through exotic territories, and settled in the sedentary circles of London's Naval Club. Liverpool offered a far more vibrant scene, and came to pass with passion, purpose, and perspicacity. What it has, the world needs more of, and with high-energy, and a bountiful bonhomie, the future is Scouse.





Kate Birmingham - Senior Consultant, Fort Recruitment

What do you do?

I work in maritime recruitment. Making sure our clients get the right people at the right time. We provide a range of recruitment services, and all are aimed at making sure people have the skills and experience they need in their businesses.

How did you get into maritime?

In Liverpool, the lure of the maritime industry is constant, and often too much to resist.

What do you love about the maritime business?

The opportunity to meet so many people who are so passionate about what they do. It is also hyper connected, everyone knows each other. It is the biggest little industry in the world.

Why is Propeller Club important to you?

To be able to network in great surroundings, with generous hosts and a fantastic array of very different people is a gift. To be able to do so with such a maritime thread running through all we do, makes it even more so.

What do you see as the future of the Propeller Club?

More members, a sense of growth, progress and even more positive engagement. Supporting people, giving to charities and making good things happen.



Chris Farrell – Group Commercial Director at Neptune P2P Group

What do you do?

We are a private maritime security company, as well as Risk Management specialists and we provide security services to the maritime industry as well as the wider community.

How did you get into maritime?

I was in the Royal Marines for 10 years, I then went to work in antipiracy operations globally. This is what started my love of the industry.

What do you love about the maritime business?

The diversity and the fact that every day is different and has different challenges operating around the world. Also the people who work in the industry from seafarers to office based staff and great to deal with.

Why is Propeller Club important to you?

I enjoy the people in the club, and I feel that it is a great environment to extend your network locally.

What do you see as the future of the Propeller Club?

I see the club growing and growing, I would like to see more liaison with other clubs globally as a lot of members travel and it would be good to connect with other locations.



Holly Bibby European Marketing Specialist – KVH Industries.

What do you do?

Predominantly organising events and exhibitions for both our Commercial maritime and Leisure sides of the business for EMEA, however, I am also responsible for all things marketing in EMEA, Brochures, KVH's Commercial maritime social profiles etc.

How did you get into maritime?

I started working at KVH during my last year of University, originally via work experience organised by a family friend.

What do you love about the maritime business?

How varied it is, so many different people, working in a variety of job roles within the same industry. Never Boring.

Why is Propeller Club important to you?

Not only is it a fantastic learning and networking tool for the maritime industry, it feels like family, you're able to make lifelong amazing connections.

What do you see as the future of the Propeller Club?

Can't fix something that isn't broken. More events, and a growing membership.



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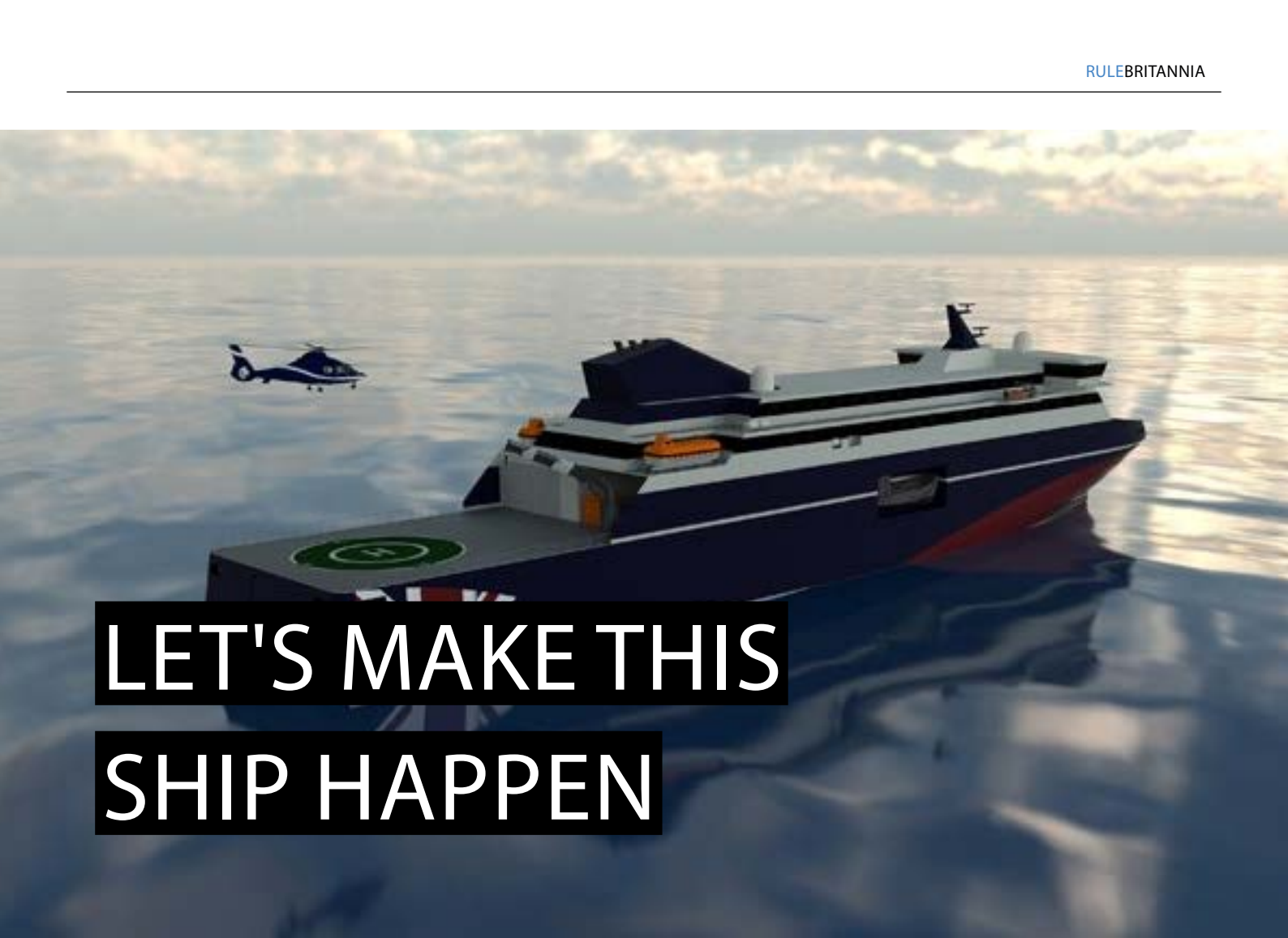
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GATHERING FOR THE CHARTER LUNCH

It may have been two years later than planned, but it was fantastic to bring the Propellerists together for the Charter Lunch. We sold out The Athenaeum and a wonderful time was had by all....and most generously hosted by Hill Dickinson.







LET'S MAKE THIS SHIP HAPPEN

The subject of our recent Propeller Club Charter lunch talk was the plan by Britannia Maritime Aid to introduce a new vessel into the world. A ship which is part Thunderbird International Rescue, part humanitarian aid platform, and part commercial venture. All while literally and figuratively flying the flag for the UK.

This is a ship which the world needs, and probably needs more than one of. From hurricane relief work in the Caribbean through to hydrographic surveys and a host of tasks and missions. This is a chance to fly the flag for UKs international aid, but also to do so while training Commonwealth seafarers. It is also a chance to reinvigorate British shipbuilding, with a vessel which can be built to run on the latest fuel options, as a testament to what our yards are capable of.

A repeatable vessel made to ro-pax designs which can be tailored to specific needs with containers of whatever is needed, wherever it is intended. This is a plan which can ease demands on the Royal Navy and Royal Fleet Auxilliary (RFA), while saving the UK money, and even generating operational profits.

Chairman of Britannia Maritime Aid, Captain Kevin Slade spoke passionately about the project, and drew a great deal of the support for the concept. Let's hope those who echoed the calls for progress will also play a part in helping make it happen.

