

Press release: FOREIGN FLAGGED SHIPS UNDER DETENTION IN THE UK DURING AUGUST 2017

During August, there was one new detention of foreign flagged vessels in a UK port. Six vessels remained under detention from previous months. A total of seven vessels remain under detention at the end of August.

1. In response to one of the recommendations of Lord Donaldson's inquiry into the prevention of pollution from merchant shipping, and in compliance with the EU Directive on Port State Control (2009/16/EC as amended), the Maritime and Coastguard agency (MCA) publishes details of the foreign flagged vessels detained in UK ports each month.
2. The UK is part of a regional agreement on port state control known as the Paris Memorandum of Understanding on Port State Control (Paris MOU) and information on all ships that are inspected is held centrally in an electronic database known as THETIS. This allows the ships with a high risk rating and poor detention records to be targeted for future inspection.
3. Inspections of foreign flagged ships in UK ports are undertaken by surveyors from the Maritime and Coastguard Agency. When a ship is found to be not in compliance with applicable convention requirements, a deficiency may be raised. If any of their deficiencies are so serious they have to be rectified before departure, then the ship will be detained.
4. All deficiencies should be rectified before departure if at all possible.
5. When applicable, the list includes those passenger craft prevented from operating under the provisions of the EU Directive on Mandatory Surveys for the safe operation of regular Ro-Ro ferry and high speed passenger craft services (1999/35/EU).

Notes on the list of detentions

- Full details of the ship. The accompanying detention list shows ship's International Maritime Organization (IMO) number which is unchanging throughout the ship's life and uniquely identifies it. It also shows the ship's name and flag state at the time of its inspection.
- Company. The company shown in the vessel's Safety Management Certificate

(SMC) or if there is no SMC, then the party otherwise believed to be responsible for the safety of the ship at the time of inspection.

- Classification Society. The list shows the Classification Society responsible for classing the ship only.
- Recognised Organisation. Responsible for conducting the statutory surveys: and issuing statutory certificates on behalf of the Flag State
- White (WL), Grey (GL) and Black lists (BL) are issued by the Paris MoU on 01 July each year and shows the performance of flag State.

SHIPS DETAINED IN AUGUST 2017

Vessel Name: NIHAL

GT: 3790

IMO: 8918435

Flag: Cook Islands (Black List)

Company: DMV Denizcilik Ltd

Classification Society: NKK

Recognised Organisation: N/A

Recognised Organisation for ISM Doc: N/A

Recognised Organisation for ISM SMC: N/A

Date and Place of Detention: 30th August 2017 at Birkenhead

Summary: Thirteen deficiencies with two grounds for detention

Defective item	Nature of defect	Ground for Detention
11105 – Rescue boat inventory	Missing equipment	No
18302 – Sanitary facilities	Not as required	No
10118 – Speed and distance indicator	Inoperative	No
07106 – Fire detection & alarm system	Not as required	No
07106 – Fire detection & alarm system	Not as required	No
07125 – Evaluation of crew performance (fire drills)	Lack of training	No
07113 – Fire pump and its pipes	Not as required	No
01102 – Cargo ship safety construction certificate (including exempt)	Not properly filled	No
01199 – Other (certificate)	Other	No
01139 – Maritime Labour Certificate	Not properly filled	No
99102 – Other (SOLAS operational)	Other	No
04114 – Emergency source of power – emergency generator	Inoperative	Yes
15150 – ISM	Not as required	Yes

This vessel was still detained on 31st August 2017

DETENTIONS CARRIED OVER FROM PREVIOUS MONTHS

Vessel Name: REGGAE

GT: 1567

IMO: 8500408

Flag: Panama (White list)

