

LEADING EDGE

PROPELLER
CLUB
LIVERPOOL

PROPELLER CLUB LIVERPOOL

Winter 2022



Photo: Al Disley

WELCOME FROM THE PC BOARD

Old faces but with revamped
roles and responsibilities

FIRST THURSDAY ROUND UP

A sea of happy smiling people
enjoying wonderful times

ENDING MENTAL HEALTH STIGMA

Schemes to get people talking
about mental health needs

SAFEGUARDING SHIPBUILDING JOBS

We ask questions on the future
of UK shipbuilding skills

MARITIME INNOVATION FOCUS

We explore the landscape of
local maritime innovation

CELEBRATING OUR OWN RISING STAR

Huge congratulations to
Charlotte McCarthy!

MASTERS OF MARITIME RESEARCH

Hear from the cleverest kids in
the business

TIME TO BUILD BACK FAIRER

The campaign to make seafaring
better for all



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Welcome to another edition of Leading Edge, the magazine of members and friends of Propeller Club Liverpool.

Inside you will find loads of smiling photos of Propellerists enjoying themselves, and hopefully even more interest besides. We look at a range of business challenges, the solutions that local companies are providing, and we tackle some key issues such as seafarer welfare.

As ever, we want to thank you for your support, your time and the effort you put into being a Propeller Club member. We would not be anything without the people who tirelessly make it all that it can be.

We are obviously a membership organisation, and that does come with fees attached. We have worked so hard to make sure that we can hold fees steady once again for another year. Incredibly, the fees are the same now as they were when we started 7 years ago! In tough times the last thing you need is a bigger bill - so we have tried to make sure we can bring in money to support the club in other ways. As such, we have continued to still be able to provide all the usual networking refreshments, with a healthy amount going to local charities and good causes.

The year gone has been incredibly busy, but we had made the decision to not overstretch ourselves and to wait and be more confident that COVID was behind us. It seems to hopefully be the case, so in 2023 we will hopefully get the usual summer fun going again, with golf and football etc.

We hope you enjoy the magazine, and please do share it with your maritime friends and contacts. We want more people to join in and come along. If you have colleagues you think may be interested, bring them too! Really, the more the merrier!

See you soon,

*Sue, Anneley,
Adam and Steven*

COME AND
JOIN US
TODAY...



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

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

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

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



PROPELLER
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LIVERPOOL

FIRST THURSDAY..

ROUND UP



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, Isle of Man 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!





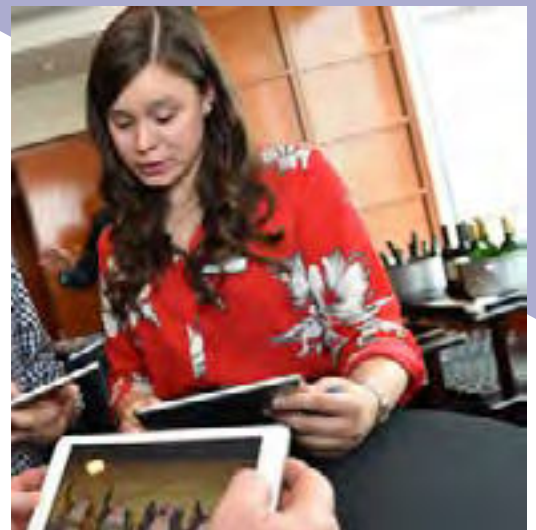




CHAT TO YOUR AMBASSADORS

Propeller Club "Ambassadors" are the people who have done so much to make Propeller Club Liverpool all it is. They are flying the flag, encouraging others to join, while helping out and acting as force multipliers for all that we do. So don't forget to ask them about the Club, you can raise concerns or make suggestions to them.

So if you see Lin Cotton, Holly Bibby, Anna Kaparaki, Kate Buckley, Chris Farrell, Gareth Gilbert, Jim Bellew or Mike Williams make sure to say hello.



ENDING MENTAL HEALTH STIGMA AT SEA



Our very own Ben Bailey, Director of Advocacy and Regional Engagement with the Mission to Seafarers, has been travelling and was on hand to take part in the Crew Connect Global conference in Manila.

The event really does bring the maritime world together to talk about the issues facing seafarers and the wider crewing trends and developments which are shaping the industry.

One of the core elements of this latest event, held in the Sofitel Manila, was that of mental wellbeing for seafarers, and the need to ensure that there is no longer a stigma attached to those who need help, support or who want to talk about the challenges they face.

Ben was on hand to discuss the latest findings of the Seafarers Happiness Index, and to discuss the ways in

which answers are being found to make life better at sea. The platform brings the chance to feedback not just the views of seafarers, but to ensure they are shared with industry.

The event was incredibly well attended, not least as it was the first one back after COVID. So there were so much to discuss and a really energy to the debates surrounding welfare and the mechanisms which are needed to ensure that realistic, pragmatic and tangible solutions are brought to the industry.

With sessions on safety and training, wellness, the digitized future and also an incredibly important view of soft skills, diversity and authentic leadership, this was the event that will very likely shape the answers to people questions for year ahead.

SAFEGUARD OUR SHIPBUILDING SKILLS

One of the most important aspects of our industry is the skill base that we need to work so hard to maintain, develop and protect. A new Taskforce has been established to do just that



A new UK shipbuilding skills taskforce (UKSST) has been brought together to develop and implement a skills strategy for shipbuilding in the UK to ensure the UK's shipbuilding industry has a skilled workforce.

The taskforce was established in the national shipbuilding strategy refresh and they will report to the National shipbuilding strategy board, and will work across government and with the shipbuilding industry to:

- identify the skills needed and provide solutions to skills shortages, particularly those related to new and emerging technologies
- ensure that shipbuilders and the supply chain in all parts of the UK can access the skills they need
- use the existing skills system so training providers can train the future workforce
- draw on best practice from other sectors and national skills approaches to optimise skills funding and opportunities for shipbuilding
- promote training funding and career opportunities in the shipbuilding sector

The taskforce will conclude in December 2023, and will produce a set of recommendations for the Department for

Education and the National Shipbuilding Office to review by the end of June 2023.

During the final 6 months the taskforce will begin to implement the agreed actions, and will work with government to identify routes for continuation of this work beyond that point.

There is a strong local representation on the UKSST, with Linton Roberts, Chief Technology Officer, Cammell Laird Shiprepairers and Shipbuilders Ltd and A&P Group Ltd and our good friend Mark Whitehead, Commercial Manager, Windcat Workboats Ltd.

There is a newsletter from the group, and members are encouraged to sign up to find out more about the vitally important work to protect the shipbuilding legacy of the past, the skills of today and the potential for tomorrow.

Sign up at shorturl.at/BV068

MARITIME INNOVATION

Port City Innovation Hub, Mersey
Maritime and The Connecting
Places Catapult were on hand to tell
us all about the huge opportunities
within maritime innovation.

There has probably never been a better time for companies to turn their attention to the maritime industry. Where in the past shipping may have been seen as conservative, stuck in the past and unwilling to change. Now things couldn't be more different.

