

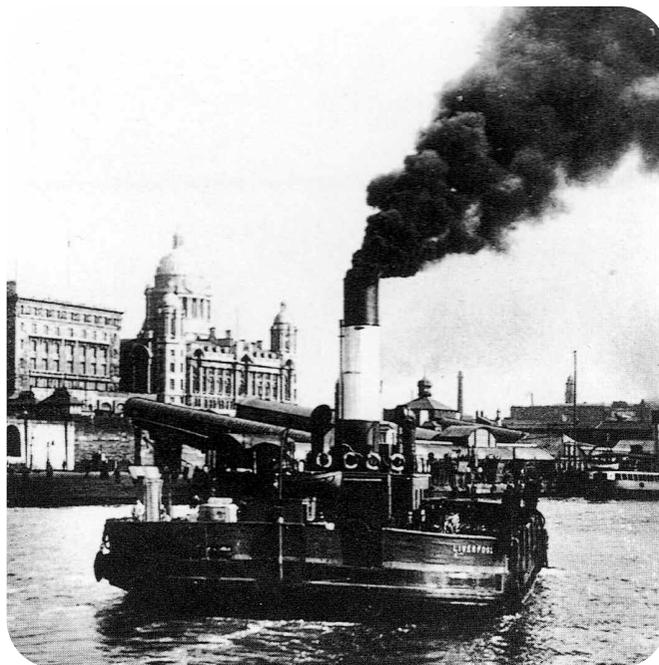
Brookes Bell

A World of Marine Expertise

Based in Martins Building in Water Street, Liverpool, and in business for more than a century, the Brookes Bell Group operate from Liverpool, London, Glasgow, Shanghai, Hong Kong and Singapore.

Founded in 1903, Brookes Bell leads the market in professional expertise and experience across all the major maritime and scientific disciplines. All the full-time personnel work exclusively for the Group, enabling it to provide specialist advice in a wide range of inter-disciplinary areas.

Brookes Bell combines a wealth of practical experience with cutting-edge technology. This extraordinary skill set is the product of forensic investigation, tested to the highest level by providing expert evidence in courts and arbitrations worldwide, combined with innovative and advanced computational and analytical techniques used to promote safety at sea. The Group is active in research and development, ship design, innovative software to enhance marine safety, ship building advice and problem solving, marine scientific and technical consultancy, marine surveying, casualty investigation and product development.



The history of Brookes Bell can be traced back to a retired naval officer named Frederick H. Smith. He practised as a Marine Surveyor and Naval Architect from Fenwick Chambers in Liverpool. Frederick Smith had seen active service as an engineer in the Royal Navy and had been on one of the gunboats which had supported the British Army in its belated and unsuccessful expedition up the River Nile to relieve General Gordon at Khartoum in 1885. Smith's office was next door to that of James R. Ellerman, agent for the City Line of steamships. Just after the First World War Frederick Smith formed a partnership, 'Smith, Brookes and Sumner', with Percy W. Brookes and Thomas Sumner, with offices in James Street.

In the 1920s Frederick Smith retired, although he went on to live to over 100.

Thomas Sumner was less fortunate. In the 1930s he was one of a large number of Liverpool surveyors who would begin their day's work on board ship in the docks at daybreak. Following a hard morning's surveying they would convene at lunchtime in a hostelry before a more leisurely afternoon writing up reports.

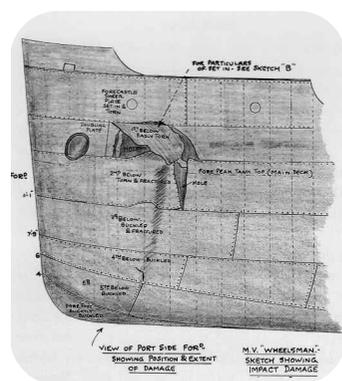
***Left:** A post-war view of the Martins Building, home to Brookes Bell, Liverpool. **Above:** The Mersey Ferry docking at the floating landing stage, Liverpool Docks, 1910.*



These were the days when Liverpool, along with all industrial cities in the country, suffered from dense fogs. One fatal day Sumner left his lunchtime retreat and stepped out into such a fog to visit the Harland and Wolff shipyard along the Dock Road. Sumner availed himself of the time-honoured tradition of following the tram lines through the fog, certain in the knowledge that the trams ceased to run when the fog descended. Unfortunately, on this occasion, one tram was making its way back to the depot when it encountered Sumner striding along with his umbrella ferrule acting as a guide in the tram line. And that was the end of Thomas Sumner!