Company: Voda Denizcilik Ve Disticet Ltd

Classification Society: NKK

Recognised Organisation: NKK

Recognised Organisation for ISM Doc: National Shipping Adjuster Inc

Recognised Organisation for ISM SMC: NKK

Date and Place of Detention: 27th June 2017 at Leith

Summary: Nineteen deficiencies with four grounds for detention

Defective item	Nature of defect	Ground for Detention
07112 – Emergency escape breathing device and disposition	Not as required	No
18425 – Access/structural features (ship)	Missing equipment	No
04109 – Fire drills	Lack of training	No
04108 – Muster List	Incomplete	No
10105 – Magnetic compass	Not readable	No
09232 – Cleanliness of engine room	Insufficient	No
15150 – ISM	Not as required	No
03108 – Ventilators, air pipes, casing	Damaged	No
02101 – Closing devices/watertight doors	Inoperative	No
07105 – Fire doors/openings in fire-resisting divisions	Not as required	No
18203 – Wages	Not according SEA	Yes
11117 – Lifebuoys incl. provision and disposition	Missing	No
02105 – Steering gear	Not as required	No
11108 – Inflatable liferafts	Insufficient	No
01220 – Seafarers' employment agreement (SEA)	Not as required	Yes
18314 – Provision quantity	Insufficient	Yes
18204 – Calculation and payment of wages	Not according SEA	Yes
10116 – Nautical publications	Not updated	No
13102 – Auxiliary engine	Missing	No

This vessel was still detained on 31st August 2017

Vessel Name: SECCADI

GT: 1596

IMO: 9123295

Flag: Panama (White list)

Company: Voda Gemi Isletmeciligi AS

Classification Society: NKK

Recognised Organisation: National Shipping Adjusters Inc
Recognised Organisation for ISM Doc: NKK

Recognised Organisation for ISM SMC: NKK

Date and Place of Detention: 20th June at Runcorn

Summary: Eleven deficiencies with six grounds for detention

Defective item	Nature of defect	Ground for Detention
12220 – Seafarers’ employment agreement (SEA)	Not as required	Yes
18203 – Wages	No records	Yes
18203 – Wages	Missing	Yes
18203 – Wages	Not according to SEA	Yes
18203 – Wages	Not adequate	Yes
18201 – Fitness for duty – work and rest hours	Not as required	No
18313 – Cleanliness	Signs of vermin	No
18314 – Provision quantity	Insufficient	Yes
18308 – Furnishing	Damaged	No
18302 – Sanitary Facilities	Damaged	No
15150 – ISM	Not as required	No

This vessel was still detained on 31st August 2017

Vessel Name: TAHSIN

GT: 1598

IMO: 9055187

Flag: Panama (White list)

Company: Voda Denizcilik IC Dis Tacaret Ltd

Classification Society: NKK

Recognised Organisation: NKK/NASHA

Recognised Organisation for ISM Doc: NKK

Recognised Organisation for ISM SMC: NKK

Date and Place of Detention: 2nd June at Sharpness

Summary: Twelve deficiencies with eight grounds for detention

Defective item	Nature of defect	Ground for Detention
18327 – Ventilation (working spaces)	Inoperative	Yes
10116 – Nautical publications	Missing	Yes
01214 – Endorsement by flagstate	Missing	No
01220 – Seafarers' employment agreement (SEA)	Invalid	Yes
11128 – Line-throwing appliance	Expired	No
11129 – Operational readiness of lifesaving appliances	Expired	No
01202 – Certificate for rating for watching	Missing	Yes
18203 – Wages	Not according SEA	Yes
10111 – Charts	Missing	Yes
05106 – INMARSAT ship earth station	Not as required	Yes
15150 – ISM	Not as required	Yes
03104 – Cargo & other hatchways	Damaged	No

This vessel was still detained on 31st August 2017

Vessel Name: MALAVIYA SEVEN

GT: 3001

IMO: 9087312

Flag: India (Grey List)

Company: GOL Offshore Ltd

Classification Society: IRS

Recognised Organisation: IRS

Recognised Organisation for ISM Doc: IRS

Recognised Organisation for ISM SMC: IRS

Date and Place of Detention: 5th October 2016 at Aberdeen

Summary: Five deficiencies with five grounds for detention

Defective item	Nature of defect	Ground for Detention
07105 – Fire doors/openings in fire resisting divisions	Not as required	Yes
07113 – Fire pumps and its pipes	Not as required	Yes
18203 – Wages	Missing	Yes
01220 – Seafarers employment agreement (SEA)	Invalid	Yes
18204 – Calculation and payment of wages	No records	Yes

This vessel was still detained on 31st August 2017

Vessel Name: SEA TRIDENT

GT: 964.