Find out more and support the proposal through their website <https://britanniamaritimeaid.com/>



KF SEA DELIVERY: CLUCKING BRILLIANT



Our very own Dr Rachel Glyn Williams sent us some great news recently. She has just started going back in real life to the Liverpool Seafarers Centre as a ships' visitor. There she met some crew who had a yearning for KFC. Alas the ship's owners were not keen on the crew going ashore due to the risk of covid, but they were yearning for some chicken.

The crew requested some of the Colonel's finest be brought on-board and the good Doc seized the opportunity! So, she and Kinga, another Ship visitor at LSC, fetched their order and delivered it to the quayside, to the crew of the CGM Goya – on behalf of Propeller Club Liverpool.

This was actually more generous of Rachel than she lets on. She and her family won the cash when they went beach cleaning in our competition last year. Instead of heading out,

they decided to donate to seafarers. Which we think is absolutely amazing and wonderful. Knowing that they braved the elements on New Brighton beach to pass on their winnings is as heart warming as any Zinger Tower Burger!

Rachel says the crew were "utterly delighted and touched. It was great to be able to make a difference to their day, and save them a bit of cash! And to let them know that we appreciate the work they are doing, in continued challenging times, to keep the world turning. Thank you again to the Propeller Club for coming up with a plan to keep us moving as well as looking after our coast lines".

Dr Rachel goes to prove that not all heroes wear capons. Which is a poultry attempt at humour...I'll get my coat.

KEEPING MARITIME CULTURE ALIVE

Books and theatre, you can't get much more cultural than that...well, imagine if both were focused on the sea, on maritime matters and even the lives of seafarers. As seen through the eyes of a playwright and an art historian.

We are thrilled to see that maritime culture is coming to the fore once more in Liverpool. With the launch of Dr Emma Robert's book "Art and the Sea", and the premiere of a new play set onboard a modern ship, "Corinna, Corinna".

Interest in maritime art and its role in art history has reignited in recent years and this book reflects that.

The sea and maritime travel are subjects of universal fascination. For centuries, the sea inspired both fear and fascination and, unsurprisingly, these emotions fuelled artists and craftspeople to create work in response. Traversing the sea was often laborious which led to sailors developing new crafts or to vessels being decorated to entertain or provide interest.

Dr. Emma Roberts is Associate Dean for Global Engagement for the Faculty of Arts, Professional and Social Studies at Liverpool John Moores University. Dr Roberts attended our recent lunch as a special guest of the club (see photo on right).

To find out more see <https://www.liverpooluniversitypress.co.uk/books/id/55499/>

Away from the past, a new play to be shown in Liverpool brings us bang up to date with life on a modern ship, with seafarers of today and the problems which all too often blight them.

Playwright Chloë Moss grew up watching container ships passing by the windows of her house near the Seaforth docks in Liverpool. Decades later, when she returned to live up the road from her childhood home, she found herself once again mesmerised by these vast, faceless vessels. When she was a child, her mother told her bedtime fairy stories about the men who went to sea, but any lingering sense of romance about the lives of the sailors working on board was comprehensively stamped out during the four years of research she undertook before writing her new play, Corinna, Corinna.

The confined, claustrophobic environment of a cargo ship offers such a perfect setting for a thriller and her play centres on a young woman, Corrina, who arrives at Felixstowe docks to take up a job as a junior officer on a ship about to embark for Singapore. The only woman on board, she is caught between the British senior staff and rest of the crew, mainly made up of badly paid men from the Philippines, who spend protracted periods away from their families.

Corrina, Corrina, a Headlong and Liverpool Everyman and Playhouse co-production, plays the Everyman theatre, Liverpool, 17 May to 4 June.

We may be a maritime business club, but we know the importance of our maritime heritage and culture. We love to see artists and writers focus on the sea, seafarers and all things shipping



DISLEY AND THE DRONES



Our Propeller Club photographer

Al Disley has taken to the skies

recently. Fear not, he has kept

his size 14s firmly on terra firma,

but has looked to a new drone

to get amazing shots of our city

and river....here he shares his

experiences



I have been spending my free photography time of late totally dedicating all of my efforts into learning how to fly my drone, once I understand the basics of drone flight I can start to gather images of subjects from a completely different perspective, this will enable the eye to see things as they rarely get to see, being fully savvy to manual camera use and with a general knowledge of my processing platform, Photoshop, the data I gather with the drone will be processed in my recognisable style but with a greater perspective and composition.

The drone I bought is the DJI Mavic 2 Pro, my choice was made easy due to this drone having a Hasselblad camera attached which are globally renowned for quality and precision, even for such a small sensor, it certainly lives up to its name. The drone was only possible for me to acquire due to an unexpected although small windfall from my late mothers passing, I see it as a gift from her to enable me to broaden my skills and therefor offer a greater range of services both to maritime and other industries such as, insurance and construction companies for post storm damage inspection reports and land layouts to real estate photography. It will certainly assist me greatly into developing on the work I do for my current clients by expanding on the angles of the projects I will carry out other than just ground based compositions acquired from my Nikon units.



So if you need any birds eye shots, or indeed your usual corporate photography be sure to give Al a call. See more of his work at <https://www.aldisleyimages.co.uk/>

LET'S TALK ABOUT TECH

We asked our resident maritime technology guru Hazel Sivori to ponder tech issues, to think about the future for shipping, and of ways to encourage others to share their insights. Here is the first of what we hope will be a regular feature.

I was first introduced to the Liverpool and North-West propeller club about four or five years ago. Whilst at Liverpool John Moores University (LJMU) completing a MSc in Maritime Operations Management. As some members may be aware, students have to carry out a scientific piece of research on their chosen topic. My dissertation was the answer to the following research question: "What is the role of Government and Maritime Cluster organisations in supporting a sustainable regional economy: Evaluating the case of port infrastructure and the Atlantic Gateway".

I think we can all agree, it's a bit long winded. I wanted to see who the key shipping 'actors' were within the Liverpool and Northwest area. Then, I planned to identify some factors which made Liverpool a successful 'maritime cluster'.

It sounds relatively simple. In the early stages, it became readily apparent, to even compare apples with apples, there had to be some agreement on what an apple actually is. Did you know the Manchester ship canal, river Mersey, port of Liverpool and John Lennon Airport formed the concept 'Atlantic Gateway'? No, me neither. What is a maritime cluster, anyway? A maritime cluster's activities cover movement of cargo and shipping services within a specific area. Companies within the cluster are said to benefit from infrastructure, customer markets, know-how and labour pools. One of the advantages of working within a maritime cluster, having a shared understanding, strengthens competitiveness. So, the propeller club being located within the UK north-west regions' maritime cluster benefits from its people and connections.

It may seem trivial, but terminology and definitions are important to me as a researcher. When I sailed onboard ships equipped with dynamic positioning (DP) capability, precision was paramount, too. In order to achieve precision, we require clarity.

Clarity comes with understanding, and we need that to provide useful knowledge. There are pockets of valuable knowledge within the maritime domain. Knowing where to access that

information isn't always easy. This may be why the industry heavily relies on connectivity. At the propeller club Liverpool, communication and cooperation are founding pillars of the group.

So what is in a name? This magazine, the "Leading Edge", what does that mean to you? If we consider 'leading' figuratively, we might think that leading could be 'on top'; 'in front'; or 'foremost'. What about as an act of 'guiding' or 'directing', perhaps? Does it mean to 'prompt' or 'command'? How about the 'principal'? If we then explore what we understand 'edge' to mean, how would we explain that? Is it a 'limit', or 'border'? Are there more tangible properties like 'sharpness'? Is it a movement to 'displace something' or to 'creep slowly'? All are accurate representations of the two words individually according to wordreference.com. When taken together, though, things become a little clearer. For the 'leading edge', do we mean 'front part of a wing' (aeroplane,) or, at the 'forefront of a trend'? You might be wondering why it matters.

Researchers devote their working lives to sensemaking and story telling. The purpose of science is to explore new phenomena and develop fruitful intelligence. To achieve this, it's necessary to stay in tune with the latest developments and to view problems through different lenses. For both of these to happen, collaborative networks and open communication are crucial. Hence, this feature is in the magazine. As part of adapting to change and cultivating ongoing learning, readers can expect snapshot insights into the following areas:

- Opportunities and challenges for maritime safety
- Emerging technology and innovation
- Sustainability and decarbonisation within maritime transportation
- The human element - people are what make an industry thrive
- Communication and collaboration

Have a topic which you are keen to share? Then please get in touch at propellerclubliverpool@gmail.com. Otherwise, watch this space.