That means incredible opportunities abound, and there is so much business to be done, both in the UK and beyond.

Incredible advances in digitalisation, the growth in smart ports, and a host of new technological leaps forward have meant that the maritime industry is the place to be for innovation, entrepreneurship and for taking great leaps forward.

Speaking at the event, held in the stunning new Hope Street Hotel extension, Ruth Wood of Mersey Maritime stressed the fact that now is the time to get into the industry, to explore ideas and to be part of a multi billion pound boom.

Tom White, Ecosystem Director for maritime and ports from the Connecting Places Catapult hammered that same message, that now is the time to get things moving. He referenced the Moving on the Mersey project which has been heralded as a solution to the challenges of optimising the flow of people and goods across multiple transport modes, where coastal regions and areas with access to useable inland waterways networks have a unique opportunity to make better use of the connectivity provided by those waterways. Increasing the efficient use of waterways as part of wider transport systems can have many benefits, including the reduction of emissions compared to other modes of transport, providing improved user experience and removing congestion from our road and rail networks.

In building up a vision of our renewed connectivity through waterways in UK regions, we teamed up with Royal Haskoning DHV and Mersey Maritime to establish three key user journeys that make better use of the River Mersey, including freight, tourists and commuters. Each of these journeys have been created together with stakeholders in the region, understanding their impact and value as well as the key technology elements that would come together through the new system.

Find out more at <https://cp.catapult.org.uk/project/moving-on-the-mersey/>



COMING TOGETHER TO CELEBRATE SUCCESS



There can be few grander settings in the country than the magnificent Anglican Cathedral in Liverpool. So to that stunning backdrop the industry came together to celebrate so many successes

Now in its 8th year, the Mersey Maritime Industry Awards (MMIA) 2022 were perhaps the biggest they have ever been. Gathering underneath the astonishing arches of the Liverpool Cathedral hundreds of industry representatives gathered to look back on a year which has seen us emerge from COVID, and look ahead to the deal, changes and developments which will make the maritime industry fit for the future.

MMIA is a celebration of the strength and diversity of the North West's maritime industry, (which is known to be worth £5bn to the Liverpool City Region alone). They give vital recognition to the world-class standards upheld in the region and reinforce our position as a global maritime centre of excellence.

The theme for this year's awards was 'Our Time Is Now' which will have had a particular focus on Mersey Maritime's 20-year anniversary and look forward to the bright future of the sector.

- Best Newcomer Award: Liverpool City Region Freeport; sponsored by Brookes Bell
- Business of the Year: D Morgan; sponsored by OPS Wind
- Diversity & Inclusion Award: Liverpool Seafarers Centre; sponsored by Chevron
- Employer of the Year: Maersk; sponsored by kaysmedical
- Environmental, Social & Governance Award: Bibby Marine; sponsored by Wirral Waters

- Global Performance Award: Polaris Media Management; sponsored by BAE SYSTEMS
- Logistics Solution of the Year: CMA CGM; sponsored by Carmet Tug Company
- Maritime 2050 Award: Expleo; sponsored by Liverpool John Moores University
- Maritime Ambassador Award: Gary Hodgson from Peel Ports, sponsored by Beach Group
- Moving on the Mesrey Award: Cruise Liverpool; sponsored by Royal HaskoningDHV
- Outstanding SME Performance Award: Walker Engineering; sponsored by Denholm
- Regional Deal of the Year: Nautilus International; sponsored by FortRecruitment
- Rising Star Award: Stone Marine Shipcare; sponsored by The Royal Navy,
- Technology & Innovation Award: Real Sphere Eco World Ltd; sponsored by mtc.

Between 200 and 250 people attended this special Awards event, and it was a privilege to be there. A special thank you to Fort Recruitment's Ian Buckley and Kate Birmingham for extended a generous invitation to your humble narrator to attend. It was a wonderful evening, and one not to be forgotten.



CELEBRATING OUR OWN RISING STAR

Amongst the many different MMIA categories is the award for Rising Star, sponsored by the Royal Navy. This is an award given to a maritime professional (under 30) that is making a massive difference to their organisation, and who is seen as having the potential to become a real industry leader in the years ahead.

Beating off stiff competition, Stone Marine Shipcare's Charlotte McCarthy was recognised as being this year's Rising Star - an accolade that is hugely well deserved. It is also testament to the fantastic team around her, and recognition of Fran Johnson, Gareth Gilbert and Julie Hughes too. You can tell that there is friendship, respect and a unified sense of professional purpose which allows talent to rise.

From a Propeller Club perspective we were thrilled to see Charlotte's win. Not just because we had been encouraging members, friends and contacts to vote, but because we know how much of a star she is. Our group is about people, but more than that it is about people being there for others. It is about the conversation which helps someone solve a problem, or win business. It is about the

smiles and laughter that galvanise our group, it is about the wave of greeting that puts people at ease. It is about the good feelings that people have when they attend our events.

Charlotte really is at the core of that, and in the relatively short time she has been part of our club she has become a hugely important and welcome part of all that we do. So we hail our Rising Star, we wish her every success in the future, and are so glad to have her as one of us, as a Propellerist and someone that will go on to help lift us all and travel farther in our professional journey. Well done Charlotte!

stone
marine
shipcare

REMEMBERING THE BATTLE OF THE ATLANTIC 80 YEARS ON

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.

The Battle of the Atlantic was the most complex naval battle in history, and arguably, Britain and our allies' greatest achievement of World War II. For five years, eight months and five days, Allied and Axis powers fought for control of vital shipping routes across the Atlantic Ocean. Success kept Britain supplied with food, fuel and vital resources. Without it there would have been no D-Day, no Bomber Command raids, no transatlantic supplies to the Russian front, or indeed, a North African Campaign.

2023 marks the 80th Anniversary of the end of the Battle, and there are a host of events going on to both remember the sacrifices, but to celebrate too. Liverpool, once again, as it has been on other key anniversaries will be the focal point of the events.

Across a weekend in May (26, 27 and 28th), there will be a range of events around the city. Details will be formally released in the coming months, but if you would like to be part of these please do let us know.

Many Propeller Club Liverpool members had family who served in the Battle, whether Royal or Merchant Navy, and this is a proud time to talk of the memories they may have shared or the momentos that were handed down across the generations.

A recent display at Liverpool Town Hall featured a range of rarely seen items, letters, and medals from the Battle. Our own Steven Jones, whose family served in the Battle and who is a Trustee of the Battle of the Atlantic Memorial Charity attended the opening of the Town Hall exhibition. He said, "To see letters from fathers to children and wives, to read the cold business correspondence from shipowners about lives lost, it gives a unique glimpse into what was such an incredibly challenging time. It is a chance for our city to remember the sacrifices of so many heroes, and for Liverpool in turn to be remembered as the vital link which kept the fight up and cargo coming in."





**The Band of His Majesty's Royal Marines
Charity Concert for the Battle of the Atlantic Memorial
80th Anniversary**

Saturday 27th May 2023 7.30pm Liverpool Philharmonic Hall

Charity number. 1109312

**Box Office: 0151 709 3789
www.liverpoolphil.com**

**LIVERPOOL
PHILHARMONIC**



FANCY A BIT OF A

NAUTI LUNCH? >>>>>>>>



Ok, one more time. we'll put 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, or just a topic to discuss.