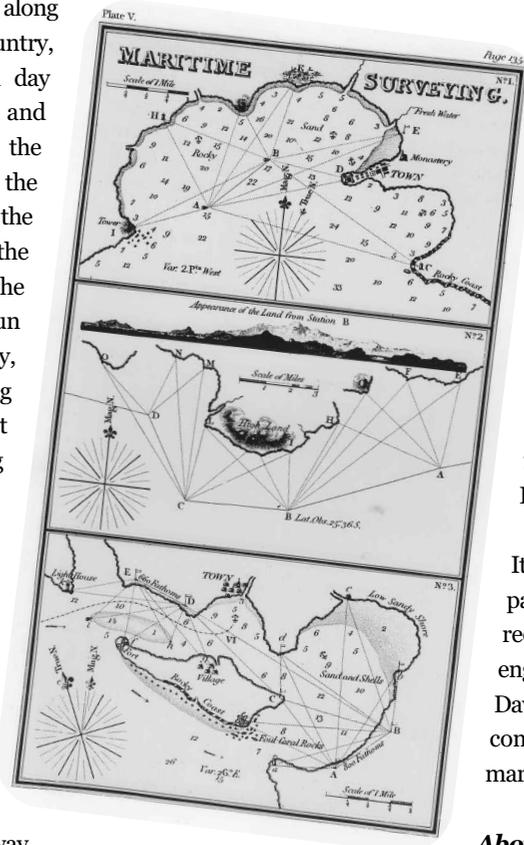
Percy Brookes was subsequently joined by Robert Bell, known as 'Bobby'. Together they formed Brookes, Bell & Company. They practiced as Naval Architects, Consulting Engineers, Marine and Cargo Surveyors from the Mersey Railway Buildings on James Street. The company remained in those offices until after the Second World War, moving to Tower Building, Water Street, in 1950.

Percy Brookes too had met a dramatic end. In the Blitz of Liverpool during the war, Brookes' home and his office were both hit by bombs. It was assumed he was in one, or the other, but his body was never found.



Crellin was a familiar figure in the Liverpool docks, always sporting a walking cane and bowler hat, and accompanied by his terrier dog.

The firm was acquired from George Crellin by James 'Jim' Gornall in 1959. He was soon to be joined by Peter Smith. Both had been



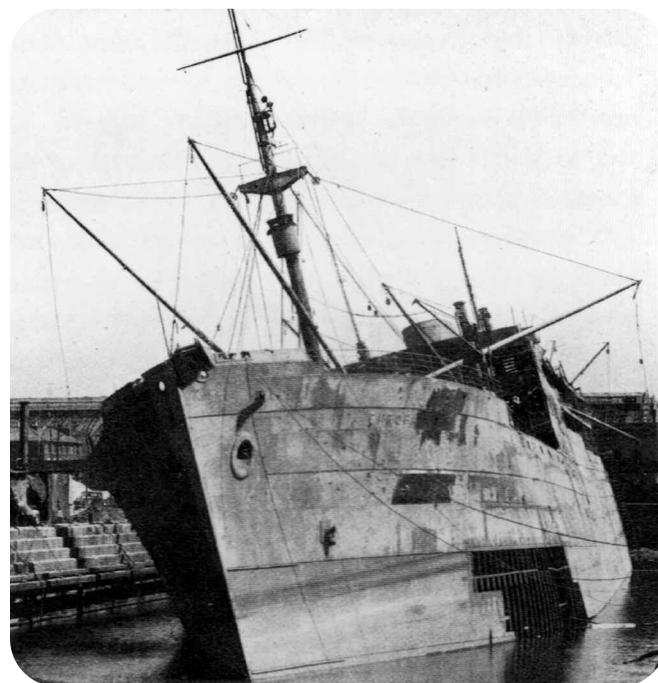
working ashore for stevedoring companies after serving at sea with Cunard.

In those days Brookes Bell was dedicated to providing essential services to the shipping industry in the Port of Liverpool. The firm grew steadily under the leadership of Gornall and Smith, later joined by John Knott, and it was these three individuals who developed the firm's reputation for knowledge, integrity and efficiency which was so attractive to clients, although their operations remained largely focused in Liverpool and the North-West of England.

It was not until the mid-1970s that the three partners were sufficiently confident to start recruiting the next generation of deck and engineer officers, headed by John Maxwell and Dave Spence. It was they who now led the company's expansion into the international marine survey business.

Above: Examples of early Marine Surveying from the *Treatise on Practical Navigation*.

Below left: In the absence of photographic supplies during, and immediately after the war years, detailed drawings such as these were made to illustrate damages sustained. **Below:** *The Europa*, a large Dutch ship which was bombed and sunk twice while in dock.





The need to offer a more convenient service to the clients was recognised by the decision to open an office in London. In June 1985 Brookes Bell became one of the first tenants of the London Dockland Development Zone, at the historic Cannon Workshops.

In 1988 Jim Gornall and Peter Smith retired, having firmly established Brookes Bell as Consultants and Marine Experts known throughout the shipping and marine insurance industry.