WELCOME GUESTS TO OUR FAIR CITY

Perhaps one of the most telling, obvious and wonderful signs that we have been opening back to normality post-COVID has been the re-emergence of cruise vessels into Liverpool. And even some very big grey visitors too, as HMS Queen Elizabeth popped in.

There has been a delightful procession of vessels coming alongside, and pouring eager tourists into Mathew Street and beyond.

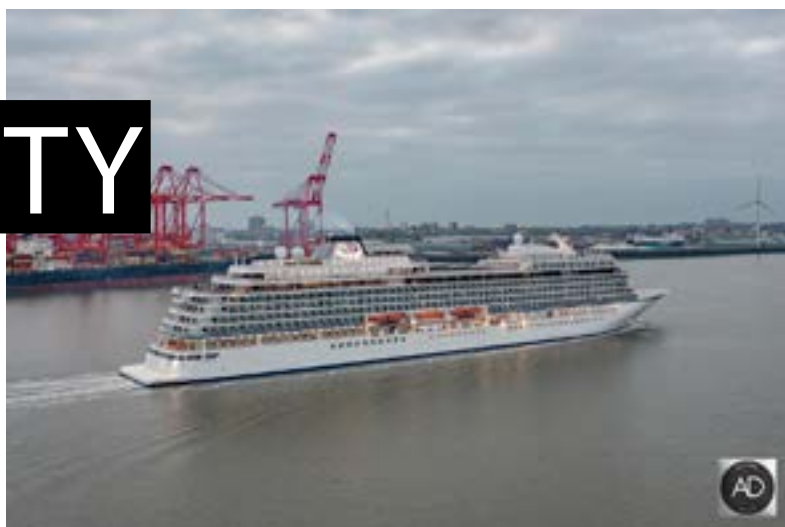
It has been stated that this year Liverpool will welcome more than 100 cruises to our shores, as the city is set to deliver its most ambitious season yet.

Although the industry is still feeling the ripple effects of Covid-19, there is optimism that this year's season will be bigger and better than ever. With confidence high following Liverpool's handling of the return of cruising last spring, more operators are turning to the city to make bookings. This was in turn both because of the inspired management of the cruise terminal, but also thanks in part to companies such as MIRIS International who led a testing and hygiene regime which made such a success for the city.

John Mawer, Head of Cruise Operations at Cruise Liverpool, said: "We are looking forward to marking the 15th birthday of Liverpool's Cruise Terminal later this year, and what better way to do it than ensuring record ships and passengers visiting our shores and enjoying the famous Liverpool welcome. We also want 2022 to be the year when we make progress in reducing the environmental impact of the ships on the city, there's a long way to go but talks are already underway and I'm excited to be a part of the conversation on behalf of Liverpool."

While slightly up river, Mersey Ferries passengers will now arrive at the 'The Liverpool Gerry Marsden Ferry Terminal', after the Pier Head building was renamed in honour of the Merseybeat icon.

Mayor of the Liverpool City Region Steve Rotheram and members of Gerry's family were recently on hand to mark the official renaming, as a new mural was unveiled within the terminal building.



BATTLE OF THE ATLANTIC MEMORIAL A STEP CLOSER

Congratulations are in order for the supporters and Trustees of the Battle of the Atlantic Memorial. The creation of a fitting tribute to the Battle of the Atlantic in Liverpool is a step closer thanks to an amazing £1.25m donation.

The memorial will serve as a permanent reminder of the "incalculable value of peace", BOAM chairman Gary Doyle said. It will sit in a garden of remembrance in the grounds of the Church of St Nicholas on the Pier Head.

The Battle of the Atlantic Memorial (BOAM) charity said the money was gifted by the Naval Club, following the sale of its premises in London.

Naval Club chairman, Simon Wilson, said: "The Naval Club was founded in 1946 by members of the Royal Navy Volunteer Reserve (RNVR) who had fought in the war and wanted a place to socialise and stay in London. "I am delighted that we could support the BOAM charity as the RNVR contributed massively in the battle for our very survival, and a proper national memorial is long overdue."

The term Battle of the Atlantic was coined by Winston Churchill to describe the protracted struggle by the Allies to secure shipping routes across the Atlantic.

It was the longest continuous military campaign in World War Two, masterminded at a secret bunker in Liverpool, now the Western Approaches HQ Museum, on Rumford Street.

Some of the money will be used for an arboretum at Woodside Ferry terminal, part of wider plans to develop the U-Boat story visitor attraction and replace the ferry landing stage, which received £19.6m in levelling up funding in October.

Propeller Club Liverpool has hosted events on behalf of the Memorial Trust, and we are thrilled to hear that such wonderful progress is being made. Our own Steven Jones, whose family served in the Battle said, "This is a great boost to such an important cause. For our city to remember the sacrifices of so many heroes, and for our city in turn to be remembered as the vital link which kept the fight up and cargo coming in is excellent news."



NAUTI?>>>>>>>>>>>>



Putting this back out there for discussion. We've been pondering what we can do to put a little life back into our events and goings-on. One suggestion has been to host some smaller scale lunches throughout the year...perhaps once a Quarter.

The idea would be to keep the numbers very limited, perhaps even only 15 people. To have them at one of our fine local members' Clubs, whether The Athenaeum or The Artists Club - and to have a speaker.

We'd love to know what you think. Is this something that could be of interest on say a Friday afternoon? We're just looking to gauge interest, and if there seems to be energy, hunger and desire then we will look to sort it out.

So, let us know what you think about the intimate regular lunch proposal - it will be up to you, our dear Propellerists to decide whether it comes to fruition or not.

Email Sue Henney propellerclubliverpool@gmail.com to share your views and have your say.

ALL CHANGE ON THE BROMBOROUGH BANK



MST'S BEN KERFOOT, ANDY PHILLIPS AND PHILIP HILBERT.
COURTESY MST

Marine Specialised Technology Group (MST Group) has acquired the Carmet Shipyard from Carmet Tug Company at Bromborough on the banks of the River Mersey for an undisclosed sum.

MST will move its boat building, servicing and maintenance operations to the new site during the second quarter of 2022 and begin a new exciting chapter for the company which was originally founded in 2002 in Liverpool and has been locally based ever since.

The company secured the site during the second half of 2021 and has already embarked on a £1 million refurbishment programme covering the entire 6.5-acre site with total refurbishment of the existing 80 metre main and 50 metre secondary boat building halls, brand-new offices, new carparking facilities and the erection of additional composite and fabrication facilities.

The new facilities boast 25T overhead travelling gantry cranes, a 90 metre 700 tonne slipway that launches directly into the River and a 100T WISE Amphibious Boat Travel Hoist which provides additional boat launch and recovery facilities and access onto the hard standing areas.

The company has a long-term plan for further investment which will see the facilities expanded and enhanced even further to create a centre of excellence in the North West for small craft design, manufacture and service.

The shipyard was originally founded in 1974 by McTay Marine and produced 119 vessels before going into liquidation in 2015 and subsequently being taken over by local tug operator Carmet Marine.

Marine Specialised Technology (MST) manufacturers and maintains high-speed boats for global defence and security markets and the new facilities will allow the company to significantly expand its operations including the ability manufacture much larger craft than current facilities permit.

Philip Hilbert, MST's Sales Director, said: "We secured these new premises at just the right time as we embark on several major contracts for our flagship "HPB" High-Speed Patrol Boat range which have been, up until now, limited to a maximum 19 metres in length due to launching and logistical restrictions. The new larger facilities with its direct access to water now enables us to not only manufacture more craft at any one time but also to manufacture significantly larger vessels and we already have a 23 metres design being worked on as I speak."

The new site's direct water access is also a huge boost to the groups dedicated service and maintenance division; MST Fleet Services who can now offer their services to much larger craft arriving by water and substantial contracts have already been secured with local operators which, combined with the planned expansion of the company's new build division, will be fuelling a significant recruitment drive over the remainder of 2022 which is excellent news for the wider local area.