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. We haven't had much support yet, but it seems like a good idea - so change our mind!



SPECIAL THANKS TO OUR AMBASSADORS

As avid readers of the Leading Edge will have noted in the last issue, we have evolved our management structure to have not just a Board, but Ambassadors too. We were honoured to be able to invite our Ambassadors to dinner, to thank them for all their support, energy and wise counsel.

We did this as part of the Nautical Institute (NI) 50th Anniversary dinner held at the Radisson Hotel in Liverpool. What an evening it was - a chance to mull over the issues facing the club, to explore the various ideas and solutions to make sure we remain valid, energised and are attracting not just new members, but the right ones.

As you might expect, there was laughter too - and it was also great chance to show our support for other local groups, namely the Nautical Institute. We have a number of joint members, and so this was an opportunity to hear about their work, events and the challenges facing them too.

It was also great to hear about the growth of the Nautical Institute globally, not least because the North West Branch lays claim to being the first on to have hosted a meeting back in 1973.

NI CEO John Lloyd, who was born in Birkenhead, for those who don't know, was on hand to thank the local maritime community for the support it lends and to salute and recognise the unique character that our industry has up here on the banks of the Mersey.

**Our Ambassadors are the beating heart
of the Propeller Club - bringing the
ideas, energy and vision to keep our
voyage going. So we wanted to say
thank you!**



OUR CORPORATE

SUPPORTERS

MAKE IT ALL POSSIBLE

Whenever Propeller Club invites people along to First Thursday, they are amazed that we offer such hospitality free of charge. "How on earth do you do it?" they ask... well the alchemy is simple. We are blessed with such incredible support from so many fantastic organisations and companies.

The support that our Corporate supporters brings allows us to entertain, to invite a wide spread of stakeholders and to also support a range of good causes and charities. Thank you to all our longstanding supporters, but a big new welcome to Alex Stewart International, Isle of Man Steam Packet and Isle of Man Maritime.

Put simply the model works because of the sponsorship and encouragement we receive from the amazing companies shown above. These are the companies who bring guests, encourage their own staff to take part, and who understand the value that having a vibrant maritime community makes.

We have always been so grateful for the input, the support and encouragement they give us - and we relish the opportunity to reflect that by showing the love back. So thank you to all of you - you have made every event, every First Thursday, all the things we do so much better by being there, by allowing us to embrace all those around us, and to be a Club which looks, feels and thinks differently.

If you would like to find out more about the benefits of Corporate membership - which allows a number of memberships for staff, advertising, sponsorship, sunshine to be blown in the right places, then just ask - email propellerclubliverpool@gmail.com for details.



LEARNING FROM OUR MARITIME MASTERS



Maritime UK's Maritime Masters programme is strengthening links between UK industry and academia. The programme promotes academic excellence amongst students and their universities, whilst providing valuable research to support the maritime sector's work.

The UK is the world's maritime centre. Its offer in maritime services, encompassing education and research, is globally recognised and valued. The programme will help celebrate these academic and research assets.

Students are given the opportunity to adopt research topics suggested by industry, work closely with industry representatives and network with other students, academics and professionals from across the maritime sector through events and engagement throughout the year. The programme culminates each year in a high-level Finalist Reception, where finalist students selected by each of the participating universities, present their research to an audience of industry representative and one will be voted the winner.

The University courses chosen represent a broad overview of UK academic abilities and a range of maritime disciplines, from maritime law and environmental studies, to engineering, naval architecture and maritime economics. Research projects forming part of the Maritime Masters programme will be concerned with the contemporary issues of the UK

maritime sector and its position within the global maritime environment.

Any student enrolled on the participating university's selected course is eligible to participate in the programme and at programme events. Student finalists are chosen through an internal process at their respective university, but the programme aims to benefit the wider student cohort.

Collaboration in the maritime sector is currently at an unprecedented level. The Maritime Growth Study encouraged the various parts of the sector – across shipping, ports, marine, services, engineering and leisure marine – to work together. Since then, much has been achieved, and created a culture for further collaboration and delivery. The Maritime Masters programme, with research topics cutting across the sector, further cements cooperation. The programme also brings industry and academia closer together, reflecting the increasingly collaborative relationship, not least in the development of the maritime sector deal.

We even have our very own maritime masters from Liverpool John Moores University, and a delegation from the Department for International Trade were given a talk on the importance of future fuels by Rushdie Rasheed, and an assessment of alternative fuels for deep sea vessels: A case study in IMO Maritime 2050 GHG emission reduction targets

TIME TO MAKE LIFE BETTER AT SEA

Head of the Seafarer Happiness Index with the Mission to Seafarers is Steven Jones. He has been pondering the issues facing those at sea, and the changes that can make life better for all...

One of the first things any seafarer learns, well aside from how to soap their nethers properly, is about the fire triangle. That beautifully simple yet evocative explanation of the relationship between heat, fuel and oxygen.

It always stuck with me, and I never had a fire I didn't want – so perhaps it did some good? It has actually always proven quite a valuable tool for understanding all kinds of potentially complex issues. Assessing what are the component parts of a problem, and what would happen if you could separate that relationship?

Breaking the triangle is useful in more than just combustion, and I recently thought about how we can finally start to solve the fundamental problems facing seafarers at the bottom levels of the industry, in the dark corners. I came up with three primary drivers, yes.... a triangle. The dire triangle!

These are the three elements which shape life for the seafarers that suffer. These are the reasons they are duped or robbed, the reasons they accept things they shouldn't have to, and the reasons their lives are in danger, their mental wellbeing is non-existent, and their life one of unrelenting misery.

These elements? Poverty, poor working conditions and lack of agency. This is the dire triangle which is responsible for the misery, pain, suffering and fear that all too many seafarers experience.

These are the seafarers who exist in a constant flux between these issues. They are in poverty, often trapped by the debt servicing which they and their families are paying for the "privilege" of being at sea through dodgy agents and recruitment fees. They can never free themselves of the financial issues, and put themselves into poor conditions because they lack agency. They feel they don't have a voice

CREW DIRE TRIANGLE



or power, and lack the mechanisms needed to free themselves from the poverty trap.

There is the reality of poor conditions onboard – unsafe ships, festering galleys, poisonous food, terrible bedding, broken bunks, unremitting demands and misery. All because they feel they have no choice but to sail as they are compelled by poverty.

Then is the lack of agency, the inability to be seen or heard, the lack of a mechanism to effect the changes needed. They feel they cannot raise standards, they cannot break the poverty trap, because they lack the voice.

These are the factors which combine, which compel and control the lives of those seafarers who are at risk, in danger and who we need to be able to do better for.

Thankfully there are positives, there are those welfare organisations and people who care. They work tirelessly and with passion, always seeking to do the right things. To open a seafarer's centre here, to fund some outreach there. Lots of activities which can make a difference, but which could also fail unless we drive these real changes to break the dire triangle.