IMO No: 7393169.

Flag: PANAMA (white list)

Company:

Classification Society: Expired

Recognised Organisation: Expired

Recognised Organisation for ISM DOC:

Recognised Organisation for ISM SMC:

Date and Place of Detention: 17 June 2016, West Cowes

Summary: Seventeen deficiencies with seventeen grounds for detentions

Defective item	Nature of defect	Ground for Detention
01101 – Cargo ship safety equipment cert	Expired	Yes
01102 – Cargo Ship safety construction cert	Expired	Yes
01104 – Cargo ship safety radio cert	Expired	Yes
01108 – Loadline cert	Expired	Yes
01117 – IOPP (International Oil Pollution Prevention cert	Expired	Yes
01119 – International Sewage Pollution Prevention cert	Expired	Yes
01124 – International Air Pollution Prevention cert	Expired	Yes
01137 – Civil liability for bunker oil pollution damage cert	Expired	Yes
01199 – Other certs (Certificate of class)	Expired	Yes
01201 – Certificates for master and officers	Missing	Yes
10111 – Charts	Not updated	Yes

10116 – Publications Nautical	Not updated	Yes
11108 – Inflatable liferafts	Expired	Yes
11116 – Distress flares	Missing	Yes
07109 – Fixed fire fighting extinguishing installation	Not as required	Yes
07110 – Fire fighting equipment & appliances	Not as required	Yes
01140 – Declaration of Maritime Labour Compliance	Missing	Yes

This vessel was still detained on 31st August 2017

Vessel Name: CIEN PORCIENTO (General Cargo)

GT: 106.

IMO No: 8944446.

Flag: Unregistered.

Company: Open Window Inc.

Classification Society: Unclassed.

Recognised Organisation: Not applicable.

Recognised Organisation for ISM DOC: Not applicable.

Recognised Organisation for ISM SMC: Not applicable

Date and Place of detention: 4 March 2010, Lowestoft

Summary: Thirty deficiencies including seven grounds for detention

This vessel was still detained on 31st August 2017

Notes to Editors

- The MCA is a partner in the Sea Vision UK campaign to raise awareness and understanding of the sea and maritime activities. Sea Vision promotes the importance and economic value of the sector and works to highlight the exciting range of activities and career opportunities available to young people within the UK growing maritime sector at www.seavision.org.uk

- Follow us on Twitter: @MCA_media

For further information please contact Maritime and Coastguard Agency Press Office, on: +44 (0) 2380 329 401 Press releases and further information about the agency is available [here](#).

News story: Regional Flood and Coastal Committee (RFCC) chair appointments

Following a recruitment campaign for 5 [Regional Flood and Coastal Committee](#) (RFCC) posts (Anglian Central, Northumbria, North West, South West and Thames), the Department for Environment, Food and Rural Affairs is pleased to announce the following 4 RFCC Chairs' appointments:

- Phil Rothwell as the Chair of the Northumbria RFCC
- Adrian Lythgo as the Chair of the North West RFCC
- Philip Rees as the Chair of the South West RFCC
- Professor Robert Van de Noort as the Chair of the Thames RFCC

Their appointments run from 1 September 2017 for 3 years until 31 August 2020.

All the appointments followed procedures set out in the [Ministerial Governance Code for Public Appointments](#) which came into force on 1 January 2017. There is a requirement for appointees' political activity (if significant) to be declared. None of the appointees have declared any significant political activity during the past 5 years.

RFCCs help to provide governance for the [Environment Agency](#) (EA) Flood and Coastal Erosion risk management functions and cover all flood risks that are not the responsibility of the water companies. They have 3 main purposes:

- to ensure there are coherent plans for identifying, communicating and managing flood and coastal erosion risks across catchments and shorelines
- to promote efficient, targeted and risk-based investment in flood and coastal erosion risk management that optimises value for money and benefits for local communities
- to provide a link between the EA, Lead Local Flood Authorities, other risk management authorities, and other relevant bodies to engender mutual understanding of flood and coastal erosion risks in its area

All Chair posts attract a remuneration currently set at £17,503 for a commitment of 5 days per month except for the Northumbria RFCC post which attracts a remuneration currently set at £14,002 for a commitment of 4 days per month.