Marine Specialised Technology Group (MST Group) is a designer, manufacturer and maintainer of inflatable, rigid inflatable and high-speed workboats up to 24 metres in length. Formed in 2002, the company operates from two sites in the North West of England and serves global defence, law enforcement and workboat markets.

WELCOME TO EVEN MORE CORPORATE SUPPORTERS



Propeller Club Liverpool is hugely pleased to welcome the SeaKing Group as our latest corporate supporter.

The SeaKing Group offers specialist electrical engineering services to the marine, industrial, commercial, military and offshore sectors.

The SeaKing Group has unrivalled expertise in marine electrical work and our global customer base demonstrates our ability to embrace all marine electrical activities. With an enviable reputation built on impeccable industrial relations, an exemplary safety record and first-class standards of workmanship. If you require a marine electrical specialist team, we can deal with anything from breakdowns to major refits on all types of vessel, anywhere in the world.

We look forward to welcoming the team to our events, but also you can find out more by visiting <http://www.seakinggroup.co.uk/>



MERSEY MARITIME EXCHANGE RETURNS

Mersey Maritime announce their fourth annual conference: The Mersey Maritime Exchange.

The Mersey Maritime Exchange will take place on Thursday 23rd June 2022, both online and in the magnificent surroundings of Liverpool Town Hall, a Grade-I-listed building in the heart of the city.

The conference is being organised by Mersey Maritime in partnership with Maritime UK and will discuss the progress of the UK Government's Maritime 2050 report, which sets out the future of the sector over the next three decades.

The conference comes three-and-a-half years into Maritime 2050's short-term recommendations and will feature a number of major announcements, keynote speeches, report launches, including attendance from senior Government officials and key industry representatives from across the sector.

Key note speeches and panel discussions will focus upon the themes of people and skills, innovation and technology, environment, competitiveness, and regional growth.

Maritime UK will publish its latest update report at the conference, describing progress over the past twelve months. There has been significant activity for the maritime sector over the past year, on freeports, the launch of the new National Shipbuilding Strategy, securing an extension to the Clean Maritime Demonstration Competition, a successful London International Shipping Week, major contributions to COP26, and at last October's Budget and Spending Review, where the Chancellor announced reforms to Tonnage Tax. The conference will enable the sector to come together, discuss developments and crucially explore where focus is needed to accelerate progress

toward the goal of becoming the world's most competitive maritime centre by 2050.

Companies will hear about specific opportunities to get involved in key projects and initiatives as well as network with colleagues from across the breadth and depth of the UK's maritime industries.

Sarah Kenny, Chair of Maritime UK, and Mersey Maritime Exchange Co-Chair commented: "I'm delighted that this conference is returning for a fourth year and that it's being hosted in the great maritime capital of Liverpool. It's an incredibly important fixture in the maritime calendar and helps ensure we're all on the same page in terms of our progress in delivering Maritime 2050. Great progress is being made, but given the scale of the challenge we've set ourselves; we need to do more. To make that happen, we need greater collaboration and the conference will provide specific opportunities for companies and individuals to get involved, and I know plenty of new ideas will come out too.

Chris Shirling-Rooke, Chief Executive Officer at Mersey Maritime and Co-Chair of the event commented: "We are delighted and honoured to host the UK's premier Maritime Exchange Conference again in Liverpool for the fourth year running. The conference shows the real confidence that industry and government have in both Mersey Maritime and our wider eco-system. We will be hearing from some of the most influential maritime stakeholders not just from the UK but globally too as well as a number of key industry announcements. Keep an eye out over the coming weeks for further announcements on speakers, sponsors and how to book tickets. Get in early to avoid any disappointment!"

To find out more about the Mersey Maritime Exchange Conference 2022 and to register your interest in tickets, visit <https://merseymaritime.co.uk/mme22/>



AWARDING MARITIME SAFETY

A new award recognising the importance of innovations, technology and developments in maritime safety has been announced, and is open to companies, individuals and organisations in the North West region.

The North West region has been long renowned for its maritime and shipping history, now the Liverpool Shipwreck and Humane Society is seeking to reward and recognise those who are making a difference today, with a new award named after the MV Derbyshire.

For the first time in its long history, The Liverpool Shipwreck and Humane Society are seeking nominations from companies, organisations or individuals in the local region who have made an important contribution to maritime safety. They want to hear from you if you feel you have developed a product, invention, initiative or service which makes life safer for those at sea.

The new award is named after the MV Derbyshire, a Liverpool ship that was tragically lost on 9 September 1980 during Typhoon Orchid, south of Japan. She is the largest British ship ever to have been lost at sea, and all 42 crew members and two of their wives were killed in the sinking. The families of those lost fought a long fight for justice, battling for a formal investigation and to clear the names of the deceased from blame.

Over the years, the focus of the MV Derbyshire families has spread to wider issues of maritime standards and safety. Seeking to ensure that no more innocent lives are lost at sea. The MV Derbyshire Award reflects that focus and serves as a fitting memorial to those lost on the Derbyshire, but also a positive means of encouraging and recognising important contributions to the safety of life at sea.

To make a nomination or for more details, please email secretary@liverpoolshipwreckandhumanesoc.org



SUE HENNEY

ON THE MOVE



She probably won't thank us for making a fuss - but Sue Henney was on the move recently. She departed her role in KVH Inc in Liverpool and took herself off to Cardiff, joining Idwal as Head of Marketing.

Thankfully she remains firmly based up here with us in Liverpool, but the lure of the Welsh capital does call occasionally. As does London, Hamburg, New York and Athens.

Idwal, for those who do not know...oh you soon will. Anyway, they are specialists in vessel inspections and valuations. With over one hundred years of heritage and an ethos of quality, innovation, and integrity, Idwal is known for accurate, consistent and objective inspection reports as well as a continuous commitment to raising the standards of ship inspections worldwide.

Sue tells us that their unique digital inspection framework and online platform allows clients to view and understand the condition and risk of their maritime investments better than ever before, with greater visualisation and clarity of critical data, allowing customers to make smarter decisions.

Supported by offices in the UK, China, and Greece and over 245 surveyors worldwide; our inspection reports and the Idwal Grade has become the 'gold standard' financial institutions, ship owners, and other stakeholders believe in and trust.

Utilising the latest technology combined with a skilled team of passionate shipping professionals, engineers, surveyors, and developers, Idwal are revolutionising ship inspections around the world.

Every vessel inspected by Idwal is given a unique Idwal Grade which analyses over 500 different data points gathered during the inspection which are then passed through our advanced algorithms to generate the grade results. The algorithms feed the data into 21 sub-grades, culminating in a single final Grade, which quickly identifies and easily highlights areas that are exceeding expectation, or require improvement.

If you want to know more, just ask Sue...she will be very pleased to tell you. If you don't have time for that, why not hop onto <https://www.idwalmarine.com/>

We wish her all the very best in her new role, and are sure she will be a great success! Or "pob lwc" as they say over the border.

The IDWAL logo, consisting of the word "IDWAL" in white, bold, sans-serif capital letters, set against a dark blue rounded rectangular background.



THANK YOU PRESIDENT WHITTLE

The recent Propeller Club Liverpool lunch was not just a time to gather and enjoy each other's company. It was also a time of reflection on what has been a very challenging couple of years for the Club.

Like any group that exists to bring people together, the impact of COVID could well have had a devastating effect. The fact that it hasn't, and we were able to show that we are emerging again as a networking force is a testament to the hard work and dedication of so many people. Uppermost in our endeavours has been the role of President.

While we are now changing the structure of the Club to better protect and push us forward into the post-Pandemic world, we took the chance to reward and recognise Adam Whittle. He has been Propeller Club Liverpool President for three years, and finally stepped down at the end of his extended term at the lunch.

That Adam agreed to serve an extra year to help steady us through the most difficult waters of the past two years says much about his dedication to the Club, and the fact that he is a Propellerist through and through.

Past President Steven Jones took the stand to award Adam with a token of the Club's appreciation and a memento of his time as President. The Club had a special Burgee made, one that recognises Adam, the Club and his time in office. If you live in West Kirby you may see it flying over the yacht club, or even on the front of his car, as he zooms around town.