Until we free seafarers and their families from poverty, until we raise the standards on all ships, and until we truly have seafarers empowered to speak, to act and to grasp their own agency and control then the problems will persist.

None of us can break the dire triangle alone, but together we can make a difference, together we can take the negative drivers and dismantle them. We can make life for seafarers better by supporting them, by hearing them and by enforcing standards onboard. So, let's break the triangle to make seafarers' lives better.

LJMU: 200 YEARS OF HISTORY AND HERITAGE



1 8 2 3 - 2 0 2 3

As LJMU marks its 200th Anniversary, we continue to support the Merseyside Maritime Industry through our degree and professional programmes, research and knowledge exchange.

TRIUMPHANT RETURN OF THE PLUMBERS BALL



Nature is healing itself, and thankfully even the Plumbers Ball has finally returned. The 108th iteration at the Adelphi Hotel felt like a real landmark.

The event is more correctly known as the Liverpool Marine Engineers and Naval Architects Guild dinner has long been a staple of the maritime social scene. In some ways it even marks the start of the Christmas run up.

After a series of COVID cancellations, it was wonderful to see so many return in their finery to the splendour of the Adelphi ballroom. Yes, splendour - obviously the hotel comes in for lots of criticism, but it has to be said there is nowhere that can quite deliver on the scale and style needed for such an event. It even looked like the place had been given a lick of paint, and a splodge of plaster. It looked great!

Sadly we have lost a number of stalwarts of the industry since the last event, and it was to a solemn silence and raised glasses that a name of those who have passed were read out. Particularly hard for us in the Propeller Club is to hear the name of Colin Kershaw read out - it was a poignant moment as our table and that of Brookes Bell silently raised glasses to a man that has done so much for so many of us.

The event itself ran its usual course - there was the excitement of seeing people who you only run into once a year, then the buzz of being seated, the thrill of the unique approach to silver service which only the Adelphi can muster. Though we have to say, good and hot food, on time and for hundreds of people. No complaints there!

The speakers speak, the glasses clink (Sorry Terry), and it seemed clear like never before that we are so lucky to all have each other. This magnificent industry full of history, characters and opportunities.

It felt there was an extra sense of shared joy to all be at the Adelphi to be present and to enjoy an event which is so unique in nature, in character and as the dickie bows and ballgowns arrived into Mathew Street, the city got a little taste of a Plumbers Ball!





WARM WELCOME TO OUR STUDENTS

One of the most important roles that Propeller Club serves is to ensure the connection between students and industry. We have extremely positive and close links with the maritime team at Liverpool John Moores University, who are also corporate supporters of the Club.

These links mean that every year Propeller Club is invited to welcome the latest cohort of students, and we tell them of the amazing opportunities in Liverpool for them to meet the people and companies who can make such a difference as they pursue their studies, and ultimately careers.

We also make sure the students know they are welcome to join our First Thursday events, and we encourage them to come

along, and this year we are so pleased to see that many have been taking us up on this offer.

Since first meeting the students in September, we have been so pleased to be able to welcome so many to our events. They have not just stood around quietly, they have met people, they have shared their backgrounds, both culturally and from a work perspective. In short, they have embraced us and are such a valuable part of local maritime community.

They will soon be starting to think about dissertations and the focal point of their studies, and we are sure they will look to our members for advice and insight, and we look forward to assisting them.



REMEMBERING AND CELEBRATING QUEEN ELIZABETH II

A nation and Commonwealth mourned recently with the sad passing of our Queen Elizabeth II, and amongst the tributes and occasions to mark this period of mourning, the working vessels of the River Mersey gathered in a flotilla of remembrance. Crowds flocked on both sides of the river for a glimpse of this poignant reflection.

With water spray and fog horns sounded, the boats and ships stood testament to a Queen who led a nation for so many years. One who did so with quiet dedication and resolve, and whatever one's political leanings, did so with the bearing that is synonymous with our great nation.

The Queen had a great affinity with the sea, and with seafarers too. Our own Steven Jones once met with her at a maritime industry reception and was surprised by Her Majesty's understanding of our industry, and more importantly of the people who make it happen. Talking of the meeting with the Queen, Jones said, "Her Majesty was introduced to a group of us, all former seafarers, and she asked if life was still a challenge for those at sea, and whether they feel they get the recognition they deserve". Which seems a remarkably perceptive question, especially in the wake of the COVID pandemic when seafarers were responsible for keeping our nation fed and fuelled.

The Queen, whose portrait has hung on in the saloons of so many great ships, will be greatly missed and we are sure many a Propellerist raised a toast to her, and that many felt the sense of loss acutely. In her daughter, the Princess Royal, the nation is still blessed with Royal patronage and support, and so the love of Her Majesty for the sea will remain and be resolutely remembered.



ALL OVER TO THE DENBIGH CASTLE

The Denbigh Castle dates back to at least 1815, William Williams was listed in the Gores directory as the Victualler and we are the oldest pub in the area, situated on Hackins Hey.

Hackins Hey, is one of the oldest streets in Liverpool, named after John Hacking through whose croft, enclosed by hedgerows, the road was laid out in the 1600's.

In 1852 the pub was extended out to create a two room pub, the facade remained and you can still see the original steps of the old front door and it traded until the 1970's when its name was changed to Walters, here beer was dispensed petrol pump style into half pint glasses only. In 1990's it changed to Jupiters. Which was an experience truly out of this world...but perhaps not the ideal place for maritime networking.

The pub has a large map on the wall for you to look at. A much smaller pub at this time, as was traditional for a beer house - the fire door was the entrance to an alleyway leading to the warehouse at the rear.

In 2020 it was refurbished and reverted back to its original name, and became the second pub run by the Small Hands Company, an independent business formed by business and real life partners Fiona and Dominic Hornsby. Who you will often see inside, and who are extremely welcoming to Propellerists.

The pub is not only a good venue for us, but it has won awards too. The Denbigh Castle was voted Pub of the Year at the Liverpool City Region Tourism Awards recently. A richly deserved accolade.

When First Thursdays wind down, the inevitable question is "where to now?" The even more inevitable answer is "Denbigh Castle". We thought it may be useful to share a little of the history which makes it such a great place.

NEVER A BREAK IN THE WAVES

While Seafarer mental health is increasingly a topic of industry discussion, it seems that we are not really getting any closer to answers. It seems there is much to be learned from healthcare ashore, and the role of "social prescribing", and the ways we can generate better mental wellbeing through community, connection and the arts

The No 1 contributor to life longevity is feeling a sense of community, and studies suggest that loneliness can be more damaging to our potential lifespan than addiction to smoking, drinking or eating.

Humans need social connection and studies have shown that without it, we can suffer from mental and physical illness. Loneliness is our body's natural response to lack of human connection – a warning sign to let us know we need contact, in the same way hunger tells us we need food.

Even ashore loneliness can affect everyone, no matter of age, gender or background. At sea, the likelihood is even more acute.