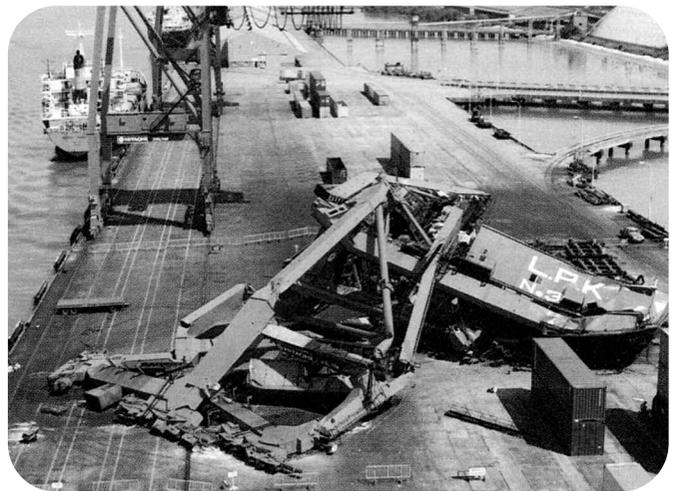
In 1993, the London office of the firm moved to modern premises at Harbour Exchange Building.

A major turning point came in 1998 when Brookes Bell merged with Jarrett Kirman & Partners. Jarrett Kirman could be traced back to the 1960s when John Kirman became a partner of the inimitable Dr. Reg Milton before setting up Jarrett Kirman and Willems partnership in 1985. Working from offices in Harpenden and Rotterdam, they built up a reputation for excellence as consulting scientists. The integration of the scientists with Brookes Bell's Master Mariners, Naval Architects and Marine Engineers proved an immediate and ongoing success.

The need to house additional staff and offer an increased range of professional

disciplines to clients led to a move to Butlers Wharf in London and the opening of an office in Sidcup in 2001. By 2010, the Partners had agreed on a strategy of growth, diversification and expansion into Asia. By the end of that year Brookes Bell had commenced operations in Shanghai.

In 2011 Brookes Bell acquired Bunker Claims International to supplement its marine fuel expertise, and Safety at Sea also joined Brookes Bell. Safety at Sea, now a wholly owned company, is a leading expert in the stability, design and safe operation of ships and advanced marine vehicles ranging from concept design through to delivering innovative products and services. Later that year Robert Vart rejoined Brookes Bell to form Brookes Bell Hong Kong.



In 2012, Brookes Bell Research and Development began operation. The Group also opened in Singapore with a core team of loss adjusters to work alongside traditional marine consultants to establish the Brookes Bell Group in the offshore energy market.

Most recently, in 2014, Brookes Bell Metallurgical Services opened a new facility for metallurgical inspection and storage of samples and machinery parts for marine and offshore investigations.

This page: A selection from Brookes Bell past case history. Top left shows the extensive damage to the bows of the VLCC 'Skyron'. Left is the raising of the hull of the Indonesian vessel 'Andhika Samyra' after an explosion and fire off Jakarta and above shows a container crane struck by a vessel berthing at Port Kelang, Indonesia.





It's no wonder that whenever help is required - and quickly - the marine and energy industries turn to Brookes Bell.

In all disciplines, the Group can and does act as expert witnesses in arbitrations and courts worldwide. The team now includes master mariners, marine engineers, naval architects, scientists, metallurgists, loss adjusters and fire investigators and continues to expand both in numbers and services offered to clients.



Brookes Bell leads the market in marine, scientific and technical consultancy and casualty investigation. The Group's investigations include ship operations and cargoes, whether operating as emergency response,

attending at the site of a problem, or simply providing document-based opinions.

Cargo scientists are complemented from the UK offices by fuel chemists dealing mainly with fuel and liquid chemical claims, metallurgists who focus on failure investigation and fire investigators with many years' experience.

Safety at Sea Ltd, part of the Group, brings together specialists in seakeeping, manoeuvring, stability, hydrodynamics, fire protection, evacuation as well as safety engineering and risk analysis. Safety at Sea has also advised on and carried out studies for clients in various aspects of port design and operations.

The company possesses advanced engineering analysis capabilities utilising both commercially available and unique, in-



house software tools under continuous development. Brookes Bell also provides training courses such as 'At the Sharp End' a practical short course covering merchant ships and their operations.

The Brookes Bell story is indeed a remarkable one. From its founding in 1903 by Frederick Smith it has grown over the course of more than a century to become world-renowned – but nowhere is that reputation more deserved than in its home port of Liverpool.



Top left, left, bottom left and above: Some of Brookes Bell's relatively recent technical and forensic assignments. **Below:** A montage of Brookes Bell experts at work.