Adam remains on the Board of Propeller Club Liverpool, and will continue to work with our new Ambassadors to promote the Club and to achieve all that we promise to our members, and the local maritime community.

SAYING HELLO TO OUR BELGIAN FRIENDS



At the beginning of May, we welcomed Mark Scheerlinck and Franky van Doren of Propeller Club Port of Antwerp. They had been eager to visit a First Thursday since before lockdown and were excited to make the trip as soon as they possibly could.

Mark is president of the Belgian club and Franky is a long-standing board member. Both have also been instrumental in driving cooperation with propeller clubs across Europe, something the Liverpool management team has been participating with regularly online.

Mark and Franky's visit gave the opportunity for us to discuss how we can drive the European clubs forward together in a loose partnership and they were delighted to see the age and gender range we pull together as Liverpool Propeller Club. Something for us all to be proud of. They also brought Propeller Club gin (and Belgian chocolates)! What an amazing venture! Of course, it inspired us and we feel a Liverpool Propeller Club rum could be on the cards!

I hope some of you got the opportunity to chat with our Belgian Propellerists during May First Thursday and please let us know if you are travelling to Antwerp where you will be welcomed with open arms by our European buddies over there.



ANTWERP GIN = LIVERPOOL RUM?

Not only did our friends from Propeller Club Antwerp bring with them good tidings and lots of exciting news about developments within the European Propeller Clubs, they brought gifts too. Yes, obviously Belgian chocolates - that kind of goes without saying.

What was more surprising, and even more wonderful was the gift of a bottle of Propeller Club "Port of Antwerp" gin. Oh yes! All the mastermind of Franky Van Doren, a proud member of the Propeller Club and whose wife specialises in gin and chocolates in their family owned store.

The gin is infused with a maritime sense of Antwerp's history, with spices and herbs used to create a taste that is warm, open, but with depth like the finest of the city's diamonds.

It is also representative of another maritime link for Antwerp, that of the mythical Lohengrin. Who was son of King Arthur's Percival, and was himself a Knight of the Holy Grail. The

legend is that he arrived into Antwerp on a ship towed by a swan. Which is as green and decarbonised way of shipping as we can think of.

The gin got us thinking...why doesn't Propeller Club Liverpool do the same and create a taste sensation which captures the essence of our city in a spirit. What drink though?

Thinking things through, it seems that rum is the only answer. So, we would like to find Propellerists who would like to help out and develop our own signature rum. So have a think about what delightful flavours you think best capture Liverpool and the Mersey.

Hopefully before too long we may have our own rum to buy, and next Christmas you could be giving the gift of squiffiness to your nearest and dearest. Seems like the perfect challenge for us, and we're keen to get mixing...and tasting!

MANAGING YOUR CRITICAL EVENTS...



Is your crisis management plan ready to do the job it was made for? What if a crisis strikes tomorrow? Is it actionable enough to manage a crisis without delays and complications? Or is it only useful in theory? If your plan is not ready, it's crucial to upgrade it before the next unforeseen critical event strikes.

At the recent Liverpool Breakfast meeting, Anneley Pickles hosting on behalf of Rayvn welcomed the gathering by grabbing the attention, questioning whether they really knew how their response would work in an emergency. She then introduced some wonderful guest speakers who were able to give a real insight into the thinking of large organisations and small elite teams alike.

The Royal Navy perspective on large teams, the challenges of maintaining control and of communication were discussed. They have had more than a few centuries to hone their responses, so it was fascinating to hear how even in the most traditional of organisations that technology always evolves and comes to the fore.

Then it was the turn of a very different perspective, that of Special Forces and elite teams. A former SBS and Australian SAS member was on hand to strip back the approach, to talk of how they do things. Providing lessons in command, leadership and a willingness and desire to succeed. If there is a genuine focus to get things right, then that is what will happen. If there isn't, then you will likely fail.

Rayvn ran through an excellent demonstration of the system, and provided four tips to help make your crisis management more effective and actionable:

Ensure a General Understanding of the Platform(s)

All relevant personnel should be familiar with the digital tools and platforms used. When everyday operations are carried out with the same tools, there is improved efficiency in procedures. In an emergency, there is no time for a learning curve!

Make Necessary Preparations

During a crisis, you may need several platforms, tabs, or applications. Make sure you have easy access to these - and

There is no disaster that can't be made worse by poor management. No drama that can't be worsened by lack of communications. We hear from critical events specialists Rayvn who recently held a briefing in Liverpool represented by Regional Director Jason Barreto and Customer Success Manager Lars Terje Rotabakk.



that you remember your usernames and passwords!

Establish Housekeeping Rules

Establish rules for common digital courtesy. For example, if using a video conferencing tool, video on/off, mute when not talking, or assigning areas of responsibility.

Ensure Accurate Recording Keeping/ logging of information

Make sure you are able to keep an accurate log of the incident, actions taken, tasked assigned, procedures and guidelines adopted, all time and date stamped.

Run Exercises!

Establishing proper training is the most effective and efficient way to prepare for an emergency. Running exercises using a digital tool allows you and your team to evaluate response type, what resources are needed, and improve response times.

To find out more about Rayvn and the options for managing critical events successfully, see <https://rayvn.global/>

GRAB A SELFIE WITH SUE

Our dear wonderful Susan Henney is getting out and about again, and part of her engagement with the maritime world is a bit of a social phenomenon, welcome to #selfiewithsue . Wherever Sue goes, maritime people clamour to get their own selfie with her. It has turned into quite the thing. So, as a Propellerist you get to see her every month - so use your opportunity wisely, and grab your #selfiewithsue next First Thursday



PSST...WANNA MAKE SOME SALES?

Propeller Club Treasurer and Head of Membership,
Anneley Pickles has embarked on a new adventure. She
is seeking to be the bridge that all companies need. A
connector to contacts, and an introducer to leads.

I recently departed my role heading up business development within KVH Inc. Satellite communications was a fascinating business, but with a need to move forward and back into the wider industry I am pleased to be getting back into speaking to people about solving their immediate commercial challenges.

I am a sales person, from the mists of time in Lloyd's of London Press selling subscriptions, through to Lloyd's Marine Intelligence and SeaSearcher, trade body membership, recruitment advertising and even domes on ships. I love to sell, and I think I'm pretty good at it!

So with a new adventure ahead of me, I would like to thank the Propeller Club members who have helped me already so much. I have been doing some work for a Norwegian critical events management company, and landed with the task of generating excitement for a breakfast meeting in Liverpool.

I should not have worried, we had such amazing support. From being able to call on the Royal Navy, thanks Phil! To even shaking the former Special Forces tree and being able to bring a speaker with so much to share they could even make a movie of our meeting, let alone his exploits. But less said about that the better.

I phoned and emailed around, and people supported me. That will always live long in my memory. I know that many will actually be interested in critical events, but others were willing to engage or share contacts because we are a community. That is something to be treasured and is very special indeed.

So, now the Rayvn breakfast is over (you can read all about it in this issue of Leading Edge), it is back to work. Back to selling. Which means I am here to help your business. If you would like to arrange a chat over the phone, or even a coffee drop me a line ajp@anneley.com and we can discuss how my sales experience and skills can make the difference for your company.



Anneley Pickles
Maritime Sales & Business Development





Posidonia Ποσειδώνια

The International Shipping Exhibition

Absence makes the heart grow fonder and that will certainly be the case when the Posidonia family reassembles again in June 2022 at Posidonia, the heart of shipping.

Posidonia, the international shipping exhibition, has long been established as one of the major calendar events of the shipping industry, and Posidonia 2018 attracted the most influential personalities from the Greek and international shipping community and major companies and organisations active in all sectors of the shipping industry. The international exhibition Posidonia first took place in 1969 and has been taking place every two years ever since...aside from COVID.

Posidonia brings the whole shipping world to its exhibitors. The international shipping community attends in strength with national pavilions and thousands of visitors. But Posidonia is also home to the owners of the world's largest merchant fleet. Greece, a top ship-owning nation, operating 20% of global and 50% of European capacity, represents a multi-billion dollar opportunity for shipbuilders and for suppliers of marine equipment, information technology and the whole spectrum of marine services.