Feeling lonely can be especially difficult if you don't know how to find the social connections you want or need. Obviously onboard ship, seafarers are beholden to the community around them. Especially where shoreleave or connectivity may be lacking.

However, it is important to recognise the signs of isolation, and impacts of loneliness, and of the need to try and take steps to change things. One approach used by the National Health Service (NHS) is called social prescribing. Which is an approach which can deliver significant improvements in quality of life and emotional wellbeing, mental and general wellbeing, and reduced levels of depression and anxiety.

The NHS Long Term Plan includes a commitment to make social prescribing, personalised care mainstream service across the health and care system.

Social Prescribing

Social prescribing connects people to practical and emotional community support, through social prescribing link workers, based in GP practices and take referrals from all local agencies. Link workers have time to build trusting relationships, start with what matters to the person, create a shared plan and introduce people to community support.

Social prescribing links them to a range of activities typically provided by voluntary and community sector organisations, for

example, volunteering, arts activities, group learning, gardening, befriending, cookery, healthy eating advice and a range of sports. Recognising that people's health and wellbeing are determined mostly by a range of social, economic and environmental factors, social prescribing seeks to address people's needs in a holistic way. It also aims to support individuals to take greater control of their own health.

Arts on Prescription

Arts-on-prescription, instead of referring patients to a pharmacy, refers them to arts providers, such as local galleries, museums, libraries, and charities. Engagement with the arts can have huge impacts on our health and wellbeing.

Research highlights the key role that the arts can play in increasing the wellbeing, satisfaction and happiness of us all. So what can we learn from this for seafarers?

Obviously it would add insult to mental health injury to start prescribing trips to the museum or gallery! However, there are art projects and initiatives which can make a difference.

The likes of the ITF and ISWAN photo competitions, the use of TikTok videos to bring people onboard together, perhaps even book clubs onboard ship, or even within fleets.

It is not easy to make life better at sea. That is obvious to anyone who has ever been on a ship. However, we cannot simply shrug and say things are too hard. We have to work hard to find the solutions needed.

We need to take the philosophy of improvement ashore, and try to make it fit with the reality of ships. So, we can harness art, we can look to the ways of creating a positive community in which people can share, can talk and support each other.

Making a real social focus of smoko, or Saturday evening movies or BBQs. Anything which can bring people together. Perhaps supplying art materials to ships and encouraging painting? Whatever it takes is whatever we need to do to make seafarers feel a part of a cohesive social unit.

LIFE ON THE RIVER

Our intrepid photographer Al Disley has been out and about on the banks of the River Mersey, capturing the busy life of the artery through our region. If you want any prints or corporate imagery, he is the man. Just ask!





MAST MAKES A DIFFERENCE

Once people go to sea, they are never the same again ashore. Which is why so many young people have had their lives change by the experiences offered to them by the Merseyside Adventure Sailing Trust (MAST).

The charity works with partners to ensure that people get the chance to go to sea on incredible tall ships, to climb the rigging or whatever physical activities they are capable of, and to learn, grow and develop at the same time.

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.

As an illustration, a group of local Manx youngsters spent recently undertaking sailing training around the Island.

Isle of Man Maritime worked with MAST, to give young people the opportunity of sailing a 93 year-old tall ship, the TS Phoenix.

In the words of MAST Chair, Jim Graves, "We believe that every young person should be given the opportunity to develop themselves through guidance and practical support so they can achieve excellence. We want to give you, the young people, a chance to experience life at sea to find excellence, respect, aspirations and to find innovation! The river is in my DNA and is the lifeblood of our city, give yourself the ability to embrace it for yourself."

Find out more at <https://www.mastyouthcharity.com/>



OUR PORT WELFARE COMMITTEE

The Port Welfare Committees (PWCs) and Seafarers' Welfare Board (SWB) are an essential and integral part of the Board's work. The contribution made by members allows the Board to better understand the issues that affect seafarers locally, nationally and internationally.

The purpose of each Committee is to act as an information, communication and networking channel between local members and the Board.

Fifteen PWCs cover the entire coastline of the United Kingdom whilst a SWB covers the Port of Gibraltar. Each Committee comprises representatives from organisations concerned with the welfare of seafarers visiting their ports and the local seafaring community.

Members include:

- Government Agencies
- Maritime Charities
- Maritime Trade Unions
- Port Authorities
- Port Health Authorities
- Ship Owners (commonly represented by the shipping agents)

The North West Port Welfare Committee (PWC) covers the ports from Carnarvon in North Wales to the West Scottish border. The committee reflects the diverse nature of the maritime community in the North West region with members representing a wide range of maritime agencies and societies involved with seafarers' welfare

The PWC meets three times a year to discuss the welfare of seafarers visiting their ports, working together to ensure that all seafarers can expect and receive a high standard of care and facilities in line with MLC 2006 and ISPS 2004. As well as providing mutual support and the opportunity to network with colleagues from across the maritime sector, PWC meetings also provide an opportunity to brief members on national policies and issues that may be relevant to visiting or resident seafarers and their families.

The NW PWC is ably chaired by our very own Sue Henney and Propeller Club Liverpool has a seat on the Committee - and we make sure that the issues impacting seafarers are heard and shared. If you have something which you feel impacts seafarers locally, please do make sure to let Sue know and we can raise it at the next meeting.



ISWAN TACKLES SEAFARER SOCIALS

Representatives from the global maritime community attended the recent International Seafarers' Welfare and Assistance Network's (ISWAN) 2022 Seminar in Rotterdam - sponsored by KVVH amongst others. The event, sponsored by Bahri, was held on board the ss Rotterdam, and themed: 'The importance of social interaction for seafarers' wellbeing'.

In June 2022, ISWAN published its Social Interaction Matters (SIM) Project phase two report, recommendations and guidance. The project was launched to help maritime stakeholders improve social interaction on board their vessels to boost crew wellbeing.

Between November 2020 and September 2021, with the pervasive backdrop of the COVID-19 pandemic, ISWAN conducted research into the impacts, barriers and drivers of social interaction in the form of live trials on board several vessels.

The 2022 Seminar highlighted learnings from this important research and investigating how to further develop and effectively implement the project's guidance and recommendations for the future – in ways that are inclusive for other areas of the maritime sector, including cruise ships and superyachts.

While working groups reflected on the needs of seafarers and the range of solutions to make life better at sea, there were also reflections on the mechanisms ashore to ensure that the issues of social interaction are managed by companies.

There is a danger that social matters on the ship are seen as something that have to be addressed by the individuals onboard, and this can heap further pressure onto them.

Without investment, support, the resources and the right mentality and leadership, then even the best ideas will flounder. There also needs to be a reality check, the things which have

impacted social cohesion onboard have all been imposed from management ashore. There are few people now, there are less opportunities to interact, and sometimes there is too little investment in the concept of better living.

Throw in other problems such as a lack of opportunities for shoreleave, or the fatigue which means that people cannot be bothered leaving the vessel and suddenly it becomes clear that the fixes have to be far wider than just having some activities onboard.

The idea of social interaction, the well meaning desire to make life more enjoyable are vitally important parts of the community healing process. They cannot fix this alone though, it is going to take a real review of the ways and means to make life better.