Anglian Central RFCC

No appointment was made for the Anglian Central RFCC post.

A new recruitment campaign for this post will be included as part of a wider recruitment campaign for other posts which will require new appointments. An announcement on this will be made shortly on the [Public Appointments website](#).

Arrangements for a temporary chair for Anglian Central RFCC will be made in the meantime.

Background details of the 4 appointed RFCC Chairs are as follows:

Northumbria RFCC

Phil Rothwell has worked at a senior level in statutory agencies and charities for over 35 years. For 10 years he led the EA team dealing with flood and coastal risk policy including research, flood mapping and warning, planning and development in the flood plain and related policy. This included input to the Pitt Inquiry, the Floods and Water Management Act, and implementation of the Floods Directive. He was also one of EAs lead media commentators during flood events.

Phil retired from the EA in 2013 and has since worked independently on a range of issues including environmental implications of leaving the European Union, and setting up the new Floods Degree programme at Brunel University. He has for 3 years served on the Anglian Central RFCC, and also sits on the East of England Heritage Lottery Committee and the Anglia Water Sustainability and Resilience panel.

North West RFCC

In a career spanning more than 30 years Adrian Lythgo, BSC, CPFA, has held leadership positions in both the public and private sectors. From 2010 to February 2017 he was the Chief Executive of Kirklees Council in West Yorkshire. Concurrently between 2014 and 2016 he was Head of Paid Service of the newly created West Yorkshire Combined Authority until the recruitment of a full time Managing Director. In these roles, he provided policy advice to Councillors as well as being both organisations most senior official, working in partnership with a wide range of public organisations and private businesses.

An accountant by profession, Adrian was also Kirklees's Director of Finance and performance from 2009 to 2010. Prior to that he was an Associate Partner at KPMG leading audit and advisory work at public sector nationally, with many North West based clients.

His earlier career was spent at both the Audit Commission where he was involved in the development of Best Value and Comprehensive Performance Assessment and audit work in Local Government and the NHS and at KPMG where his clients also included Universities, Colleges and other governmental organisations. He has also held a variety of independent non-executive roles in public organisations and organisations that relate to the public sector.

South West RFCC

In addition to his role as a Chair of South West RFCC, Philip Rees is Chairman of Cornwall Care, a major provider of adult domiciliary care, and residential and nursing care homes. He has recently been Chair of the South West Coastal Group and Chair of the Board of Governors of Cornwall College,

one of the largest Further/Higher Education Colleges in the UK.

For the majority of his previous career he was a director of a major construction, housing and property development company, responsible for commercial business development and, in latter times, Private Finance Initiative projects.

Philip owns and runs a small holiday complex and, with his wife, has a horse livery business both based in North Cornwall.

Thames RFCC

Professor Robert Van de Noort works at the University of Reading where he is the Pro Vice-Chancellor for Academic Planning & Resource. Robert is responsible for planning and resource allocation at institutional level and he has oversight of the University's capital investment programme; he is also the University's champion for Gender Equality.

As an archaeologist, Robert is best known for his work in marine, intertidal and terrestrial wetlands and his research has looked at the impact of climate change on people living on the coast and near rivers in the past and present. Previously, Robert was Chair of the South West Regional Flood and Coastal Committee (2013-2017). Robert lives in Goring on Thames and is a keen member of the Goring Gap Boat Club.

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News story: Webinar – 25 Sept – Selling to the Ministry of Defence

Join this 30 minute webinar to hear from John Kite, SME Champion for Ministry of Defence, on the type of products and services purchased by MoD, frameworks used, and top tips on how SMEs can identify and respond to procurements.

Click [here](#) to register.