While the top ten largest fleets in the world recently lost value, the upgrading of the Greek fleet has kept its worth above \$100bn. At the same time Greek owners have been ordering new vessels in the shipyards of Japan, China and South Korea. Oil tankers and LNG and LPG carriers are all under construction, along with dry bulk carriers and container ships.

Posidonia takes its exhibitors to the heart of this community with exclusive access to owners and management keen to engage with suppliers and services for their shipping operations and fleet renewal. Technical and operations executives from all over the world will be keen to engage with exhibitors – not only to discuss solutions but to make decisions. Posidonia is known for the business done in its exhibition halls. No other shipping event is attended by as many Greek and international shipowners and shipping executives.

There will be a number of Propeller Club members attending, so make yourselves known. Email Sue Henney if you are going to be at the event, and we can look to ensure you can enjoy being connected with others. Email propellerclubliverpool@gmail.com



BREW WITH CAPTAIN STU

LISTEN UP!



For those of you like a good podcast, you may be excited to learn that two Propellerists (Louise McWatt and Steven Jones) have been sharing their thoughts in front of the microphone. They are part of the crew who share their Smoko maritime musings each month.

Led by Captains Stu Nicholls and Mike Powell, the podcasts look at the big maritime issues which are impacting world, and the smaller ones which affect the lives of seafarers today.

This is where ex-seafarers come together in a safe place to talk ship...and boy do they talk. No sooner have they washed their hands, tied their boilersuits round their waists and poured a brew, they start putting the world to rights. At sea and ashore.

You can almost feel the sway and smell the Swarfega!

In the most recent episode, the crew discuss supply chain strains, the joy of vacuum fenders, and food, glorious - and not so glorious - food.

While in earlier episodes they have chewed the fat over the fall out from the P&O sackings, exploring the morality of the capitalist dream, and establishing why palm trees suddenly appearing on deck is probably not a good thing.

The podcasts don't shy away from controversy, looking at the complexity of the way our maritime industry does business. Asking whether it really does have to be so complicated?

Our own Steven Jones said of the Podcasts, "I am sure they are brilliant. I can't actually listen because...well, who needs to hear themselves. But it's great to try and talk of the future of seafaring, understanding the present, with the odd bit of lamp swinging as we look backwards too."

You can judge whether this is a great addition to your Spotify at <https://brewwithstu.captivate.fm/episodes>



WORKING FOR SEAFARER WELFARE

There are several propellerists in this region who are heavily involved in advocating better seafarer health and conditions. The Seafarers Happiness Index founded by Steven Jones and run by our own Ben Bailey at the Mission to Seafarers actually started life in Liverpool with Steven and Sue Henney, whilst Sue was marketing director at KVH. You may remember Crewtoo? Well the Happiness Index was part of that.

Going full circle, Sue, now working for Cardiff-based vessel inspection and benchmarking business, Idwal, is delighted to have announced recently that Idwal are the new sponsors of the Seafarers Happiness Index. Sue says: "At Idwal, we have hundreds of surveyors going onto vessels each month. We witness all kinds of conditions on board and we interact with crew every day.

"We recently implemented a crew welfare section into our inspection checklist in order for us to provide a clear and objective assessment of the welfare on board each vessel we inspect. Of course, we are also very proud to show how seriously we feel about this by working with the Mission to Seafarers and sponsoring the Seafarers Happiness Index. We hope that our data can help to add further insight into the feedback the quarterly report gets directly from crew."

Alongside her day job, Sue also supports other crew wellbeing initiatives voluntarily, as a trustee of International Seafarers Welfare and Assistance Network (ISWAN) and as the chair of the North West Port Welfare Committee (NWPWC).

Sue has been a trustee of ISWAN since early 2020 so have seen the impact of the pandemic on seafarers via the calls that come into SeafarerHelp and through the work done by the regional ISWAN teams in Philippines, India and Nigeria. She's been specifically assisting ISWAN with its marketing strategy and helps to support some of ISWAN staff.

Sue's been a member of the NWPWC for about 10 years and became chair last year. Port welfare committees are the local tentacles of the Merchant Navy Welfare Board, feeding back regional knowledge at a national level. Each committee comprises representatives from organisations concerned with the welfare of seafarers visiting the ports and the local seafaring community. The NWPWC is the largest port welfare committee in the UK and has representatives from an extremely broad range of organisations, including MCA, Port Police, Border Force, Port Health, ITF, Nautilus, Peel Ports, port chaplains and seafarer charities. Having all these stakeholders together in one room enables the committee to put the seafarer at the centre of their focus and to ensure they have the best possible reception on arrival into our ports.

As chair of this group, Sue recently attended the Port Welfare Conference in Southampton run by the Merchant Navy Welfare Board (see the delightful image above). It was a great opportunity to mix with other port welfare committees, seafarer charities and seafarer centre volunteers, and to discuss plans for partnerships amongst these groups and best practice for several areas of crew wellbeing.



CELEBRATING WOMEN IN MARITIME

We recently marked the first IMO International Day for Women in Maritime – and the focus of the UN body is on “Training-Visibility-Recognition: Supporting a barrier-free working environment”

There is so much to be done to remove barriers, or even to ensure that talented women in the industry can climb over or smash through them. But on this #WomenInMaritimeDay we want to celebrate those who have been doing that, who have shaped fantastic careers, who lead the industry inspire and encourage others.

That is not to diminish or pretend the challenge is not there – but to show that women are making their way through the industry, women who make a difference to the way we all work, and who stand testament to the incredible careers on offer in our industry.

Propeller Club Liverpool simply would not exist were it not for a number of maritime women. From Anneley Pickles starting the whole ball rolling with her First Thursday networking, to Sue Henney and her amazing sleeves-rolled-up approach to getting things done. We are also so lucky to have Holly Bibby, Kate Birmingham, Anna Kaparaki and Lin Cotton as our Ambassadors.

They all work tirelessly, and enthusiastically to advance our organisation. It is their contacts, knowledge, skills and dedication which are the foundations upon so much of what we do rests.

More than this formally engaged group, we have an ever-growing membership of women in maritime. From students at Liverpool John Moores University, under the fantastic and inspiring leadership of Dr Robyn Pyne. We also have women who are making their way in the industry – with Stone Marine Shipcare leading the way, and we thank all of their wonderful female team for coming along and supporting what we do.

In his message for the inaugural IMO International Day for Women in Maritime, IMO Secretary-General Kitack Lim, highlights the relevance of gender equality. “At IMO through training, visibility, recognition we aim to support a barrier-free working environment for Women in Maritime. Let’s work to break down barriers and ensure that we create a work environment that is enabling, supportive and inclusive of diverse participation by all, without hindrance in the maritime community,” he said.

These are fine, noble words, but the barriers are broken down by us all working together, getting to understand what women in maritime bring, the benefits and advantages which come to us all in a diverse workforce. It also takes men in maritime to help, to support, to encourage and to make the right environment.

We work hard in Propeller Club Liverpool to make our events and engagement reflective not just of the industry we see, but of how we want to see it. So thank you to every woman in maritime who has joined in, who has brought others, and who gives us a chance to break down barriers, to provide visibility, recognition and to make the maritime industry what it should be, a place for good people – irrespective of anything else.

Propeller Club Liverpool was one of the first signatories of the Women in Maritime Charter - and we would urge all companies to sign up, to show their commitment to diversity and to celebrate the role that women have in our industry.

See <https://www.maritimeuk.org/priorities/people/diversity-maritime/diversity-pledges-and-charter/women-maritime-pledge/> for more details and to sign up.

HELPING BUSINESSES AND STUDENTS



Liverpool John Moores University has a new solution when it comes to helping businesses to grow, while also helping graduates to find their feet in careers. How can this be done?

Shulah Jones tells us more...

Summer is a pressurised period for any business, especially as the economy recovers post-COVID. The time to reflect on opportunities for growth can be put on hold when there are more pressing issues at hand, but we have a solution!