So, we have to begin to reverse engineer the solutions. We need to work backwards from the things that can make a difference, and then we need to ensure that they can be delivered. It is no point taking a well intentioned view of the things that should happen, because frankly they aren't.

That means that even the best ideas cannot be delivered, because there is simply not the people or energy to make them happen. The idea of being miserable around a small group of people and then suddenly feeling all happy just because you are standing around a barbecue instead of a chart table is a nonsense.

Real change is led from ashore, real improvements are funded, and real fixes are managed, with proper roles and responsibilities. A community onboard needs to be built on the foundations worthy of the change needed, not by well meaning but ill conceived management speak. Seafarers want, need and demand action.

FUTURE LEADER FOR SEAFARER WELFARE



Former seafarer is stepping up to make a difference for others.

Idwal Senior Surveyor Thom Herbert has been named as a Future Industry Leader at the Seatrade Awards

Idwal has announced that their Senior Marine Surveyor and Crew Welfare Advocate, Thom Herbert, has been presented with a special award under the title 'Future Leaders of the Year' at the Seatrade Maritime Awards, held Tuesday 8th November at the Guildhall, London. Thom was selected by the Editorial Board at Seatrade Maritime, who described him as an ideal and worthy recipient of this award for 2022.

At Idwal, Thom is Senior Marine Surveyor with responsibility for portfolio management of customer fleets, development and improvement of products, training of new members to the team, and deputising in the management of the Technical team, when required. Before moving ashore and starting at Idwal in 2019, Thom worked at sea as a deck officer on a variety of vessel types, including oil and gas tankers, and a small luxury cruise ship.

Thom is also very proud to be the Idwal Crew Wellbeing Advocate and, to date, this has led to the implementation of crew welfare-specific questions into the Idwal inspection checklist, becoming a sponsor to the Seafarers Happiness Index, as well hosting webinars on the topic with the Standard P+I Club and the Seafarers Happiness Index. Through this role, Thom hopes to better highlight these issues to the wider shipping community with the sole aim of implementing resolutions to improve crew welfare as a whole.

At the star-studded black-tie event on Tuesday evening, Thom accepted his award and said: "The welfare of seafarers has become something that I am incredibly passionate about and I have been lucky enough to work for a company that not only acknowledges the issues around crew welfare but actively supports those that look to make a difference."

BREW WITH CAPTAIN STU

LISTEN UP!



The latest in a growing line of must listen maritime podcasts has been released. With two Propellerists (Louise McWatt and Steven Jones) alongside Captains Mike Powell and the inimitable Stu Nicholls, you can join the fun as they share their latest Smoko maritime musings.

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 Starlink as Stu Fanboys over Elon, we've explored why bad times are good for ships, and why we may be seeing a whole new version of Netflix in the future. Also the big questions, like why doesn't Superman eat Turkey at Christmas? Puzzled? Don't be, just listen!

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>

RALLYING AROUND THE BOAT OF HOPE

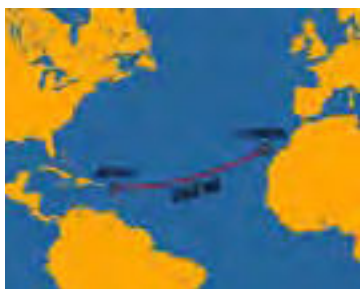


At the December First Thursday, sponsored as is the Festive Tradition by MIRIS International, we also welcome a guest good cause to share the spotlight - and heard about the amazing work of the Boat of Hope project.



Many aspects of young people's lives have been impacted by the pandemic. With social distancing restrictions in place, and schools being closed at many points during the year, they've had far less access to their friends and the vital emotional support that socialising at or outside of school brings. In fact, research has revealed that, in the second UK national lockdown, many young people experienced increased symptoms of anxiety and depression.

Determined to make a difference, British Charity Guru, Social Entrepreneur and Adventurer Bernie Hollywood OBE JP will be taking on the world's toughest rowing challenge, bringing hope to the young people who have been battling with mental health issues as he raises awareness of mental health, suicide and depression across the globe for their struggles.



**One man; one boat;
3,000 miles of ocean**

63-year-old Bernie faces an incredible feat as he takes on the renowned Talisker Whisky Atlantic Challenge – an astounding

solo row of 3,000 miles across the Atlantic Ocean.

Bernie is on a mission to raise funds for his two year awareness #BoatOfHOPE campaign of early years mental health & of youth suicide & depression through the use of the creative arts and adventure. And to help raise £50,000 each for the work of the Samaritans and Love Rowing to help support children's mental and physical health and wellbeing.

The gruelling challenge will push Bernie to extremes physically and mentally, as he spends up to 90 days rowing completely unsupported, putting his endurance and mental resilience to the test. In his quest to encourage more young people to speak up about mental health worries, and in his bid to raise tens of thousands of pounds for his chosen charities, it's a trial he is willing to face.

Bernie says, "The whole campaign is a collaborative fundraising effort, and I'm incredibly grateful to have a fantastic support team by my side, helping to raise awareness for the Boat of Hope and for Samaritans and LOVE Rowing. I am particularly grateful to our principal partner, ParentPay whose support has already proven to be invaluable."

We wish him every success, fair winds, small waves and a following sea. You can track his progress at <https://www.boatofhope.com/>



ANALYSIS TACKLING RISING VLSFO CONCERNS

In recent months Brookes Bell has seen a steady rise in clients commissioning in depth forensic tests on contaminated low sulphur fuel oil bunkers delivered in the Antwerp Rotterdam areas (ARA). This is unwelcome news and comes in the wake of the contamination of a batch of high sulphur fuel oil supplied in Singapore earlier this year. This incident affected over 200 ships and this summer led to the two-month suspension of Glencore's licence to supply bunkers in the port of Singapore.

Ship operators were reporting similar problems in both cases, namely corrosion of the components of the fuel injection systems. In most cases, the ISO 8217 standard testing had reported the fuel to be on specification. The Singaporean authorities have since established that high concentration levels of Chlorinated Organic Compounds (COC) (including 1,2-Dichloroethane and Tetrachloroethylene) were present. In the case of the problematic ARA VLSFO bunkers, the distinct features are high, but within specification total acid numbers (TAN), abnormally high potassium levels and the presence

of a range of unusual oxygen-containing chemicals (but no COCs).

According to Brendan Cuffe, Director of UK, who heads up Brookes Bell's bunkering team, both incidents highlight an important issue:

"You can meet specification for the standard Table 2 characteristics in ISO 8217, but it doesn't tell you anything about the chemical composition of the fuel."

The standard ISO 8217 'Table 2' Test Requirements involve determining a series of physical and chemical characteristics. These include density, viscosity, sulphur, aluminium and silicon (catalytic fines), water and used lubricating oil, Total Acid Number, ash, Total Sediment Age and flash point of the fuel. However, it is impractical for these specifications to include tests and limits for all possible contaminants that might find their way into marine bunker fuels. There are materials which

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can adversely affect the fitness of fuel for use in a marine engine, the presence of which is unlikely to be apparent from the basic Table 2 Test Requirements. Only a detailed forensic examination in the laboratory and on board the ship, sometimes involving different disciplines including chemistry, metallurgy and engineering, offers the best opportunity to get to the bottom of the problem.