Speech: First Sea Lord outlines the Royal Navy's requirements for the Type 31e frigate

Minister, ladies and gentlemen, it's a pleasure to speak to you today, in the midst of a hugely exciting few weeks for the Royal Navy and the UK's maritime industrial sector.

As the minister mentioned, when HMS Queen Elizabeth arrived in Portsmouth last month, I described it as a triumph of strategic ambition and a lesson for the future, and I really meant it.

Here was a project first initiated 20 years ago, in which time it outlasted 3 prime ministers, 8 defence secretaries and 7 First Sea Lords. It survived 5 general elections, 3 defence reviews and more planning rounds than I care to remember.

But despite all these twists and turns, the project endured and, in doing so proved to the world, and to ourselves, that we still have what it takes to be a great maritime industrial nation.

Now, in the [National Shipbuilding Strategy](#), we have an opportunity to maintain the momentum.

So my reason for being here today is two-fold. Firstly, to outline the Royal Navy's requirement for the Type 31e by describing the kind of ship we're looking for and it's place in our future fleet.

Secondly, to emphasise our commitment to working with you, our industry partners, to build on what we've achieved with the Queen Elizabeth class, and to bring about a stronger and more dynamic shipbuilding sector which can continue to prosper and grow in the years ahead.

Requirement

The Royal Navy's requirement for a general purpose frigate is, in the first instance, driven by the government's commitment to maintain our current force of 19 frigates and destroyers.

The 6 Type 45 destroyers are still new in service, but our 13 Type 23 frigates are already serving beyond their original design life.

They remain capable, but to extend their lives any further is no longer viable from either an economic or an operational perspective.

Eight of those Type 23s are specifically equipped for anti-submarine warfare and these will be replaced on a one-for-one basis by the new Type 26 frigate.

As such, we look to the Type 31e to replace the remaining 5 remaining general purpose variants.

This immediately gives you an idea of both the urgency with which we view this project, and how it fits within our future fleet.

In order to continue meeting our current commitments, we need the Type 31e to fulfil routine tasks to free up the more complex Type 45 destroyers and Type 26 frigates for their specialist combat roles in support of the strategic nuclear deterrent and as part of the carrier strike group.

So although capable of handling itself in a fight, the Type 31e will be geared toward maritime security and defence engagement, including the fleet ready escort role at home, our fixed tasks in the South Atlantic, the Caribbean and the Gulf, and our NATO commitments.

These missions shape our requirements.

There is more detail in your handout but, broadly speaking, the Type 31e will need a hanger and flight deck for both a small helicopter and unmanned air vehicle, accommodation to augment the ship's company with a variety of mission specialists as required, together with stowage for sea boats, disaster relief stores and other specialist equipment.

It will be operated by a core ships company of between 80-100 men and women and it needs to be sufficiently flexible to incorporate future developments in technology, including unmanned systems and novel weaponry as they come to the fore, so open architecture and modularity are a must.

All this points towards a credible, versatile frigate, capable of independent and sustained global operations.

Now I want to be absolutely clear about what constitutes a frigate in the

eyes of the Royal Navy.

In Nelson's time, a first rate ship like HMS Victory was a relative scarcity compared with smaller, more lightly armed frigates.

They wouldn't take their place in the line of battle, but they were fast, manoeuvrable and flew the White Ensign in many of the far flung corners of the world where the UK had vital interests.

More recently, the navy I joined still had general purpose frigates like the Leander, Rothesay and Tribal class and, later, the Type 21s, which picked up many of the routine patrol tasks and allowed the specialist ASW frigates to focus on their core NATO role.

It was only when defence reductions at the end of the Cold War brought difficult choices that we moved to an all high end force.

So forgive the history lesson, but the point I'm making is the advent of a mixed force of Type 31 and Type 26 frigates is not a new departure for the Royal Navy, nor is it a 'race to the bottom'; rather it marks a return to the concept of a balanced fleet.

And the Type 31e is not going to be a glorified patrol vessel or a cut price corvette. It's going to be, as it needs to be, a credible frigate that reflects the time honoured standards and traditions of the Royal Navy.

Ambition

In order to maintain our current force levels, the first Type 31e must enter service as the as the first general purpose Type 23, HMS Argyll, leaves service in 2023.