The LJMU Graduate Futures project offers Liverpool John Moores University students and alumni the opportunity to learn through invaluable work experience provided by micro and SME businesses across the Liverpool City Region.

Through a £2.4m cash injection from the European Social Fund, the LJMU Graduate Futures project offers paid internship opportunities at no cost to the businesses involved. This cost-free solution will aid your current workforce, injecting fresh ideas and helping you to gain market insights from a fresh perspective. In addition, a 12-month placement harnessing the knowledge and skill-set of a sandwich year student or recent graduate brings with it a 50% funding contribution towards salary costs. Each opportunity we fund will also be supported by the team at LJMU who will provide training and coaching to each placement to help you get the most out of the opportunity.

Shulah Jones, 'Propellerist' and LJMU Graduate Futures Project Manager stated: "The summer break is a time for our students to reflect on what they have learnt during the academic year, with many coming to us seeking work experience. We're delighted so many local businesses are seizing this fantastic opportunity to collaborate with our university!"

Our students gain all the skills and knowledge during their studies and are very eager to put this into practice. With a wide variety of degree courses, including undergraduate and postgraduate courses around Maritime & Mechanical Engineering such as our MSc in Maritime & Business Management, we guarantee to have a keen student or graduate ready to support you!

Please contact the team at graduatefutures@ljmu.ac.uk to discuss your requirements or visit www.ljmu.ac.uk/graduate-futures

If you'd like to chat directly to Shulah about how you can work more closely with LJMU to develop your Propellerist workforce please email s.f.jones@ljmu.ac.uk

50 YEARS OF THE NAUTICAL INSTITUTE

The Nautical Institute is celebrating its 50th anniversary. The global professional body will mark this milestone by hosting a series of international events looking ahead to the next 50 years. These include an AGM, conference and dinner in Plymouth, UK in July and more technical seminars, networking and celebratory events across the world.

The theme for the 50th anniversary events is Maritime Leadership in a Changing World. We recognise that high quality leadership and excellent change management is essential in a time of accelerated development.

From its foundation in 1972, The Nautical Institute (NI) has grown into a worldwide professional membership organisation, with 56 branches and some 7,000 members in more than 120 countries. As the leading international body for maritime professionals, the Institute represents the best of what the shipping industry has to offer. From support and mentorship for those just starting out in the industry to the promotion of the highest professional standards in international forums, at an international level, The Nautical Institute plays a leading role at every level.

There is a difference of opinion on where the NI started, with London and Liverpool vying for the prestige of being the firstever meeting. From everything we have read and seen, we do indeed believe that Liverpool Polytechnic holds the bragging rights.

Wherever the first may have been, the Institute has gone from strength to strength in these intervening years.

President of the NI Jillian Carson-Jackson FNI says, "I'm proud to be President at a time when the Institute has reached such a milestone. With a focus on our members and maritime professionals, we are proud to be influencing best practice in the industry including our work at the IMO. I look forward to a robust exchange of views on all aspects of future Maritime Leadership at all our 50th Anniversary events".



BLACK SWANS AND SEAFARERS



Steven Jones, is founder of the Seafarers Happiness Index, and has recently written about the desperately dark mood out at sea these days.

Unfortunately, the latest Seafarers Happiness Index results from the Mission to Seafarers are driven in part by a row of what can be termed "black swan" events. Namely a pandemic, a war, and a galloping cost of living inflation crisis. Each of these alone would cause morale to plummet. Put them all together, and seafarers are left feeling battered and bruised.

The figures for Q1 2022 have been gathered and the written responses from crews pored over, and it makes for a very troubling read indeed. The data has dropped down to 5.85/10, but more than that, every single category of question has seen a fall too. This is only the second time this has happened in eight years of the index.

The impact of so long dealing with the many challenges of Covid has shaken seafarers to the core. They are tired of the extra work, they are exhausted by the stress of dealing with people coming on the vessel and potentially carrying the virus. They are fed up with never getting ashore, and so incredibly stressed and frustrated about not knowing when they can go home.

That would be bad enough, a singular black swan. Now, the Ukrainian crisis is further adding problems. While the combined Ukrainian and Russian population of international seafarers may only be around 15%, that doesn't tell the whole story. What we have heard is of people who have tried to get along, of shipmates who have looked to each other, but who have slowly felt their bonds and friendships loosened by terrible stories from home.

This has been felt across other nationalities too – there are those around the Black Sea rim and region who have been feeling the impact of war. Bulgarians, Turkish, Greek, and Romanians, to name a few all feel caught up in a war so close to home while they are so far away.

There have been stories of arguments onboard, violence, intimidation and a sense of the difficulties in holding everything together. A crew can be galvanised and achieve much, but when fractures in relationships are evident, then everything can fall apart dramatically. The master and chief officer who refuse to talk to each other, the lone Ukrainian seafarers

amidst an entire Russian crew, the threats, taunts and mocking of those whose families are in distress in a war zone. Bad times can bring the best or the worst from people, and sadly the months of conflict are beginning to emphasise the latter. We heard that VHF communications are a constant buzz of nastiness, spite and vile bile. "Your city will die", "We kill your mother"...anyone who has been to sea has heard the kind of thing, though usually, it has always been racist or misogynistic in tone, not promoting violent destruction and death. Here though, now such childish, ridiculous and nasty foolishness is the spark into the tinder of shattered relationships.

We cannot stop the pandemic, or at least the kind of zero-Covid responses which are causing such chaos. We cannot turn back the tide of war when one nation decides to roll the geopolitical dice in such a petulant, dramatic and violent fashion. We cannot even stem the tide of rising costs as inflation bites into wages and nullifies the reason for so many to go to sea in the first place.

The crushing, relentless misery of rising costs and diminished earnings, means that every day aboard is worth a little less than the last. With concerned families worried about buying food and fuel, and with seafarers left to reflect and ask the awful question, "What on earth am I doing here?"

So, with all these black swans flying past, is there anything that can be done? The answer is a resounding yes. If you can't fix the big things...and we can't, start small and build up. So now is the time to make life better at sea, to invest in better or cheaper communications, to give free calls or time online.

Now is the time to spend more on the feeding rate. Raise the levels, from the oft-quoted \$8 per day, to get better ingredients, to improve training for catering crew, to encourage better eating. To put a couple of extra tog in the duvets, and a few more feathers in the mattresses. To make a games room, just that. To have a good TV, sound system, and a gym with great kit.

In the face of the big grinding terrible realities of the world, let's look inside instead of the scary outside. It is time to change the things that we can. To spend where it will deliver the best return and the best advantage for seafarers. To make the ships better places to live, even if the work itself remains problematic. Find out more at happyatsea.org



ISLE OF MAN GOES GREEN

Propeller Club Liverpool Corporate Supporter, The Isle of Man Ship Registry (IOMSR) is expanding its Greek fleet with an agreement to flag four bulk carriers with Enterprises Shipping & Trading (EST).

The IOMSR's director Cameron Mitchell said: "We are delighted to expand our fleet and continue a valued relationship with Enterprises, which is our longest serving and biggest client in Greece.

"We hugely value the Greek market and continue to look to build strong new partnerships and business developments. We're looking forward to Posidonia and the conversations that will bring.

"There is a lot of respect among tanker and bulk carrier owners for the quality and history associated with the Red Ensign in Greece, allied with the Royal Navy protecting its ships anywhere in the world.

"Owners want a flag that they can rely on particularly for the speed of technical support. That is something the Isle of Man is well known for; whenever and wherever there is a defect or issue with port state control the IOMSR team reacts immediately."

"This includes low fees, with one annual payment and no stealth charges, whereas some open registries charge for almost all additional services.

"We continue to develop and lead. We were one of the first flag states to offer digital certificates. We were also the first flag state to launch a seafarer welfare app to support seafarers' mental health, which we know is a huge concern to ship owners."

In another industry leading development, IOMSR become one of the first flag states in the world to reduce registration fees for ships deploying green technology. Announcing the move, Mr Mitchell, said: "If you are a shipping line making steps towards hitting IMO Greenhouse Gas (GHG) emissions

targets, the Isle of Man flag will reward you. We want to welcome more new, greener ships to our fleet."

