



The Worshipful
Company of
Shipwrights

Case Study - Josh Rutter – Workboat Crewmember (funded 2019-20)

B Marshall Marine, Teeside

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



Josh Rutter was the first Workboat Crewmember apprentice to be sponsored by us thereby achieving our vision of engaging more effectively with the commercial sector.

Making his mark...

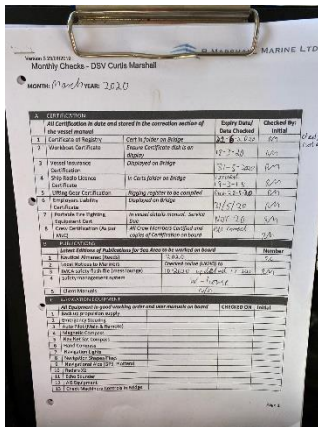
“I would like to say everything has been going well during my time with B Marshall Marine. I feel I have progressed by knowing how things work and what to do in certain situations and mentally with my confidence and knowledge growing every day. I am also grateful for the opportunity to be a part of B Marshall Marine and I am looking forward to the future.”

Skills and Knowledge...

I have worked a lot on our Dive Support Vessel (DSV Curtis Marshall) a lot. The jobs we do are diving operations which require us to anchor. The DSV is fitted with a four-point mooring system. So, our main task, whenever there is a diving operation taking place, is to get the anchors into the water so the divers can do what they need to do. Aside from that there is a lot of other things we are required to do such as:

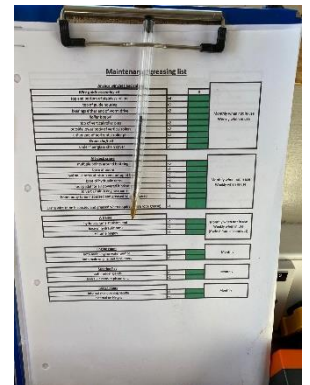
- Daily checks
- Monthly checks
- Engine room checks
- Engine services
- General maintenance
- Cleaning
- Tying up & Letting go
- Bunkering Operations
- Water & Fuel transfers

Our **Monthly/Daily checks** require us to grab a checklist from the wheelhouse and carry out the jobs required from start to finish. This helps us to ensure the boat is running smoothly



and that there are no problems. They include checks ranging from the bilges to the life saving equipment and everything in between. It also gives me time to learn how things work while I am doing the checks. It gives me a better understanding of the layout of the vessel and if I have any questions my skipper is always happy to answer them for me.

Our **greasing list** is an easy way of telling us what needs greasing and when. However, the more often something is used; like the winches for example, the more often it should be greased so it runs



efficiently and as expected.

Engine services are another task which we have been learning to do. We have two types of service on our boat. An 'A' service and a 'B' service. An 'A' service requires Oil filters, Fuel filters, Air filters and Oil to be changed in one go. A 'B' service is just the Oil and Oil filters which must be changed. We do an 'A' service every 500 hours and a B service every 250. The engine is the power of the vessel so it is vital that a service goes as smoothly as possible.

My off the job training provider is Whitby fishing school, have been very good in terms of support and helping me progress. I have taken a lot of the information back to work with me. Our most recent exams include; Vessel construction & stability, AEC 1&2 and navigational watchkeeping. They have both helped me learn about these subjects and made me more curious. I now find I am asking a lot more questions about why things are the way they are and getting into conversations and debates with my crewmembers.



I have developed a range of knowledge and skill in different sectors. I have grasped the basics such as; health and safety, PPE, communication and I understand why they are so important. I know about personal/vessel/food hygiene and why it must be kept to a high standard. I am starting to build confidence in different jobs I am doing and I am becoming more competent every time.

I have enjoyed the job because it is never repetitive. There is

always something new and different going on and I go to



sleep wondering what we will be doing

tomorrow. It helps keep me on my toes and prepared for anything. I find being in the engine room the most interesting because I enjoy learning how things work and there is something new to be learned in there every day. I found learning knots the most challenging to begin

with but after repeatedly doing them they are now second nature and I do them without thinking about it.



My first time at sea I found tying the boat difficult and I didn't really know where to put myself when we arrived at our destination. However, after watching and learning I know where I need to be and when and most importantly how to communicate properly so my fellow crew members know if I am struggling or if I have completed the task.

I found the navigation side of things quite difficult in the beginning, but I am becoming more confident with it as time goes on. I have been taking up watchkeeping duties and have even been allowed to sit at the wheel and steer from time to time. It has really improved my confidence being able to steer and feel how the boat moves and works. I have even taken the Marshall Art through the Dover straight which is one of the busiest waterways in the world! (under supervision of course).

And what about the future?

In the future I would like to pursue the engineering path. I feel it's the topic that interests me the most and I would love to learn about it more in depth and develop that area. I also hope I can prove myself enough to carry on at B Marshall Marine after my apprenticeship."