For the forensic analyst, the difficulties arise in knowing what type of compounds to test for. "There are potentially thousands of chemical compounds and different labs will use different in-house, non-routine investigative tests which do not necessarily identify the same types of contaminants," explains Dr Bryan Ward, Managing Scientist at Brookes Bell. "Then there is no central database that identifies what compounds and at what levels will lead to problems onboard."

Brookes Bell's bunker team is typically commissioned by P&I Clubs on behalf of owners and/or charterers who need a full picture of what has caused their ships problems. In the first instance the team will often be provided with just the routine analysis of samples taken at the time of bunkering, and a factual chronology, together with photos of damaged parts.

The team might suggest gas chromatography mass spectrometry (GC-MS) testing with samples drawn from a variety of sources including sludge and storage tanks.

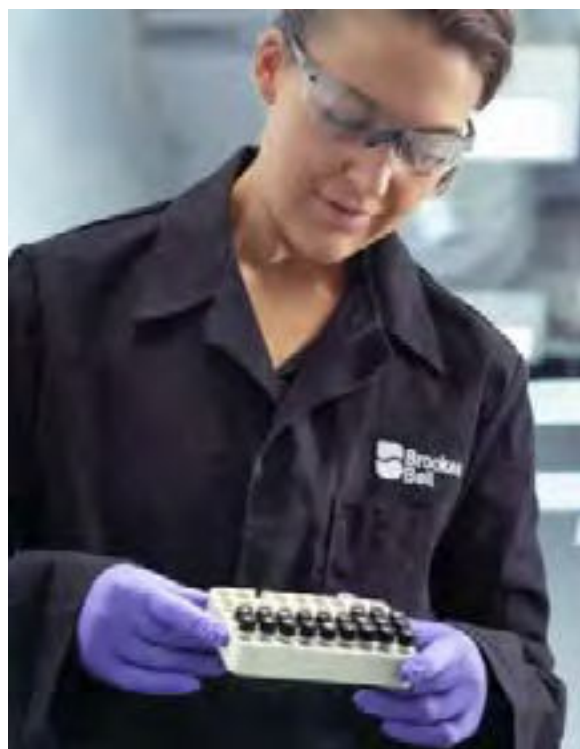
These could include samples from:

- The point of custody transfer, typically taken from the vessel manifold as a continuous drip sample
- The storage tanks to establish the quality of the fuel actually delivered
- Before and after purifier samples
- Engine feed samples, to establish what quality fuel was being delivered to the engines at the time of an incident
- Sludge samples taken from strainers, purifiers and filters to identify any impurities within the bunkers. GC is a technique widely used across many industries, but really became more commonly used for bunker tests in the wake of the 2018 US Gulf supplied contaminated bunkers. It is used to analyse thousands of compounds in many different matrices, from solids to gases. It is a robust technique and is easily incorporated with mass spectrometry to identify chemical components.

The Brookes Bell team will liaise with the laboratory and can provide a chemist as a witness to report on the testing and findings and where necessary, engineers to survey the actual damage. The client is then provided with an impartial initial report. From there, if required, Brookes Bell can produce an expert report if litigation is contemplated. Brookes Bell experts specialise in preparing such reports and are experienced in giving evidence at arbitration and court. But to be successful in court, evidence will need to have been collected and documented correctly. This involves liaising directly with all personnel on the scene and, where necessary, providing advice on the gathering of evidence (inspection, document retrieval, sampling and subsequent local or UK analysis).

The eight strong team consists of five chemists and three engineers, with significant sea-time experience who between are able to provide the necessary multi-discipline expert opinion.

See www.brookesbell.com/marine-services/fuel-and-fuel-cargoes/





THREAT OF WEST AFRICAN PIRACY

MIRIS International Limited is a leading supplier of Security Risk Management consultancy services, focusing on the Maritime Security Sector and emergency response in West Africa. Having been at the forefront of protecting seafarers from piracy, they are well-versed in the challenges facing our industry with experience gained from supporting many offshore operations.

Following their successful COVID testing work in Liverpool, combined with helping to bring cruise ships back to the city, MIRIS is now re-focused on complex operations in the Gulf of Guinea through providing armed or unarmed security teams, high-speed security escort vessels, and route risk analysis.

Piracy continues to affect this area and, by monitoring client vessels in real-time and providing live intelligence updates via their 24/7 operations centre and onshore management team, MIRIS delivers operational planning to identify threats and implement swift mitigation measures.

The essential elements of this are:

- Asset tracking for making informed decisions to actively manage the safety of the crew and vessel
- Specialised escort vessels designed to meet the specific requirements of countering maritime threats, responding quickly to any risk
- Onboard armed guards to give the Master and crew the peace of mind they need to focus on their primary responsibilities
- Threat and risk assessment through carefully examining recent activity of intended routes as well as details on recent attacks
- Robust communications with clear, timely and accurate reports to bring back on track a vessel's schedule or at least early contingency planning

MIRIS is busy helping their maritime clients in these difficult and complex times and they are also operational in any other sectors and areas globally. If you would like to discuss any matters with them, please contact MD Mike Williams .



MIRIS
INTERNATIONAL



CELEBRATING BUSINESS LANDMARK IN ASIA

As one of the world's leading scientific and technical consultancies to the maritime industry, Brookes Bell has a global presence; and recently celebrated over a decade of operations in Asia.

In 2010 Brookes Bell acquired a physical foothold in Asia, with a dedicated office in Shanghai, and established experts like Brendan Cuffe and Dr Nick Crouch setting up base there.

At around the same time that Brookes Bell was re-establishing itself in Hong Kong, and with the Shanghai office settling in, the decision was taken to open an office in Singapore. So, on the 4th October 2012, Brookes Bell PTE Ltd was formed and the new Singapore office was opened.

Each of the offices has distinct growth areas that we're targeting. For example, within Shanghai, the two main disciplines have traditionally been cargo science and engineering. And, engineering remains the dominant work for that office; primarily related to shipyards.

The Shanghai office doesn't just restrict its cargo science work to China though. Its cargo scientists also work across the whole Asia region.

For Singapore, the biggest demand has traditionally been for our core disciplines such as master mariners and marine engineers. Since then, we've added metallurgy and fuel chemistry with demand proving strong for these disciplines. Our Singapore office also benefits from the fact that most of the major ship owners, P&I clubs and many of the hull and machinery companies have offices here.

Singapore as a shipping hub really is gathering momentum. Whilst it's always been a significant shipping hub, the government purposely intends to grow the sector over the next five years".

The changing dynamics of Hong Kong's maritime industry means at this point that the story changes. As it always tends to do when one area flourishes, with the growth and development of Singapore as a shipping hub, Hong Kong has seen changes to its maritime industry.