"There is so much debate in the sector regarding which alternative fuels will be best in the future which conversely can create confusion and delay innovation. We want to jump start work in this area with this new green registration fee and state clearly that if you are a shipping line making steps towards hitting IMO Greenhouse Gas (GHG) emissions targets, the Isle of Man flag will reward you. We want to welcome more new, greener ships to our fleet."

The new measure gives ship owners a 15 per cent reduction on their annual registration fee. The reduced fee is available to operators of cargo ships, commercial yachts or passenger ships which are investing in biofuel, alternative fuels, wind, or shore-side energy technology.

The move to offer immediate financial incentives for green technology ships follows on from the IOMSR becoming the first flag state to join the 'Getting to Zero Coalition' in 2020. The Coalition's core aim is to hit the IMO's 2050 target to develop commercially viable, deep-sea zero-emission vessels by 2030.

The scheme will be open to operators of cargo ships, commercial yachts or passenger ships which are investing in biofuel, alternative fuels, wind, or shore-side energy technology, the registry said.

The IOMSR is one of the world's leading flag states and is ranked 17 in the world by Clarkson's with more than 320 ships and 14m GT under its flag. The registry has held top spot on the Paris MoU Port State Control whitelist and is firmly on the whitelist in the Tokyo MoU rankings. It is also one of the high-performing flags on the US Coast Guard's Qualship 21 scheme.

The registry is headquartered in Douglas on the Isle of Man, a self-governing British Crown dependency and is a Category One member of the Red Ensign group.



CYCLING FOR SEAFARERS

The Graig100 is a charity cycle event, and it is going from strength to strength. Last time 120 riders and supporters raised over £70,000 and this year the team at Graig has set the challenge to exceed £100,000.

Listening to the overwhelmingly positive feedback the event has been fine-tuned and has gone “green” while seeking to maintain its core appeal. Graig has designed and planned this year’s event with sustainability very much in their minds and are pleased to advise it will be a carbon-neutral event – a shipping industry first.

The past couple of years have been unprecedented for us all but particularly those at sea and suffering from illness. 1.5 million seafarers risk their lives every day to support our shipping industry and global health services under intense stress has led to immense pressure on those undergoing life-saving treatments.

Graig runs its successful Graig100 Bike Ride as a maritime industry event, in support of the Mission to Seafarers and it

will all take place in one glorious day...which we believe will be sunny and ideal for cycling through the Welsh countryside, so put Saturday 3rd September 2022 in your diaries.

Riders will set off in waves from late morning riding up into the Graigwen mountain and into the Welsh hills complemented by stunning scenery before returning to Sophia Gardens to celebrate at the Brewhouse & Kitchen. There are two routes; one more challenging for more experienced riders and the other not quite as challenging and ridden as a “pod”. Don’t worry, as both include the wonderful Graigwen hill aka “The Wall” with its famous “Welsh Cake” stop at the top for a breather before continuing with the ride.

Huge cheers await you as you are welcomed back late afternoon at Brewhouse & Kitchen before a quick turn around and it’s a Gala Dinner at the iconic Angel Hotel, 3-course dinner, after dinner speeches, awards, dancing and networking fun! See you all in September!

<https://www.graig.com/100>



STONE MARINE SHIPCARE ANNOUNCE PARTNERSHIP

Stone Marine Shipcare recently announced a new partnership with KTE Co.,Ltd, Busan, South Korea. With a long history of working within the marine service sector, the experience and expertise of their engineers and service support staff are an ideal choice for KTE.

One of the worlds largest suppliers of thrust units and marine electronics, KTE have a significant customer base with the UK & Europe being one of their key operational areas. After communicating over the past year KTE accepted an invitation to visit the Shipcare premises in Birkenhead earlier this year and a reciprocal visit followed in April with Fran Johnson (MD), Ryan McIntyre (Sales Director) and Gareth Gilbert (Sales Manager) travelling to South Korea to conclude the negotiations with an agreement signing ceremony at KTE.

Fran Johnson (MD) said 'This new agreement strengthens our position as a trusted service provider in the marine sector and makes further use of the extensive expertise that our business can provide. Our ongoing work on CP propeller and thrust unit maintenance aligns perfectly with KTE's requirements for customer support and spare parts supply in the UK & Europe and it will be a great honour to work with them in the future.'

He added...

'We already deploy experienced engineers and technicians across the globe and we are eager to grow this aspect of our business, but very often it is the work of our service support personnel who liaise closely with vessel operators and ship managers to ensure that spare parts and engineers arrive on-site when needed.'

We now have an exciting mix of experienced and younger team members to support this work and we are developing new and more efficient systems to enhance the service we provide.

Offering round the clock support packages to vessel operators is both demanding and vital and the commitment of our staff is incredible. The pandemic forced us to look outside the box and the innovations that we throughout 2020 and 2021 are paying dividends.'

<https://stonemarineshipcare.com/>

stone
marine
shipcare

KTE

THANKS TO AN UNSUNG CLUB HERO

There are so many people who make Propeller Club Liverpool what it is. Some of them often go under the radar. Quietly, but wonderfully going about their business.

These are the unsung heroes who encourage, guide and support us. One such Propellerist who we would like to make a special reference to, is Paul Georgeson.

Paul cannot visit us as often as he would like. He has relocated to Newcastle, and is providing care for his partner. However, just because he is gone to the Toon, doesn't mean he is forgotten. Far from it.

Very often Paul will contact us, to tell us some interesting industry development, or to just up date us on how things are going. He will also ask how the Club is going. He cares passionately that we succeed, and remains a part of all the good things we do, even if he is at the wrong end of the A1(M).

Paul was one of our earliest members, he was there at the start. A quiet, gentle and considered presence, sharing with us the wisdom accrued in a varied and successful marine engineering career.

He was on our earliest Boards and committees, he has seen us all bouncing ideas around, even arguing at times as we all wrestled with how to make this all work. Paul was always a calm head, a soothing voice of reason in any crisis. We would not be where we are today without Paul's input.

Another thing which Paul often does...and which is done in a quiet way, not seeking plaudits, is donating seats for students or charities to attend our paid events. His generosity of spirit makes it possible for us to invite people who may otherwise not attend.

We want to thank Paul so much for all he has done, but even more so for all he continues to do. Thank you Paul Georgeson, you are the real spirit of what a maritime community is all about. We can't wait to see you next time you are in Liverpool.



GETTING ONBOARD WITH SAIL TRAINING



Propeller Club Members attended the launch event of the MAST 2022 Calendar onboard the Tall Ship - Blue Clipper.

Merseyside Adventure Sailing Trust is a charity based in Liverpool, managed by a small and dedicated group of Trustees, Ambassadors and Volunteers.

There is no more dramatic way of developing young peoples' potential than through the Tall Ship educational experience, as hundreds of young people sailing with MAST have already discovered. Whatever a young person's background, all voyages are inclusive and Sail Training is an experience which allows young people to discover their true mettle and spirit and earn the respect of their peer group.

This was a great opportunity to learn more about the upcoming programme, and to also get to see the Tall Ship Blue Clipper up close and personal.

The vessel was built in 1991 at Feab Marstrandsverken in Sweden. In 1992 the famous brandy company Hennessy chartered Blue Clipper to celebrate the anniversary of the first delivery of cognac from France to Shanghai 120 years earlier. Painted white and with the name 'Spirit of Hennessy' Blue Clipper repeated this historic voyage. She has appeared in various TV programmes and TV commercials including the Trade Winds TV series starring Hugh Johnson. Following this, she went into private ownership and sailed in Mediterranean waters under a Maltese flag.

Maybe Sailing acquired the ship in 2016. After an extensive maintenance period the ship sailed to London to begin a 5 month tall ship Regatta, the 2017 Rendez-Vous. The ship was one of only four vessels to complete the whole race, travelling over 10,000 nautical miles visiting Portugal, the Canaries, Bermuda, USA, Canada and France.

Learn more about the upcoming programme at <https://www.mastyouthcharity.com/>



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CORRESPONDENCE

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

propellerclub.co.uk
propellerclubliverpool@gmail.com

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