Clearly that's a demanding timescale, which means the development stage must be undertaken more quickly than for any comparable ship since the Second World War.

But while this programme may be initially focused on our requirements for the 2020s, we must also look to the 2030s and beyond.

You know how busy the Royal Navy is and I won't labour the point, suffice to say international security is becoming more challenging, threats are multiplying and demands on the navy are growing.

Added to this is that, as we leave the European Union, the UK is looking to forge new trading partnerships around the world.

Put simply, Global Britain needs a global Navy to match.

It is therefore significant that the government has stated in its manifesto, and again through the National Shipbuilding Strategy, that it views the Type 31e as a means to grow the overall size of the Royal Navy by the 2030s.

If we can deliver a larger fleet, then we can strengthen and potentially

expand the Royal Navy's reach to provide the kind of long term presence upon which military and trading alliances are built.

Delivery

This is a hugely exciting prospect, but we must first master the basics.

We can all think of examples of recent projects which have begun with the right intentions, only for timescales to slip, requirements to change and costs to soar.

As Sir John Parker highlighted in his report last year, we end up with a vicious cycle where fewer, more expensive, ships enter service late, and older ships are retained well beyond their sell by date and become increasingly expensive to maintain.

So we need to develop the Type 31e differently if we're going to break out of that cycle.

We've said that the unit price must not exceed £250 million.

For the Royal Navy, this means taking a hard-headed, approach in setting our requirements to keep costs down, while maintaining a credible capability, and then having the discipline to stick to those requirements to allow the project to proceed at pace.

It also means playing our part to help win work for the UK shipbuilding sector from overseas.

So the challenge is to produce a design which is credible, affordable and exportable.

Adaptability is key, we need a design based on common standards, but which offers different customers the ability to specify different configurations and capabilities without the need for significant revisions.

So while it may be necessary to make trade offs in the name of competitiveness, export success means longer production runs, greater economies of scale and lower unit costs, and therein lies the opportunity to increase the size of the Royal Navy.

With a growing fleet it would be perfectly possible for the Royal Navy to forward deploy Type 31e frigates to places like Bahrain Singapore and the South Atlantic, just as we do with some of our smaller vessels today.

If our partners in these regions were to buy or build their own variants, then we could further reduce costs through shared support solutions and common training.

And because of the Royal Navy's own reputation as a trusted supplier of second hand warships, we could look to sell our own Type 31's at the midpoint of their lives and reinvest the savings into follow-on batches.

So by bringing the Royal Navy's requirements in line with the demands of the export market, we have the opportunity to replace the vicious circle with a virtuous one.

And beyond the Type 31e, the benefits could apply to the Royal Navy's longer term requirements, beginning with the fleet solid support ship but also including our future amphibious shipping and eventually the replacement for the Type 45 destroyers as well as other projects that may emerge.

Ultimately, the prize is a more competitive and resilient industrial capacity: one that is better able to withstand short term political and economic tides and can serve the Royal Navy's long term needs.

Conclusion

So, in drawing to a close, I believe we have a precious opportunity before us.

My father worked at the Cammell Laird shipyard for over 40 years. It was visiting him there as a schoolboy and seeing new ships and submarines taking shape that provided one of the key inspirations for me to join the Royal Navy, nearly 40 years ago.

And yet, for most of my career, the fleet has become progressively smaller while the UK shipbuilding sector contracted to such an extent that it reached the margins of sustainability.

But with the Queen Elizabeth class carriers, and the 6 yards involved in their build, we demonstrated that shipbuilding has the potential to be a great British success story once again.

Far beyond Rosyth, we've seen green shoots emerging in shipbuilding across the country, and throughout the supply chain, driven by a new entrepreneurial ambition.

Now the National Shipbuilding Strategy has charted a bold and ambitious plan to capitalise on that and reverse the decline.

And in the Type 31e, we have the chance to develop a ship that can support our national security and our economic prosperity in the decades to come.

The navy is ready and willing.

Now we look to you, our partners in industry, to bring your expertise, your innovation and your ambition to bear in this endeavour.