Brookes Bell's offices in Asia don't just cover work in that region. Brookes Bell's experts based in Asia are often called upon to provide services beyond the region's borders. They go wherever our clients need them - even if that means boarding planes and traversing thousands of miles at short notice.

It's thanks to this flexible, client-led approach, that Brookes Bell is seeing interest from markets beyond China, Hong Kong and Singapore.

So what does the future hold for Brookes Bell in Asia? Well there are plans for growth over the coming years, and with a decade of experience 'under the belt', the next decade is looking even brighter for both Brookes Bell and the broader Asian maritime industry as a whole.

So, here's to the next ten years...you can read a full interview <https://www.brookesbell.com/news-and-knowledge/article/brookes-bell-celebrates-a-decade-in-asia-interview-158163/>



TIME TO BUILD MARITIME INDUSTRY BACK FAIRER!

As the UK begins to plan for a future beyond Covid-19 and continues to define its place in the world following Brexit, the time has come for a fundamental reappraisal of our maritime sector.

The government's plan to Build Back Better presents us the opportunity to be at the heart of the conversation in defining what the future of the UK maritime industry should look like.

For Nautilus, the answer is clear, any plan to tackle the enduring issues that the industry faces must be built on a foundation of fairness.

That is why Nautilus International has set out a clear template for how the UK government and the maritime industry can Build Back Fairer, not just better. Their five asks contain a mixture of domestic measures that should be implemented and global changes that the government should spearhead.

As much of the world ground to a halt during the Coronavirus pandemic, the maritime industry kept on working. Despite their efforts in keeping global trade moving through the most difficult period in recent history, maritime professionals were left brutally exposed by the international response to the Coronavirus. And when the world began to move again, seafarers were not given

priority access to vaccines and faced unacceptable levels of confusion over measures like hotel quarantine.

Many seafarers are now questioning whether they want to continue to work in a career which has taken such a profound toll on their financial security and wellbeing.

So when politicians talk about the need to 'build back better' as we recover from the pandemic, maritime professionals will rightly ask: 'better for who?'

- 1. Seafarers recognised as key workers – now and forever**
- 2. Fair workplaces with decent working conditions**
- 3. A new era of accountability and transparency**
- 4. A fair transition to green technology and automation**
- 5. Fair access to quality jobs and training opportunities**



NEW AID SHIPS EDGE CLOSER TO REALITY

Propeller Club Liverpool is firmly behind the plan by Britannia Maritime Aid to introduce a new vessel into the world. As we have said before, the concept is about 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.

We are adamant that 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 Auxiliary (RFA), while saving the UK money, and even generating operational profits.

It seems we are in increasingly good company, as Penny Mordaunt MP (so nearly PM), is also a big fan. Chairman of Britannia Maritime Aid, Captain Kevin Slade who has spoken to the Club, recently shared news of positive developments.

He restated that Ms Mordaunt is now backing the Britannia Maritime Aid campaign, and is building a coalition of interested independent sector organisations to block build three of the multi role ships.

The ships - resplendent in red, white and blue, with the capacity to accommodate 200 people, plus crew - will serve a range of tasks. With them put to use for research, trade, humanitarian relief as well as VIP usage.

The plan is for them to be crewed by Commonwealth seafarers, and they are expected to cost on the region of around £135Million each.

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

RESEARCH ON SEAFARER PLACEMENT FEES



The Maritime Labour Convention (MLC) provides for an absolute prohibition against charging fees, directly or indirectly, in relation to finding employment for seafarers on any ship. However, there is a growing body of evidence suggesting the practice is all too common... but data is needed to prove the case and to drive change

The goal of the survey is to investigate whether seafarers are being demanded/charged (directly or indirectly) any of the above fees/costs. This study has been commissioned by the Mission to Seafarers, with support from the Institute of Human Rights and Business (IHRB) and working with Liverpool John Moores University.

If you are a seafarer please do share your thoughts, or pass the link on and encourage those who may be impacted to have their say.

The charging of placement fees, and the huge debts that some seafarer families get into needs to be wiped from the industry. It is by gathering the evidence and supporting research that the true scale of the problems can be identified, and solutions advanced to industry.

See shorturl.at/bkFOZ to complete the survey

A poster for an anonymous survey. The top part shows a seafarer in a red life jacket and green helmet working on a ship's deck. Below this is the title "Anonymous Survey on Recruitment/Placement Fees for Seafarers". Underneath the title are two lines of text: "*** SEAFARING EXPERIENCE REQUIRED ***" and "*** COMPLETELY ANONYMOUS ***". The main body of text reads: "The Maritime Labour Convention (MLC) provides for an absolute prohibition against charging fees, directly or indirectly, in relation to finding employment for seafarers on any ship." At the bottom, it says "Maritime Labour Convention (MLC) Table 1. Minimum requirements for seafarers to work on a ship, Regulation 1.4 - Recruitment".

Anonymous Survey on Recruitment/Placement Fees for Seafarers

*** SEAFARING EXPERIENCE REQUIRED ***
*** COMPLETELY ANONYMOUS ***

The Maritime Labour Convention (MLC) provides for an absolute prohibition against charging fees, directly or indirectly, in relation to finding employment for seafarers on any ship.

Maritime Labour Convention (MLC)
Table 1. Minimum requirements for seafarers to work on a ship, Regulation 1.4 - Recruitment

INDUSTRY TALKS ON INTERNATIONAL TRADE

Liverpool's wonderful Athenaeum recently played host to a delegation from the UK Department for International Trade (DIT). The DIT Maritime Capability Campaign Office (MCCO) team were on a research trip, which also took in Liverpool John Moores University and a tour of Cammell Lairds yard in Birkenhead.

As part of the refreshed National Shipbuilding Strategy, the MCCO, is the trade and investment arm of the National Shipbuilding Office, and champions exports and investments in this sector, unlocking opportunities for our maritime industries to export their innovative technologies, services, and designs around the world.

MCCO works lockstep with business, to build on the UK's world-leading maritime capabilities, strengthening the global reputation as a thriving maritime industrial base and leveraging strengths in areas like technology, defence, design and manufacturing and professional services.

Set up with £12.5m funding, the MCCO supports the NSO to build on the Export Strategy by pursuing maritime export opportunities and capturing significant global market share in the Government's challenge of achieving £1 trillion worth of exports by the end of the decade.

It collaborates with industry and across Government to coordinate export development and delivery activity from platforms to sub-systems, to supply chains. Additionally, it will support foreign direct investment into the maritime sector to accelerate opportunities, foster innovation and strengthen the capabilities of the UK's supply chain.

This event introduced maritime businesses to the MCCO team, its plans and allowed an exploration of how individual companies can benefit. The gathering was also a chance for maritime businesses to explain where their priorities lie, and how best the new team can support the sector.

The MCCO team is committed to engaging regularly with industry to gain insight and ensure their plans reflect the sector's need, and so this was a fantastic chance to do just that.

A host of maritime businesses were on hand to share their views, to discuss the assistance and support available from government, and to also talk through the range of schemes and projects which UK companies can turn to for support. There was also much talk of BREXIT...and you can insert your own views as to how much benefit that was.





PROPELLER
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